



Green Light preclears its 15-millionth truck in February

The Oregon Green Light program precleared its 15-millionth truck on February 15 when an Interstate Distributor (Tacoma WA) truck got a green light to keep rolling past the Woodburn Port of Entry.

Preclearance activity has been up recently. It increased 9% in 2011, compared with 2010, as a recovering economy supported more trucking activity in general. Green Light precleared trucks a total of 1,405,449 times in 2011.

Weigh station preclearance systems use weigh-in-motion scales and transponder readers to screen trucks as they approach at highway speed. It increases a station's capacity without physically expanding the facility, providing efficiencies for state regulators.

But the trucking industry enjoys real benefits, too, because operating a heavy truck is estimated to cost \$1.96 per minute and stopping at a weigh station can take five minutes. On that basis, truckers have saved 1.2 million hours of travel time and \$147 million in operating costs as they rolled on past Oregon weigh stations in the past 13 years.

Besides those savings, Oregon DEQ emission testing confirms that trucks are far less polluting and far more fuel efficient when they use Green Light to avoid stopping at weigh stations. Tests found a 36% to 67% reduction in pollutants – particulate matter, carbon dioxide, nitrogen oxides, carbon monoxide, and hydrocarbons – when trucks stayed at highway speed past a weigh station. Trucks that avoided decelerating to enter a station and then accelerating to exit also experienced a 57% improvement in fuel economy.

As of mid-February 2012, Green Light has led to trucks emitting 10,000 pounds less particulate matter (microscopic solids or liquid droplets that get deep into the lungs and cause serious health problems), 20,000 pounds less hydrocarbons (may cause cancer in humans), 48,000 pounds less carbon monoxide (inhibits the blood's capacity to carry oxygen), 160,000 pounds less nitrogen oxides (precursor to smog), and over 28.7 million pounds less carbon dioxide (the most prevalent greenhouse gas).

Oregon started keeping track of green lights in January 1999 when it had four weigh stations preclearing just 50 trucks a day. Now the 22 weigh stations with Green Light preclear over 4,400 trucks a day. About 4,000 companies participate in the program and they have transponders in 31,000 trucks.

Green Light uses the same technology used in such systems all around the country. Green Light transponders can work in any other state. Truckers just need to enroll with the state and agree to the terms and conditions of its system. The Oregon DOT is offering transponders at no cost to companies with trucks that regularly stop at Green Light weigh stations. For more information, contact the ODOT Motor Carrier Division at 503-378-6054.

Green Light Weigh Stations

Interstate 5

Woodburn Port of Entry, Southbound
 Woodburn Weigh Station, Northbound
 Ashland Port of Entry, Northbound
 Ashland Weigh Station, Southbound
 Booth Ranch Weigh Station, Northbound
 Booth Ranch Weigh Station, Southbound

Interstate 82

Umatilla Port of Entry, Southbound

Interstate 84

Farewell Bend Port of Entry, Westbound
 Olds Ferry Weigh Station, Eastbound
 La Grande Weigh Station, Eastbound
 Emigrant Hill Weigh Station, Westbound
 Cascade Locks Port of Entry, Eastbound
 Wyeth Weigh Station, Westbound

US Highway 97

Juniper Butte Weigh Station, Northbound
 Juniper Butte Weigh Station, Southbound
 Bend Weigh Station, Northbound
 Klamath Falls Port of Entry, Northbound
 Klamath Falls Weigh Station, Southbound

OR Highway 58

Lowell Weigh Station, Westbound

OR Highway 730

Cold Springs Weigh Station, Westbound
 Cold Springs Weigh Station, Eastbound

US Highway 30

Rocky Point Weigh Station, Westbound

More Green Light info:

www.oregon.gov/ODOT/MCT/GREEN.shtml