



TRUCKING DELIVERS FOR THE COMMONWEALTH



Employing People

- In 2007, the trucking industry provided 225,556 jobs in Virginia, or one of every 16 jobs in the state. The U.S. Bureau of Labor Statistics reported in May 2007 that tractor-trailer and delivery truck drivers held 65,010 jobs with a mean annual salary of \$30,905.
- Trucking paid more than \$10.3 billion in wages in 2007 - an annual average of \$45,824 per worker.
- There are more than 10,537 trucking companies located in Virginia, most of them small, locally-owned businesses. There are more than 500,000 interstate trucking operations in the U.S. - 96% of them operate 20 or fewer trucks.

Essential Freight Movement

- Only trucks have the ability to serve all the state's communities – over 86 % of Virginia's communities rely exclusively on trucks for their freight transportation service.
- Trucks moved 92% of manufactured freight tonnage and 71% of total freight tonnage transported in Virginia in 2007.
- Trucks were involved in the transportation of almost all of the 1.22 million container units handled by the Ports of Virginia last year.
- Nationally, trucks represent 83.8% (or \$645.6 billion) of the total dollars spent on freight transportation. The trucking industry hauled 69% (10.7 billion tons) of all freight transported in the U.S. in 2006.

Efficient Freight Movement

- Medium and large trucks account for less than 1% of all vehicle registrations in Virginia and 7.5% of total vehicle miles traveled in the Commonwealth.
- Trucks hauled over 472 million tons of freight into and out of Virginia in 2007 or 1.82 million tons per business day.
- On a typical business day, trucks move nearly 1.03 million tons of manufactured goods into and out of the Commonwealth - 578,287 tons inbound to Virginia and 448,278 tons outbound from Virginia.

Tax Generators

- Approximately \$13,640 in state and federal highway user taxes and vehicle excise taxes was paid for operation of a typical 5-axle tractor-trailer in Virginia in 2007. Of this amount, \$4,681 was paid directly to the Commonwealth. Virginia also receives federal tax dollars paid by trucking from the Federal Highway Trust Fund.
- In 2007, trucks accounted for over \$287 million (30%) of state highway user taxes and over \$467 million (41%) of the federal highway user taxes allocated to Virginia.
- In 2007, trucking paid over \$755 million, or 36%, of all state and federal highway user taxes collected for Virginia, but accounted for only 7.5% of total miles traveled in Virginia.

- In addition to highway user taxes and fees, a typical tractor-trailer pays about \$2,000 per year in property taxes to local governments in Virginia.

Safe Freight Movement

- In 2007, tractor-trailer trucks were involved in less 3% of all traffic crashes in Virginia.
- In 2007, 93% of the 940 fatal crashes on Virginia's highways did not involve a tractor-trailer truck.
- Over the past 10 years on Virginia's highways, the number of fatal crashes involving tractor-trailer trucks **went down 20%**; the number of fatalities in crashes involving tractor-trailer trucks **decreased 24%**; and the number personal injury crashes involving tractor-trailer trucks **dropped 31%**.
- In 2007, the national truck-involved fatal crash rate declined 4.5 percent to a record low 1.85 fatal crashes per 100 million miles traveled, compared with 1.93 fatal crashes per 100 million miles traveled in 2006. This rate has decreased 60% from 4.58 in 1975, the first year the U.S. DOT began keeping records.
- In 2007 the number of truck-involved fatal crashes decreased 3% to 4,190, from 4,321 in 2006.
- The number of fatalities from large truck crashes in the U.S. fell 4.4%, from 5,027 in 2006 to 4,808 in 2007.
- Over the past 20 years (1986 to 2006), there has been a 41% increase in registered large trucks and an 84% increase in miles traveled by large trucks. During the same period, the number large trucks involved in fatal crashes has dropped 5% and the vehicle involvement rate for large trucks in fatal crashes has declined by more than 41%.
- Over the past decade alone, the large truck fatal crash rate has dropped 14%. Large truck crash-related injuries are at the lowest level they have been in over a decade.
- A 2006 analysis by Virginia Tech of two studies conducted for the U.S. DOT found that 78% of fatal crashes involving large trucks were caused by passenger car drivers. Also, in July 2002 AAA found that 80% of fatal crashes are caused by car drivers.
- The trucking industry has a zero tolerance standard in place for drug and alcohol use. The latest violation rate for alcohol use on the job, based on random alcohol use on the job, based on random alcohol testing of truck drivers, is just one-tenth of one percent (0.1%). In fact, alcohol involvement for large truck drivers in fatal crashes has declined by 77% for the past 10 years.
- Only 1% of truck drivers involved in fatal crashes were legally intoxicated, compared to 22% of passenger car drivers. Truck drivers have shown the largest decrease (77%) of all drivers in intoxication rates in fatal crashes over the past decade.
- Illegal drug use among truck drivers is less than one-half the rate of the general workforce. In 2003, the drug positive rate for drivers of large trucks was 2%, while the drug positive rate for general U.S. workplace employees was 4.5%.

Large Trucks & Fatigue-Related Crashes

- Large trucks play a very small role in the total number of fatigue-related crashes that occur each year.
- Nationally, drivers of large trucks are nearly 7 times less likely to be involved in a fatal crash due to drowsiness or fatigue than drivers of passenger cars.
- In Virginia, police classified as “fatigued” or “apparently asleep” the condition of 1% of large truck drivers involved in crashes vs. 1.3% of passenger vehicle drivers (automobiles, pickups and vans) in 2006.

The Environment

- Nationally, on-road heavy-duty diesel trucks produce half as much fine particulate matter as off-road sources, including construction and farm equipment, railroad locomotives and marine vessels.
- In 2002 (the most current year for which data is available), On-road diesel-powered trucks:
 - Account for less than 6% of the nation's greenhouse gas emissions.
 - Contribute only about 1% of the nation's total emissions of volatile organic compounds, carbon monoxide and sulfur, less than 1.5% of the nation's total emissions of fine particulate matter, and approximately 16% of the nation's total emissions of NOx.
- In 2007, trucking became the first freight industry to use advanced diesel engine emission control systems. These trucks begin what will ultimately be an additional 90% reduction in NOx emissions.
- To illustrate the significance of these reductions, the particulate emissions from 60 trucks with today's cleanest burning diesel engines equals the particulate emissions of 6 trucks purchased just three years ago and of a single new truck purchased 20 years ago.
- The best news is that trucking is on track – through a series of engine and fuel refinements – so that, when compared to 2002, particulate matter and NOx emissions will be reduced by more than 50% by 2010 and by more than 70% by 2020 due to stricter engine emission and diesel fuel standards.
- These improvements have not come without a cost. The trucking industry has had to absorb a significant increase in operating costs to achieve these emissions reductions. For example, a new engine purchased today is \$11,000 to \$15,000 more expensive than an engine purchased prior to 2002. Also, the 2002 engines lowered fuel economy by an average of 8% and increased the cost of maintenance by about \$400 per year per engine. In addition, the ultra low-sulfur diesel fuel required for 2007 engines costs 1 to 2 cents more per gallon than the previously used low-sulfur diesel fuel.
- The additional cost to the trucking industry of purchasing this newest engine technologies and ultra low-sulfur diesel fuel has been estimated to be as much as \$4 billion annually.

Trucking & U.S. Freight Transportation in the Future

By the Year 2020:

- The total tonnage from primary freight shipments in the U.S. will increase from 14.9 billion tons in 2008 to 18.8 billion tons in 2020, an increase of almost 26.2% over the next 12 years.
- Trucking will account for \$1.123 trillion, or 83.9%, of all freight transportation revenues - a 70% increase over 2008.
- The trucking industry will haul 13.3 billion tons of freight in 2020, or 70.9%, of total U.S. freight tonnage – a 30% increase over 2008.

Sources: (Statistics cited are the latest available as of June 1, 2009)

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