



**Presentation  
to  
Task Force on Weight and Dimension Policy**

**By  
JHT Holdings Inc.**

**Harmonization of Length Laws for Transportation of Saddle  
Mounted Trucks**



## Purpose of Presentation

- To provide information about the transportation of trucks in decked combinations by driveway
- To provide information about JHT Holdings and its subsidiaries involved in the transportation of trucks in driveway service
- To provide information relating to U.S. changes in the maximum length allowed for the transportation of trucks decked in combination for driveway service to 29.57m (97 ft.)
- To ask that you consider harmonization for the same 29.57m length allowances in your respective jurisdictions to facilitate the transportation of trucks decked in combination for driveway service:
  1. From truck manufacturers in Ontario and Quebec to the United States
  2. From the United States to points in Canada
  3. From Ontario, Quebec and other provinces to points in Canada
  4. In-transit allowances (corridor) that may be needed to accomplish 1, 2 or 3
- To ask that you consider providing the truck transport segment of the transportation industry the same height allowance of 4.27m presently provided to other transporters of motor vehicles specifically automobile transporters

# JHT Holdings Overview

## In the beginning...

- Business started in 1933 as Kenosha Auto Transport in Kenosha, WI, with the idea to combine vehicles for efficient transportation
- Initial customers were Nash Motors and International Harvester
- In the early 1980's, the former Dominion Auto Transit truck transport operation was purchased from Auto Haulaway
- Through several acquisitions, mergers, amalgamations, etc., over many years, the business has evolved into the current operation owned by JHT Holdings, Inc.



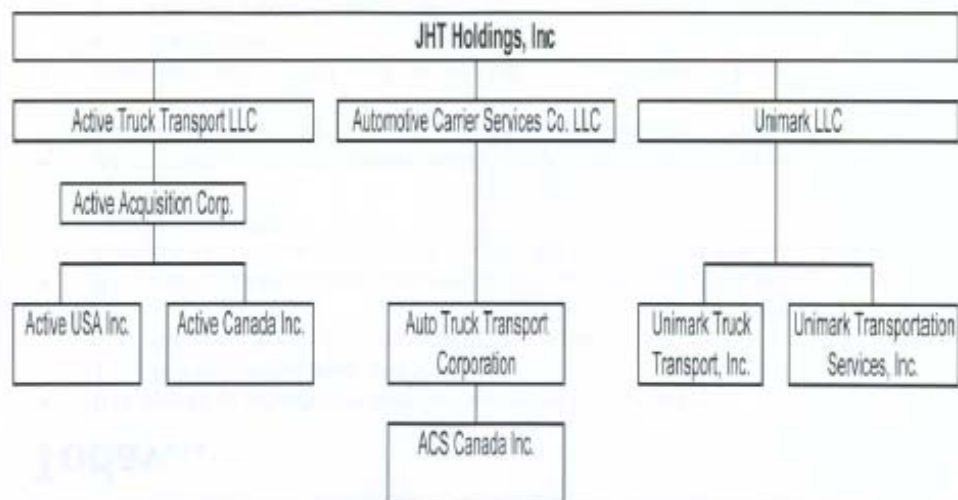
Transportation staging yard & driveway set @ International Harvester, circa 1930's

## Today...

- JHT operating subsidiaries transport motor vehicles as follows:
  1. Trucks by driveaway and lowboy
  2. Automobiles on automobile transport equipment
- JHT operating subsidiaries presently handle approximately 85% of North American (Canada, U.S., Mexico) new truck market and will transport approximately 412,000 new trucks for 2005
- JHT Holdings is the recognized leader in the truck transport segment of the transportation industry
- Customers utilizing JHT truck transport driveaway services include:
  - Freightliner
  - General Motors Corporation
  - International Truck and Engine Corporation
  - Mack Trucks
  - PACCAR Inc., parent company of the Kenworth and Peterbilt brands
  - Sterling
  - Volvo Trucks
  - Western Star

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## JHT Holdings, Inc. and Operating Subsidiaries Involved in the Transportation of Trucks in Driveaway Service



## Active Truck Transport LLC

### Truck Transport Terminal Locations



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## Automotive Carrier Services Co. LLC

### Truck Transport Terminal Locations



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## Mexicana Logistics De Mexico S.A. de C.V.

Terminal Locations (in partnership with Aguila del Desierto S.A. de C.V.)



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## Issues Driving the Effort for Increased Length

- Truck Design – Continuously increasing size of new trucks which decreases load factor and adds cost to the delivery process
- OEM's are building larger and higher integrated sleeper cabs
- The demand for larger and higher integrated sleeper cabs is increasing
- Production of cab-over trucks, with short wheel base lengths, was a popular truck configuration in the early 1980's
- Presently, cab-over trucks are about 1% of production



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## Issues Driving the Effort for Increased Length (Continued)

- Now, most trucks are conventional (engine compartment in front of driver cab) configurations
- In mid-1980's over-the-road trucks were produced with wheel bases of 2.8m to 4.95m
- By the mid 1990s over-the road truck wheel base lengths had increased to 3.05m to 7.57m



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## Issues Driving the Effort for Increased Length (Continued)

- Continuing pressure on the economics of new truck delivery which affect decisions on, among other questions, sourcing of truck production



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## Some Numbers

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### Number of Trucks Transported by JHT Subsidiaries From Truck Manufacturers in Ontario and Quebec to Canada, by Province

In Calendar 2005, Annualized from Year-to-Date October 2005 Data

From	British Columbia	Alberta	Saskatchewan	Manitoba	Ontario	Quebec	Atlantic Canada	Yukon Territory	Northwest Territory	Total
Ontario	391	910	166	245	4,055	2,190	482	0	22	8,461
Quebec	131	380	31	54	395	385	23	1	0	1,400
Total	522	1,290	197	299	4,450	2,575	505	1	22	9,861
	5.3%	13.1%	2.0%	3.0%	45.1%	26.1%	5.1%	0.0%	0.2%	100.0%

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## Number of Trucks Transported by JHT Subsidiaries From Truck Manufacturers in Ontario and Quebec to the United States

In Calendar 2005, Annualized from Year-to-Date October 2005 Data

CANADA			
Ontario		Quebec	
Chatham St Thomas		Ste Therese	
↓		↓	
Number of Trucks:		46,310	10,668
UNITED STATES			
		Total	
		56,978	

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## Number of Trucks Transported by JHT Subsidiaries From Truck Manufacturers in the United States to Canada, by Province

In Calendar 2005, Annualized from Year-to-Date October 2005 Data

Yukon Territory <sup>5</sup>		Northwest Territories <sup>4</sup>		CANADA			
3,143	6,120	605	1,188	9,389	6,517	1,631	28,602
British Columbia	Alberta	Saskatchewan	Manitoba	Ontario	Quebec	Atlantic Canada	Total
UNITED STATES							

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## U.S. Legislation

- August 10, 2005 President Bush signed into law SAFETEA-LU legislation (Public Law No. 109-59, Section 4141) allowing decked truck combinations up to, and including 97ft (29.57m)
- September 12, 2005 Letter from U.S. Federal Highway Administration advising that the new law is in effect while the FHA is working to update its regulations in 23 CFR 658

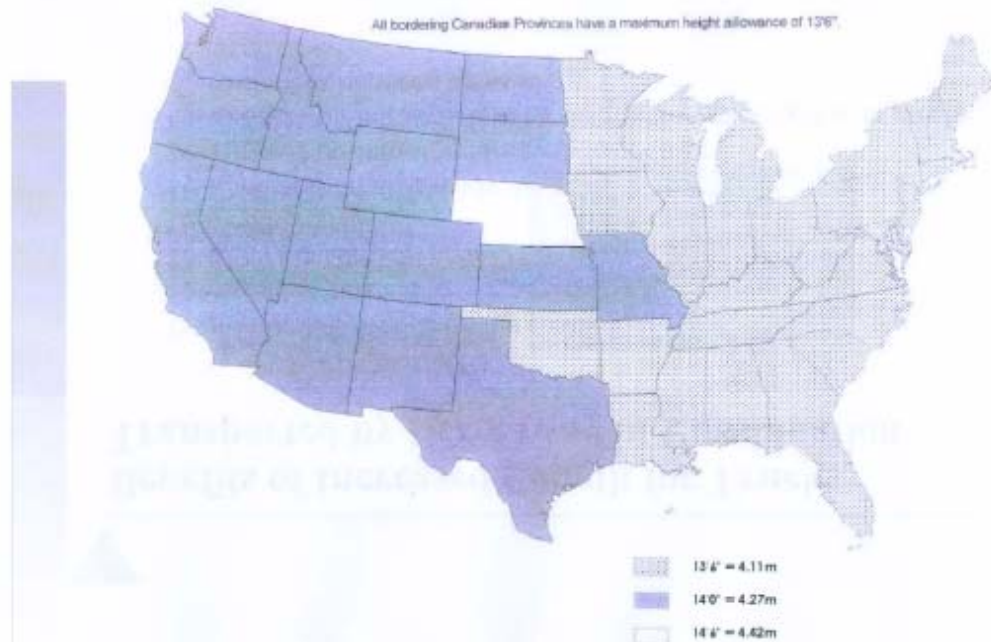


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## JHT Holdings Brief Summary of Safety Testing of Increased Lengths of Truck Combinations

- September 1985 Univ. of Michigan Transportation Institute testing and modeling of dynamic driveaway combinations. Response of testing exceeded acceptable standards
- August 1996 Radlinski & Associates performed braking and offtracking tests on more productive "longer" saddlemount driveaway combinations the results of which exceed acceptable standards
- January 2002 University of Michigan testing and modeling was updated with current data resulting in improved findings from the 1984 study
- January 2002 Radlinski & Associates performed a second braking and handling test on combination configurations of varying lengths which again exceeded acceptable standards
- May 2003 At the Transportation Research Center in Marion, OH another test of brake performance on saddlemount driveaways specifically at 29.57m, and tests again resulted in performance exceeding acceptable standards
- November 2005 Additional safety research and modeling is being performed in Canada by Mr. John Billing

## Legal Height Limits on the Interstate Highway System



## Benefits of Increased Length for Trucks Transported by Driveaway in Combination

- Fewer number of trips on the road
- Fewer miles traveled
- Less fuel consumed
- Less pollution
- Less demand on an already tight driver market
- Less impact on infrastructure with fewer trips
- Less impact on infrastructure by distribution of weight over greater distances between axles



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## Other Relevant Comments

Weight is not an issue – therefore no negative impact on the highways

No economic harm to other modes since no other modes of transportation are handling this product now.

Most trips of driveaway combinations have multiple stops in transit. Therefore, practically speaking, the maximum length of 29.57m will be on the road only until the first delivery. The delivery of the remaining trucks on the same trip will be at, or close, to the present length of 23m.

Not all trips will be at the maximum length 29.57m. Typical overall length range would be 24.4m to 27.4m based on current production at Canadian plants.

Automobile transporters are at 25m in length in Canadian jurisdictions.

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## Pictures

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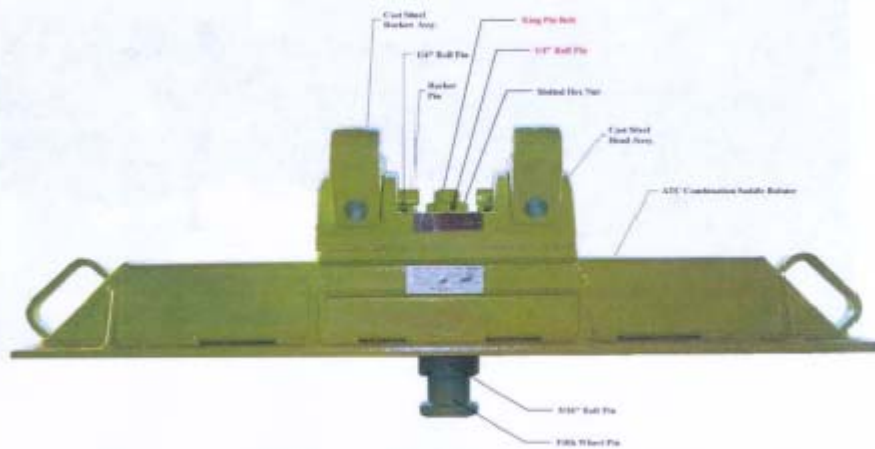
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ATE Combination Saddle  
with White Cast Steel Fixed Assy and Regular Shotted Disc Top

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