



ASSOCIATION OF  
AMERICAN RAILROADS

**NEWS**

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FOR IMMEDIATE RELEASE

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**Rail Industry Opposes Proposals to Increase Truck Size, Weights**

Statement by  
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President and CEO  
Association of American Railroads  
and  
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President

American Short Line and Regional Railroad Association  
On Proposals to Increase Truck Size and Weight Limits

WASHINGTON July 9, 2008 --- The Association of American Railroads and the American Short Line and Regional Railroad Association oppose legislation to increase truck size and weight limits on the nation's highways.

According to the U.S. Department of Transportation, trucks weighing over 80,000 pounds pay only about half of their highway cost responsibility. Longer and heavier trucks --- unless accompanied by sharp increases in taxes --- would exacerbate this inequity and, based on a U.S. Department of Transportation study, divert between 100 and 225 million tons of freight annually from rail to highways.

Moving this much additional freight by highway would require the consumption of between 500 million and 1.1 billion additional gallons of diesel fuel, producing 1.6 to 3.8 million tons of additional pollutants and 5.6 to 12.3 million tons of additional carbon dioxide each year. Diverting these volumes to highways would also increase traffic congestion, cause highways and bridges to deteriorate more rapidly, and make it more difficult for railroads to invest the money needed to expand the capacity of the nation's freight rail network, given the subsidy to larger trucks.

Instead of larger trucks, AAR and ASLRRA support facilitating greater use of rail intermodal -- the transportation of truck trailers and shipping containers on rail cars. Intermodal represents a cost-effective, environmentally-friendly alternative to excessive reliance on highways to transport freight. Rail intermodal is a partnership between railroads and trucks and is an extremely fuel-efficient means of moving freight.

For many policy reasons, Congress decided in 1991 to freeze truck sizes and weights. That was the proper course of action then and it is the right course of action now.