Safety First

Over 15 years ago the trucking industry began working with Federal Motor Carrier Safety Administration and the Oregon Department of Transportation to develop a nationwide Share the Road campaign, an anthem now being adopted by other transportation groups. This commitment continues today, with OTA serving on a number of committees to discuss how all modes of transportation – truck, auto, bicycle, pedestrian – can safely coexist on streets and highways.

A big part of the ongoing safety education is promoting the trucking No-Zones. The No-Zones are those areas around trucks that motorists, bicyclists and pedestrians should be aware of while sharing the road with a truck.

OTA members put safety first through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives at the local, state and national levels.

Trucking and Oregon’s Economy

Trucks deliver the goods. They are a key part of the intermodal freight network serving Oregon, moving containers that arrived via ship or rail to their final destination. In 2010, trucks transported 88% of the total manufactured tonnage in the state, or 499,862 tons per day. Beyond that, the trucking industry provides one out of 15 (90,180) jobs in Oregon paying wages totaling over $4.1 billion annually.

Fast Facts:
- Over 77% of Oregon communities depend exclusively on trucks to get their goods
- As of May 2013, there were 8,150 trucking companies located in Oregon, most of them small and locally owned
- There are roughly 37,000 Oregon-registered trucks and 240,000 out-of-state trucks operating in Oregon
- The average annual trucking industry salary is $45,300; annual driver income is $38,935
- Oregon has roughly 60,000 miles of public roads; trucks travel these highways and bi-ways to the tune of 5.4 billion miles a year

The trucking industry in Oregon also pays approximately $486 million in federal and state roadway taxes and fees each year. This equates to roughly 42% of all taxes and fees owed by Oregon motorists, even though trucks represent only 16% of vehicles traveling in the state.