



Truck Smart Solutions

Scott M. Reed

Owner / Optimizer / Consultant

*Profit Optimizing & Transportation Consulting
ICG/ATF Representation - Clean Air Fleet Ohio Dealer*

OFFICE: (419) 657-2728 • CELL: (419) 890-2770
trucksolutions@gmail.com • icgloads@gmail.com



Independent Carrier Group

Freedom with Integrity

Members of the American Trucking Federation and the Independent Carrier Group both groups of which are made up of Truck Owners, Drivers, Carriers, and Owner Ops and might we add are not (maybe a few are) represented by the Ohio Trucking Association. It is the stance of the organization as well as does being represented that the 20 cent increase will by in large create economic harm to there businesses. While yes the OTA says that carriers can pass the charges off on to the customer (which BTW effects you the consumer) the reality is that we do not have a market to support that method. Truck load volume is way down this year, as well as the rates. Most haven't seen trucking this bad since right around 2008. Right now we have folks like Ohio Logistics where they have lost a run they ran 3 times a week. All because they asked for \$50 more dollars. That is how cut throat this industry is with shippers and brokers, profit margins are running thin right now with this economy. Davidson Trucking of Bradner, Ohio says we already pay more than our fair share of tax. Which BTW they are taxed 3 ways on fuel alone. Plus a 2290 Heavy Highway Use tax that is supposed to go to road repair as well. " We deliver these peoples goods, and they keep coming to us owners whenever they want to make a little money. My customers won't under stand until the market really adjusts which takes time. And they just don't understand because its not there bills. Why not increase the gas tax and not the diesel side so much. At very least follow previous increases and keep it the same."

As we have spent some time over the last week and a half addressing the situation with multiple carriers around the state. As of right now the numbers reflect that 91% of them are not in favor of the fuel tax increase on diesel. However I feel it is important to mention that 2 carriers did not mind the increase as long as the money was "actually going towards the road repair." And all agreed that there needs to be Accountability of the allocation of funds needs to be rethought. More money focused on the current roads we have in place already, bringing more truck parking, not so many new construction projects. Now everyone agrees that we need to pay fuel tax to help repair roads. But when adding 20 cents and the federal government is adding 20 cents that is a 40 cent increase. There are a lot of carriers both in state and out of state that have made it policy to fuel in Ohio and not our neighboring states. How much business will that detour away? Look at how much money Pennsylvania is losing out on now.

In closing it is the belief of the small carriers that trucking is taxed enough and would greatly appreciate it if the state of Ohio would not come after the truckers so hard on this, and found the money needed elsewhere. Or even a lower rate on the diesel tax with small increments on a yearly to help ease the pain and allow the freight and rates to justify. We did not create this problem yet we feel punished for it. We also realize it was not under this administration that created this problem, but do not feel the people we are representing should have to take such a large hit.

Respectfully,
Scott M. Reed
ATF/ICG Representative
Owner of Truck Smart Solutions