



## Transformed & Energized: Oregon Trucks Deliver Goods!

### FACT SHEET

#### Commitment to Safety

##### Sharing the Road

Over 15 years ago the trucking industry responded to the number of truck crashes in the country by working with Federal Motor Carrier Safety Administration and the Oregon Department of Transportation in developing a nationwide campaign to educate truck drivers, motorists, pedestrians and bicyclists about how to Share the Road. The trucking industry is committed to sharing the road and raising community awareness about truck blind spots, stopping distances and safe merging around large trucks, all designed to reduce the number of accidents.

OTA and its members are committed to highway safety and **Share the Road** is what we must do together every day. We want to improve the knowledge of all users to minimize the likelihood of a crash with a large truck, and reduce the consequences of those that do occur. We are all pedestrians and bicyclists at some point in time and we encourage everyone to remember to "Go Safe" and watch the No-Zone.

##### Safety First

OTA members put safety first through improved driver trainings, investments in safety technologies and active participation in industry safety initiatives at the local, state and national levels. OTA is committed to working with the Oregon Department of Transportation in order to ensure proper vehicle regulations are being followed to make Oregon roads safe for all drivers.

##### No-Zones

The **No-Zones** are those areas around trucks motorist, bicyclist and pedestrians should steer clear of while on the road. These are the blind spots where truck drivers have virtually no sight line around them. While truck drivers are extremely well trained and are familiar with these areas, OTA reminds everyone to avoid the **No-Zone** and be just as alert while traveling.

##### By the Numbers

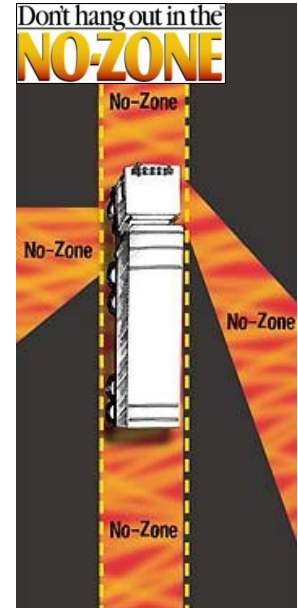
In recent years:

Truck crashes in Oregon are down 20%

Injuries in truck crashes are down 22%

Fatalities are down 17%

Crashes in which the truck driver is at-fault are down 25%



#### Essential, Effective & Environmentally Sound

Trucks are a key part of the intermodal freight network serving Oregon, moving containers that arrived via ship or rail to their final destination



Trucks involved in intermodal transport improve security, reduce cargo handling, prevent cargo damage and allow items to be delivered more quickly

New diesel truck engines produce 98% fewer particulate matter and nitrogen oxides emissions than engines produced before 1990

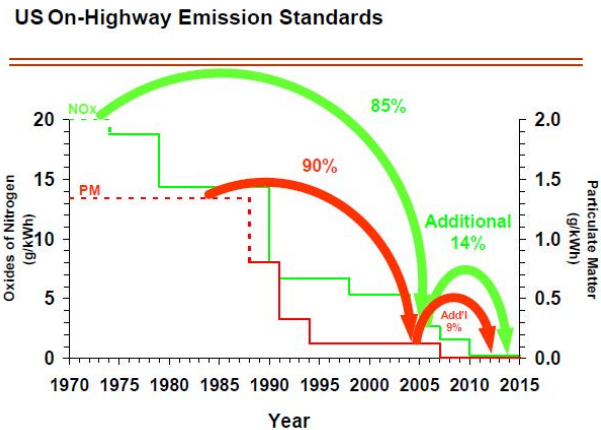
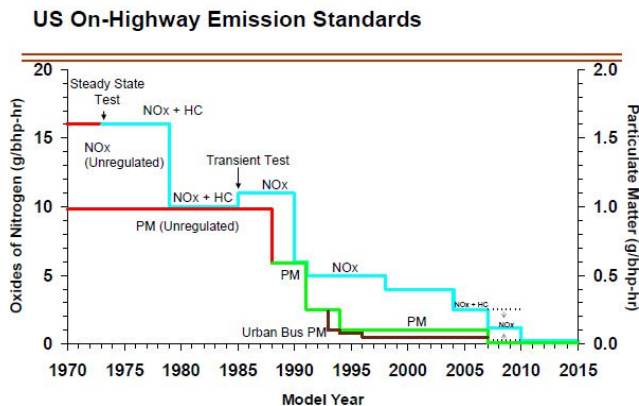
Trucks account for less than 20% of total fuel consumption in the U.S.

(see reverse for more info)

In 2007, the new diesel trucks purchased by the industry began incorporating diesel particulate filters (DPFs) to reduce tailpipe emissions of particulate matter (PM) by 90%. These trucks also achieved the first half of a 90% reduction in NOx emissions which was fully implemented in 2010. Every 60 new trucks purchased today roughly equal the NOx and PM emissions produced by a *single* new truck purchased nearly 30 years ago, when the initial truck emission standards were established.

The trucking industry continues to work with government agencies and other businesses to deliver a cleaner tomorrow, finding ways to reduce greenhouse gases through programs like the EPA's SmartWay Transport Partnership.

The following charts show US On-Highway Emission Standards and ongoing reductions within the trucking industry.



## Trucking and Oregon Economy

### Employment

In 2010, the trucking industry in Oregon provided 85,033 jobs or one out of 16 in the state. Total Trucking industry wages paid in Oregon in 2010 exceeded \$3.8 billion, with an average annual trucking industry salary of \$44,231. In May 2010, the U.S. Bureau of Labor Statistics reported that truck drivers, heavy, tractor-trailers and light, delivery drivers, held 28,860 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 and locally owned businesses. These companies are served by a wide range of supporting businesses.

### Transportation of Essential Products

Trucks Transported 88% of the total manufactured tonnage in the state in 2010 or 638,135 tons per day. Over 77% of communities depend exclusively on trucks to get their goods.



### Trucking Pays the Freight

As an industry, in 2009 the trucking industry in Oregon paid approximately \$455.3 million in federal and state roadway taxes and fees. The industry paid 40% of all taxes and fees owed by Oregon motorists, despite trucking representing on 12% of vehicle traveled in the state. In 2010, a typical five-axle tractor-semitrailer combination paid \$16,809 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. In 2008, Oregon had 59,252 miles of public roads over which all motorists traveled 33.5 billion miles. Trucking's use of public roads was 4.1 billion miles.

To learn more about the OTA and the Oregon trucking industry visit our website at [www.ortrucking.org](http://www.ortrucking.org), your one stop transportation resource!