

Cap and Trade is the Wrong Solution
for Controlling Carbon Emissions from the Trucking Industry

My name is Barbara Windsor, and I am the President of Hahn Transportation, a trucking company headquartered in New Market, Maryland. I also am the First Vice-Chairman of the American Trucking Associations.

My family built and grew our trucking business over the past 75 years and today we operate more than 100 trucks and employ over 150 individuals.

As a trucking company, we are dependent on a plentiful supply of diesel fuel. In fact, our company purchases approximately 2,600 gallons of diesel fuel daily to ensure that our trucks are able to deliver freight to our customers.

ATA strongly supports efforts to reduce greenhouse gas emissions and make this country more energy independent. However, the proposed cap and trade system simply will increase the cost of the diesel fuel, while failing to reduce carbon emissions from the trucking industry.

The reason that the proposed cap and trade legislation will not reduce carbon emissions from trucks is rooted in one simple fact – trucking is not a discretionary consumer of fuel.

Proponents of an economy-wide cap and trade system believe that by increasing the price of fuel, fuel users will either purchase more fuel efficient vehicles or convert to alternative-fueled vehicles. These options are not currently available to the trucking industry.

A cap and trade solution that increases the cost of diesel fuel by \$1.3 trillion dollars and does not significantly reduce carbon from the trucking industry is not something our industry can support or our economy can afford.

With the downturn in the economy and soft demand for freight transportation services, trucking companies are struggling to survive.

Any substantial fuel cost increase imposed directly or indirectly on the industry will increase nearly every consumer good – food, clothing, medicine, appliances – at some point in the supply chain. As the trucking industry's costs increase, the price of all of these essential products also must rise.

We hope that as climate change legislation moves forward we can work together on solutions that secure meaningful carbon reductions from the trucking industry, while safeguarding the financial well being of the industry that delivers America.