Moving More, Safely

Truck Weight, Efficiency, and Agricultural Export Partnership

Why This Matters

- Transportation drives global ag competitiveness
- First mile is truck-dependent
- Delays directly impact producer revenue

Intermodal System

TRUCK → RAIL → PORT INTEGRATION

TRUCKING CONNECTS RURAL PRODUCTION TO GLOBAL MARKETS

EFFICIENCY AT ORIGIN DRIVES ENTIRE SUPPLY CHAIN

Operational Reality

Load -> **WAIT**-> Drive -> **WAIT** -> Unload

What We See on the Ground

- Time—not miles—is the constraint
- Driver shortages during peak seasons
- Loading delays and routing inefficiencies due to rural infrastructure constraints
- Interstate inconsistency in overweight regulations
- Availability of Intermodal Containers for Exporters

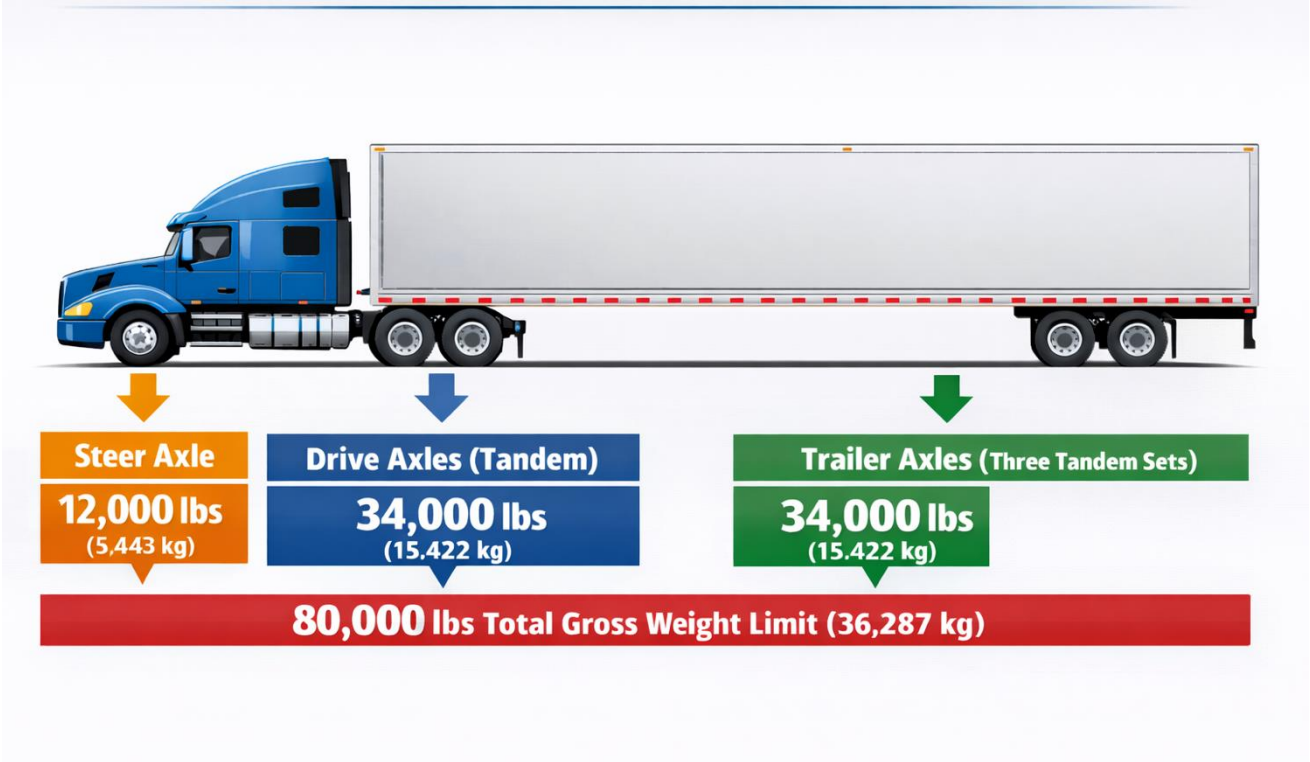
Why More Trips ≠ More Efficiency

Each trip has fixed time costs

Labor and equipment are limited/constrained

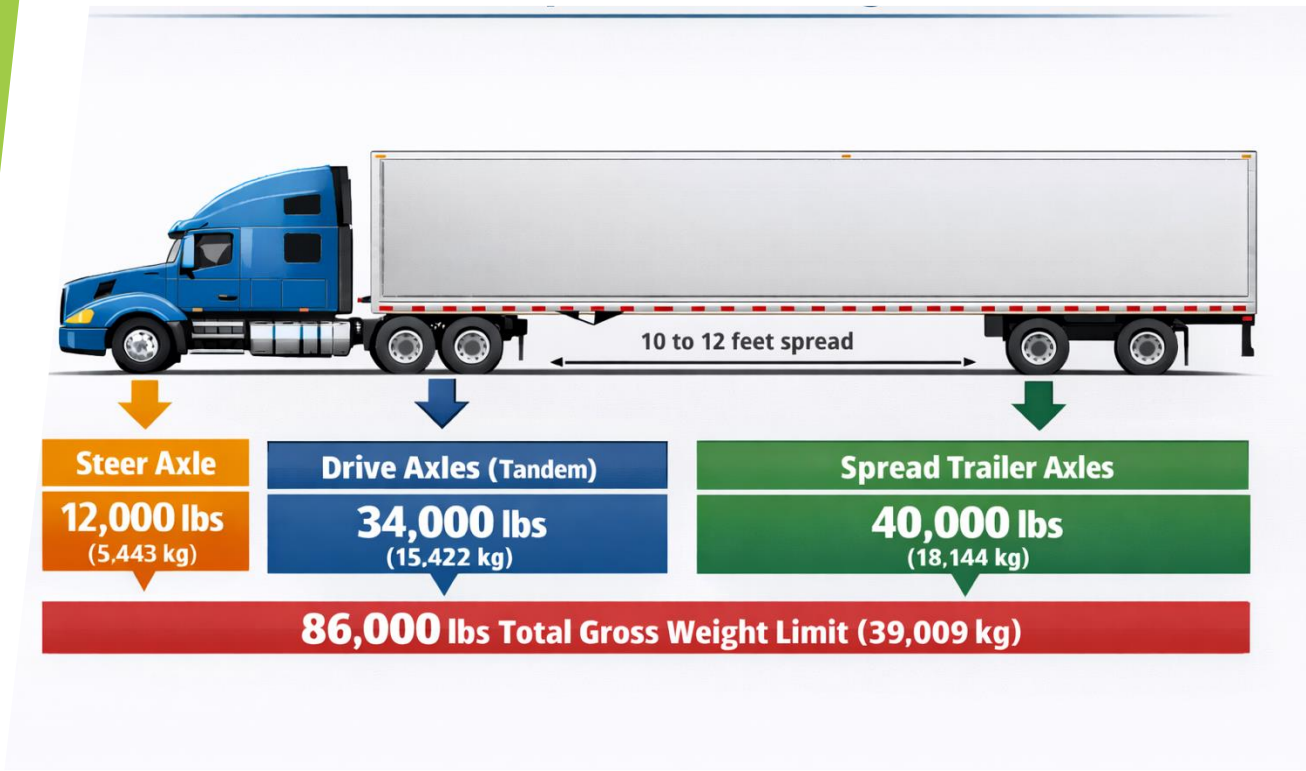
Goal = maximize output per trip while optimizing the cost per ton delivered

Engineering + Safety



Axle Load Concept

Road damage is driven by weight per axle—not total weight



Spread Axle Distribution

Wider spacing reduces per-axle stress and improves balance

Safety Perspective

- More axles = more braking points
- Better load balance improves stability
- Fewer trips reduce exposure risk

Path Forward

Responsible Approach

Targeted—not blanket—increases

Smarter configurations (spread axles)

Investment in infrastructure

Consistent regulations