

REPORT OF THE  
**HOUSE MOTOR VEHICLE & HIGHWAYS PERMANENT SUBCOMMITTEE**  
**PUBLIC TRANSPORTATION**

The House Motor Vehicle & Highways Subcommittee met at 10:00 a.m., Friday, July 22, 2016, in Room B, MAC, Little Rock, Arkansas.

Persons addressing the committee were:

Mr. Dan Zielinski, Senior Vice President, Public Affairs, Rubber Manufacturers Assoc., Washington, DC

Mr. David Stevens, Managing Director, Tire Retread and Repair Information Bureau, Falls Church, VA

Mr. Scott Bennett, Director, Arkansas Highway and Transportation Department (AHTD)

Lieutenant Colonel Shawn Garner and Major Mike Foster, Arkansas State Police

Ms. Shannon Newton, President, Arkansas Trucking Association

AHTD Commissioners Tom Schick and Frank Scott

Topics discussed included: retread tires on commercial trucks – their costs, benefits, demand, longevity, failures, public safety, and collection of tire debris.

- all tires, new or retreaded, must be properly inflated and maintained to function properly
- retreads cost 30-50% less than new tires
- retreads are used on commercial and military trucks, airplanes, farm equipment, school buses, etc.
- U.S. leads the world in stringent tire safety regulatory requirements for retreaded tires
- numerous studies conclude that retread tire quality is not the cause of most vehicle accidents
- less than 1% of commercial vehicle crashes result from defective tires
- reasons for tire failure include road debris, excessive speed, and/or improper maintenance
- failure in new and retreaded tires occurred in exact equal proportions to their usage on the road
- tires are the third largest expense for fleets, following labor and fuel
- some larger fleets are investing in automated tire pressure and inflation monitoring systems
- most new tire manufacturers are involved in tires that are specifically designed to be retreaded multiple times without sacrificing performance or safety
- if retreaded tires were no longer available there would possibly be more rubber debris as the fleets would more than likely buy cheaper tires
- federal government requires all agency car tires be replaced with retreads
- retreading means less disposal of tires in landfills
- AHTD spends approximately \$5 million per year to clean and collect road debris
- citizens can report road hazards by phone, or the AHTD website at [www.idrivearkansas.com](http://www.idrivearkansas.com), or local law enforcement
- the majority of single vehicle crashes are caused by driver error, not road debris
- state law requires responsible parties to retrieve debris that has fallen on the highway (if it can be retrieved safely); state troopers responding to calls move the debris to the side of the road, if possible, and notify AHTD for removal