Trucking in Nevada

By: Paul J. Enos, CEO
Nevada Motor Transport Association

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Trucking Jobs in Nevada
- 62,098 jobs, or one out of 18 in the state.
- >$2.6 billion in trucking industry wages paid in Nevada.
- $42,368 average annual trucking industry salary.

Trucking Businesses in Nevada
- 3,415 trucking companies located in Nevada.
- Mostly small, locally owned.
- Additional supporting businesses create wide ranging positive economic impacts.

Trucking Moves Nevada
- 92.2% of total manufactured tonnage in the state was moved by truck.
- 133,565 tons per day.
- >80% of Nevada's communities depend entirely on trucks to move their goods.

Las Vegas 1,000 Trucks Sample

Same 1,000 Trucks After 24 Hours

Same 1,000 Trucks After 48 Hours
State Trucking Regulation

Truckers must follow size and time restrictions on specific roadways and obtain permits for unusual loads.

- In Nevada, DMV Motor Carrier issues over-length, over-weight and single-trip permits. The DMV administers fuel tax and registration and conducts some environmental compliance activities.
- The Nevada Department of Transportation issues overweight permits and provides road and weather information.
- The Nevada Highway Patrol issues amber light, emergency light and hazardous materials permits. NHP also enforces all commercial traffic and safety laws.
- Nevada Transportation Authority also regulates particular types of carriers.

Federal and other Trucking Regulation

FMCSA—Federal Motor Carrier Safety Administration
IRS—Internal Revenue Service
OSHA—Occupational Safety and Health Administration
DHS—Department of Homeland Security
TSA—Transportation Security Administration
EPA—Environmental Protection Agency
CARB—California Air Resources Board

Truck Weight

Generally, trucks cannot weigh more than 80,000 lbs. when operating on interstate Highway system.

- Single axle weight limit 20,000 lbs.
- Tandem axle weight limit equals 34,000 lbs.
- Tridem axle weight limit equals 42,000 lbs.
- Trucks must also comply with federal bridge laws for axle and spacing.

In Nevada Trucks may obtain an annual permit to carry a divisible load up to 129,000 lbs.
Longer Combination Vehicles (LCVs)

Trucks over 70 feet long with more than one trailer.

LCVs are safer and more efficient than straight trucks.

Safety

Nationally, the large truck fatal crash rate for 2008 was 1.64 fatal crashes per 100 million vehicle miles of travel (VMT).

- This rate has dropped 64% is at its lowest point since the U.S. Department of Transportation (DOT) in started keeping records in 1975.

Safety-CSA

Comprehensive Safety Analysis—FMSCA has a new way to assess carriers and drivers to identify safety problems.

More focused carrier investigations based on roadside inspections.

Marginal drivers will be identified and be more difficult to employ.

Drivers

- Driver Shortage—Estimated to be 200,000 by the end of 2011.
- Required to carry medical cards and be enrolled in a drug testing consortium.
- Required to perform Daily Vehicle Inspections pre and post-trip.
- Hours of Service—DOT asking to lower daily driving time from 11 to 10 hours.
Hours of Service Log Book

Heavy-Vehicle Use Tax

- Federal law requires owners of vehicles with a gross vehicle weight of 55,000 pounds or more to produce proof of payment of the Federal Heavy Vehicle Use Tax before issuance of registration plates or renewal stickers.

Nevada Truck Taxes

- $286.7 million in federal and state roadway taxes and fees.
- The industry paid
- 36 percent of all taxes and fees owed by Nevada motorists, despite trucks representing only 9 percent of vehicle miles traveled in the state.
- $8,380 paid in state highway user fees and taxes on a typical five-axle tractor-trailer combination.
- $5,959 in federal user fees and taxes over and above the typical taxes paid by businesses in Nevada.

Average NV truck pays $17,339

Nevada had 33,907 miles of public roads over which all motorists traveled 20.8 billion miles. Trucking’s use of 2008 public roads was 1.8 billion miles.

Truck Taxes—IFTA

- IFTA—International Fuel Tax Agreement
  - Implemented in 1997
  - 48 contiguous States and Canada
  - Base state concept
  - Registers fleet, not individual vehicles
  - Quarterly reporting and payment
  - Carrier records must be kept in base state for audit
  - Only collects taxes imposed statewide

Truck Taxes—IRP

- IRP—International Registration Plan
  - Implemented nationally in 1991
  - 48 contiguous States, D.C. and Canada
  - Base state concept
  - Registration based on weight and fleet miles
  - Only on the tractor (Trailers can be registered in any state)
  - If a non-IRP carrier travels interstate a trip permit is required.

Environmental

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.

These advancements require large capital expenditures.
Questions

Motion and purpose are a truck’s greatest attribute.