

Help Promote **WRECK**Less Driving

NO-ZONE

NO-ZONE

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NO-ZONE

SIDE NO-ZONES

Don't "hang out" on either side of trucks or buses!

They have big blind spots on both sides. If you can't see the driver's face in his side-view mirror, he can't see you. If that driver needs to change lanes for any reason, you could be in big trouble!

REAR NO-ZONES - Avoid Tailgating!

Unlike cars, trucks and buses have huge No-Zones directly behind them. The truck or bus driver can't see your car back there, and you can't see what's going on ahead of you. If the truck or bus driver brakes suddenly, you have no place to go.

FRONT NO-ZONES - Pass Safely!

Don't cut-in front too soon after passing. Truck and bus drivers need nearly twice the time and room to stop as cars. Look for the whole front of the truck in your rear-view mirror before pulling in front, and then don't slow down!

BACKING UP NO-ZONE

Pay Closer Attention!

Never cross behind a truck that is backing up! Hundreds of motorists and pedestrians are killed or injured, each year, by ignoring trucks backing up. Truck drivers do not have a rear-view mirror and may not see you cutting in behind them.

WIDE RIGHT TURNS

Avoid the "Squeeze Play"!

Truck and bus drivers sometimes need to swing wide to the left in order to safely make a right turn. They can't see cars squeezing-in between them and the curb. Watch for their blinkers and give them room to turn.



Don't hang out in the SM
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Oregon Fast Facts



Trucking Drives the Economy

- **Employment:** In 2008, the trucking industry in Oregon provided 94,247 jobs, or one out of 15 in the state. Total trucking industry wages paid in Oregon in 2008 exceeded \$4.2 billion, with an average annual trucking industry salary of \$44,248. In May 2008, the U.S. Bureau of Labor Statistics reported that truck drivers, heavy, tractor-trailer and light, delivery drivers, held 33,470 jobs with a mean annual salary of \$34,665.
- **Small Business Emphasis:** There are over 10,281 trucking companies located in Oregon, most of them small, locally owned businesses. These companies are served by a wide range of supporting businesses both large and small.
- **Transportation of Essential Products:** Trucks transported 88.1 percent of total manufactured tonnage in the state in 2009 or 417,545 tons per day. Over 77 percent of Oregon's communities depend exclusively on trucks to move their goods.

Trucking Pays the Freight

- **As an Industry:** In 2008, the trucking industry in Oregon paid approximately \$521.9 million in federal and state roadway taxes and fees. The industry paid 44 percent of all taxes and fees owed by Oregon motorists, despite trucks representing only 12 percent of vehicle miles traveled in the state.
- **Individual Companies:** In 2009, a typical five-axle tractor-semitrailer combination paid \$16,301 in state highway user fees and taxes in addition to \$8,959 in federal user fees and taxes. These taxes were over and above the typical taxes paid by businesses in Oregon.
- **Roadway Use:** In 2008, Oregon had 59,252 miles of public roads over which all motorists traveled 33.5 billion miles. Trucking's use of 2008 public roads was 4.1 billion miles in 2008.

Safety Matters

- **Continually Improving:** At the national level, the large truck fatal crash rate for 2008 was 1.64 fatal crashes per 100 million vehicle miles of travel (VMT). This rate is at its lowest point since the U.S. Department of Transportation (DOT) began keeping these records. Since 1975 this rate has dropped 64 percent.
- **Sharing the Road:** The trucking industry is committed to sharing the road safely with all vehicles. The Share the Road program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and safe merging around large trucks, all designed to reduce the number of car-truck accidents.
- **Safety First:** Oregon Trucking Associations members put safety first through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives at the local, state and national levels.

Trucks Deliver a Cleaner Tomorrow

- **Fuel Consumption:** The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2008 combination trucks consumed nearly 45 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 16 percent of the total fuel consumed.
- **Emissions:** Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98 percent fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97 percent since 1999.
- **Partnerships:** Through the U.S. EPA's SmartWay Transport Partnership, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.



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