

HB

173

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HOUSE COMMITTEE REPORT

(7)
Date Referred to Committee: March 5, 2003

FURTHER REFERRALS: Finance

Date of Committee Action: 3/27/03

The TRANSPORTATION Committee considered:

HB 173

HOUSE BILL NO. 173

FEE FOR STUDED TIRES

"An Act relating to a fee on studded tires; and providing for an effective date."

Recommends it be replaced with HCS or CS for HB 173 (TRA)
For Senate Bills with new title: Technical Title New Title: HCR Same Title New Title

- attach amendments
- add new referral to _____ Committee
- Letter of Intent _____ Committee

List of Abbrev for Depts.:
ADM
CED
COR
CRF
EED
DEF
DFG
GOV
HSS
LEG
LAW
LWF
MVA
DNR
DPS
RET
DOA
UA

<u>NEW FISCAL NOTES</u>				
*Assigned by Chief Clerk's Office				
List by Dept(s):	*FN#	Fiscal	Indet.	Zero
RSV		✓		

<u>PREVIOUS FISCAL NOTES</u>				
List by Dept(s):	FN#	Fiscal	Indet.	Zero

<u>Signing with recommendations</u>	Printed Last Name	DP	DNP	NR	AM
<i>[Signature]</i>	Ogg	✓			
Mary Kapsner	KAPSNER		✓		
Steve Bohring	Kohring		X		
Hugh Tate	Fate			✓	
Chair: <i>[Signature]</i>	Holm	DP			
Chair: Beverly Masek	Masek			X	

AMENDMENT

OFFERED IN THE HOUSE

BY REPRESENTATIVE HOLM

TO: CSHB 173(), Draft Version "D"

- 1 Page 1, line 1:
- 2 Delete "studded"
- 3
- 4 Page 1, line 7:
- 5 Delete "Studded tire"
- 6 Insert "Tire"
- 7 Delete "\$10"
- 8 Insert "\$2.50"
- 9
- 10 Page 1, line 8:
- 11 Delete "studded"
- 12
- 13 Page 1, lines 9 - 10:
- 14 Delete all material.
- 15
- 16 Reletter the following subsections accordingly.
- 17
- 18 Page 1, line 12:
- 19 Delete "or service"
- 20
- 21 Page 1, lines 13 - 14:
- 22 Delete "or of the installation of studs"
- 23

- 1 Page 2, line 2:
- 2 Delete "or installation"
- 3
- 4 Page 2, line 8:
- 5 Delete "or services"
- 6
- 7 Page 2, line 11:
- 8 Delete "(1)"
- 9
- 10 Page 2, lines 11 - 12:
- 11 Delete "studded tires or a person who installs studs on motor vehicle tires for a fee;"
- 12 Insert "tires."
- 13
- 14 Page 2, lines 13 - 15:
- 15 Delete all material.

23-GH1127/D
Kurtz
3/12/03

CS FOR HOUSE BILL NO. 173() *(Adopted 3/18)*

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY

Offered:
Referred:

Sponsor(s): HOUSE RULES COMMITTEE BY REQUEST OF THE GOVERNOR

A BILL

FOR AN ACT ENTITLED

*3/27/03
Amendment D.2 changes:*

"An Act relating to ~~studded~~ tires; and providing for an effective date."

2 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

3 * Section 1. AS 28.35.155 is amended by adding a new subsection to read:

4 (c) A person convicted of violating this section is punishable by a fine of not
5 less than \$100, in addition to any other penalties imposed under AS 28.40.050.

6 * Sec. 2. AS 43.98 is amended by adding a new section to read:

7 Sec. 43.98.025. ~~Studded~~ ^{\$2.50} tire fee. (a) A fee of \$10 a tire is imposed on the
8 retail sale of ~~studded~~ tires in the state.

9 ~~(b) A fee of \$10 a tire is imposed on the installation of studs for a fee on a~~
10 ~~motor vehicle tire in the state.~~

11 ~~b(c)~~ A seller shall add the amount of the fee imposed by this section to the total
12 price of the tire ~~or service~~ subject to the fee, and the fee shall be stated separately on
13 any sales receipt, invoice, or other record of the retail sale ~~or of the installation of~~
14 ~~studs.~~

15 ~~c(d)~~ A seller shall collect the fee from the purchaser. A seller shall file a return

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on a form prescribed by the department and remit the fee collected to the department not later than 30 days following the last day of the month of the sale ~~or installation.~~

d(e) A seller remitting the fee collected under this section to the department within 30 days after the last day of the preceding month may retain five percent of the amount collected, not to exceed \$300 a month, to cover expenses associated with collecting and remitting the fee.

e(x) The provisions of AS 43.05 and AS 43.10 apply to this section.

f(e) The fees imposed in this section do not apply to tires ~~or services~~ sold to federal, state, or local government agencies for official use.

g(h) In this section,

~~(1)~~ "seller" means a seller of ^{tires} ~~studded tires or a person who installs studs on motor vehicle tires for a fee;~~

~~(2) "studded tire" means a motor vehicle tire with metal studs or spikes embedded in the periphery of the tire surface and protruding beyond the tread surface of the tire.~~

* Sec. 3. This Act takes effect July 1, 2003.

Subject: HB 173 Testimony

Date: Tue, 25 Mar 2003 20:23:41 -0900

From: "Lynn Aleshire" <lynn@kja.us>

To: <Representative_Hugh_Fate@legis.state.ak.us>,
<Representative_Jim_Holm@legis.state.ak.us>,
<Representative_Beverly_Masek@legis.state.ak.us>,
<Representative_Vic_Kohring@legis.state.ak.us>,
<Representative_Dan_Ogg@legis.state.ak.us>,
<Representative_Mary_Kapsner@legis.state.ak.us>,
<Representative_Albert_Kookesh@legis.state.ak.us>

I have pasted my comments from today's hearings below.

Good Afternoon. My name is Lynn Aleshire. I am a consulting engineer currently under contract with UAA. I have been a part of a study conducted by UAA and funded by the last legislature to evaluate socioeconomic effects of studded tires in our state.

My main concern with HB173 is the underlying assumption that studded tires are a net financial burden to the state because of the pavement wear they cause. I think that assumption is premature at best and entirely incorrect at its worst.

For my portion of the research I personally reviewed 43 studies and publications which dealt with traffic safety and the economics of studded tire usage. These papers were from the US, Canada, Europe and Japan

If I may summarize briefly some of the interim findings of our study:

- With only one exception each paper concluded that studded tires reduced accident rates
- Nordic countries and our neighbors in Washington and Oregon have restricted stud size and quantity without affecting safety but greatly reducing pavement wear by as much as half.
- Snow tires tend to polish already slippery pavement surfaces that studs roughen up.

I would like to mention 2 very recent studies from Japan and Finland that have produced similar results. The Japanese banned studs on Hokkaido in the early 90's. Their main motive was air pollution followed by pavement wear. They conducted a study of economic effects before and after the prohibition. Banning studs produced a net increase in cost to the Japanese governing agencies for two reasons:

1. Without studs the pavement required much, much greater amounts of surface

applications, salts and sand. Fifteen times previous amounts was necessary. This cost alone was much greater than the savings in pavement repair.

2. There is a much greater incidence of injury and death accidents without studded tires that are an added burden to the state and to drivers. The increase was 2.2 times.

Other issues addressed include lost time for drivers, decreased throughput on already crowded roads. The air pollution problem was solved.

The Finns have restricted tire usage similar to Alaska but with the added restriction of stud weight and amount. Their study projected costs if stud usage declined or was prohibited. Their findings were the same as the Japanese—a net increase in expense to governing agencies.

Washington and Oregon modeled their legislation after the Finns without doing extensive accident research of its own. Alaska has no extensive analysis of accident data of its own from which to make conclusions. I suggest either modeling Alaska statutes after those of Finland or doing research of its own on accidents and pavement costs.

I understand the intent of HB 173 is not to ban studded tires. HB 173 appears to be a revenue generating bill and does nothing to solve the problem of pavement wear caused by studded tires.

Further study is necessary in the following areas:

- What is the relationship between rut depth and accident frequency?
- What is the real cost of pavement repair from studs? The \$5 million cost of pavement repair that was published several years ago is a very low, unrealistic number for today.

Thank you for your time.

Subject: Annual Tire Purchases

Date: Tue, 25 Mar 2003 19:22:24 -0900

From: George Levasseur <george_levasseur@dot.state.ak.us>

To: Jim Holm <representative_jim_holm@legis.state.ak.us>

CC: John Mackinnon <john_mackinnon@dot.state.ak.us>

Hi Jim,

In Alaska, during 2002, there were 552,858 registered passenger vehicles and pickup trucks and 198,820 commercial vehicles for a total of 751,678 vehicles. We do not know how many tires are sold in the state annually, but with assumptions that tires on passenger vehicles last three years and on commercial vehicles two years, we come up with the following estimate:

Passenger tires	750,000
Commercial tires	<u>500,000</u>
Total	1,250,000

At \$2.50 per tire, that generates \$3,125,000.

Please let me know if you need more information. Thanks again for your support.

Best Wishes,
George

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Best Wishes,
George

Fairbanks Daily News-Miner

Panel delays action on studded tire bill

By MIKE CHAMBERS

Wednesday, March 26, 2003 - Associated Press Writer

JUNEAU--A bill to impose a \$10 fee for new studded tires stalled in the House Transportation Committee on Tuesday amid opposition from some lawmakers and those affected by it.

The committee heard testimony from tire dealers and others in the industry who would be required to collect the \$10 per tire fee on new studded tires. All were opposed to the measure.

After the testimony closed, House Transportation Co-chair Jim Holm, R-Fairbanks, asked others in the committee for a motion to move the bill to its next committee assignment. He was met with silence.

House Bill 173 is backed by Gov. Frank Murkowski as a way to raise \$2 million for state coffers. Administration officials argue studded tires damage Alaska roads and this measure will help fund some of the repairs.

Critics argue the money raised will not be earmarked to road repair since the state constitution doesn't allow for dedicated funds. They also dispute the amount of damage done by studded tires, arguing that the softer asphalt used in Alaska contributes to the problem.

Richard Nordness, executive director of the Northwest Tire Dealers Association, testified via teleconference that the per tire fee could have a chilling effect on tire sales. It could also put drivers at risk in the winter, he said.

The bill would also require tire dealers to collect the tax, which is something they do not want to do, Nordness said.

Pio Cottini, of Palmer, told the committee that recent road resurfacing projects already show signs of wear before winter tire season begins due to the poor quality asphalt used.

He suggested the state impose a fee on all tires rather than single out studded tire users.

Rep. Hugh "Bud" Fate, R-Fairbanks, asked state transportation officials to research how much a \$2.50 fee on each new tire would raise.

Fate said after the hearing that he supports Murkowski's efforts to raise funds for road repairs but does not want to dissuade people from using studded tires.

The bill is one of three revenue measures before the House Transportation Committee and all three appear to face an uphill climb if they are to be acted on by the Legislature this session.

House Bill 170 would increase fees for vehicle titles and registration collected by the state Division of Motor Vehicles. The registration increases would be from \$10 to \$15 per year for most classes of vehicles and title and lien fees would increase from \$5 to \$15.

House Bill 156 would increase the state's 8-cent per gallon motor fuel tax by 150 percent. If approved the motor fuel tax would rise to 20 cents per gallon.

A staff member for Rep. Beverly Masek, R-Willow, said she plans to propose an amendment for the motor fuel tax bill later this week to ensure the estimated \$41 million it raises is used for highway work.

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To: <Representative_Hugh_Fate@legis.state.ak.us>,
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<Representative_Beverly_Masek@legis.state.ak.us>,
<Representative_Vic_Kohring@legis.state.ak.us>,
<Representative_Dan_Ogg@legis.state.ak.us>,
<Representative_Mary_Kapsner@legis.state.ak.us>,
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- What is the real cost of pavement repair from studs? The \$5 million cost of pavement repair that was published several years ago is a very low, unrealistic number for today.

Thank you for your time.



Alaska State Legislature

Please enter into the record my testimony to the

House Transportation
committee name

committee on H B 173
bill/subject

dated Tuesday, March 25

Signed:

Richard Nordness

Testifier

Richard Nordness

Representing (Optional)

NW Tire Dealers Assoc.

Address

Kennecook Washington

Phone No.

509-735-1991

2003 Legislature Information Office



Alaska State Legislature

Please enter into the record my testimony to the H. TRANSPORTATION
 committee name
 committee on HB 113 / STUDDED TIRE FEE dated MARCH 2, 2003.
 bill/subject

FOR THE RECORD, ALL PROVINCES WITHIN CANADA,
 EXCEPT ONTARIO, DO ALLOW THE USE OF STUDDED
 TIRES IN WINTER MONTHS. I BELIEVE THAT
 IN CERTAIN CONDITIONS (SPECIFICALLY DEEP SNOW
 & I.C.E.), STUDDED TIRES OFFER THE HIGHEST
 DEGREE OF SAFETY.

Signed: Mel Hennig MEL HENNIG
 Testifier
Western Canada Tire Dealers
 Representing (Optional)
1146 Selo Place Regina, SK S4S 7H7
 Address
(306) 584-2113
 Phone No.



Alaska State Legislature

Please enter into the record my testimony to the Senate Finance
committee name
 committee on Sib. 106, dated March 28
bill/subject

Signed: Richard Nordness
Testifier
Richard Nordness
Representing (Optional)
Northwest Tree Packers Assoc.
Address
Kennecook, Washington
Phone No.
509-735-1991

Send Legislative Information Office

WASHINGTON STATE TIRE DEALERS ASSOCIATION
OREGON TIRE DEALERS ASSOCIATION, INC.



Senate Finance Committee Hearing on Studded Tires
March 28, 2003

My name is Richard Nordness and I am the executive director of the Northwest Tire Dealers Association. We appreciate being able to make comments on Senate Bill # 106 on behalf of our Alaska members.

Our association is very concerned about automotive safety issues, and certainly the use of studded tires is a big winter safety issue for our customers. We believe that studded tires are an important safety factor for most Alaska residents in a wide area of the state. And that is why we are in opposition of SB 106, which would impose a \$10 per tire tax on studded tires in the State of Alaska.

We believe that a \$10 per tire tax on studded tires would have a negative affect on winter driving safety in our state:

- * It would take the safety of having studded tires away from many residents who could not afford \$10 per tire or \$40 per set of four.
- * It would mean fewer drivers who need studded tires would not have the use of this safety device, thus causing more accidents, property damage, injury and even more winter traffic deaths. This tax would be a hardship on drivers all over the state, as most winters these folks need studded tires to get to work or school and home again.

We are also opposed to SB 106 because it would require the tire dealers to be the tax collectors. We are retailers providing goods and services to our customers. We don't want to be the bad guys who are collecting a \$40 tax from our customers who can't afford it, especially in this economy.

Our Oregon and Washington legislators several years ago looked at using "light weight" steel studs in stead of the heavy weight studs that they were using, which by the way is the stud that is being sold in Alaska. There are several studies that show the reduction of surface wear when using the "light weight" stud.

We would encourage you to look into the idea of using the "light weight" steel stud as an alternative to the heavy stud tax of SB 106. I would be happy to supply you information on the "Light weight" stud and the Oregon and Washington "light weight" stud requirements.

P. O. BOX 8146 • SUITE E • KENNEWICK, WA • 98336 • Telephone (509) 735-1991 • (509) 735-2856

HB 173, Studded Tire Fee

Calling off-net from out of state:

Gary Wessell in New York

Bruno Wessell in Sarasota Florida ✓

Chuck McGee in Denver Colorado ✓

Richard Nordness in Washington state ✓

BARB:

THESE FOLKS WANT TO
TESTIFY ON HB1732
CALL THEM BEFORE
NOON BECAUSE THEY
ARE ON THE EAST COAST.
N.Y.

GARY WESSELL

1800-869-1908 OR

1914-830-0827

BRUNO WESSEL

1-941-966-2409

Sells Tire Studs

Sarasota Florida

Bruno Wessell

941 - 966 - 2409

Dirk Richard Nordness	1102 Chuck McGee -
WA NW Tire Dealers	McKee Co - Tire Company -
ASSN	RE NB 173
509-735-1991	303-607-4223
	Denver



Location: [Ministry Home](#) > [Road Safety](#) > [Road Safety Topics](#) > Studded Tires

Studded Tires

Studded tires have not been permitted in Ontario since 1971.

In 1999 and in early 2000, the Ministry of Transportation conducted an extensive review of studded tire use around the world. MTO's findings supported a continued ban on studded tires because, despite advances in technology, the disadvantages of studded tires continue to outweigh their advantages.

Three main reasons why studded tires are banned in Ontario:

- The limited potential benefits of studded tires under icy road conditions do not compensate for the significant adverse effects they create under other conditions.
- Studded tires create considerable health and road safety problems.
- Studded tire use is declining in many countries and banned in many jurisdictions outside Canada.

Why are the benefits of studded tires so limited?

- Studded tires do not offer safety advantages in comparison to modern radial winter tires in road conditions which are either wet or dry for most of the time.
- Studded tires are only superior to conventional tires on glare ice near freezing temperatures; these road conditions occur in Ontario less than 1% of the time.
- Any safety advantage is lost by even a small increase in speed.
- New lightweight studded tires cause only marginally less damage to the road surface than traditional studs and are less effective.

How do studded tires cause health and road safety problems?

- Nuisance and health concerns.
 - Increased noise levels.
 - Create dust – impact on asthma and respiratory health.
- Give drivers a dangerous false sense of security.
 - Studies have found that motorists with studded tires often drive faster under adverse conditions because of this overconfidence, which can create a greater accident potential.
- Cause road damage which contributes to serious safety hazards in all conditions
 - Create ruts which fill with ice and water creating spray and hydroplaning.

- o New light studs polish pavements, which reduces traction and creates a more slippery driving surface.
- o Removes pavement markings.
- Cost of extra road maintenance resulting from pavement damage caused by studded tire use.
 - o In Oregon: Cost estimated at US\$70 million a year based on 1994 study.
 - o Washington State DOT: spends US \$10.5 million a year.
 - o In Ontario: cost estimated at CD\$39 million a year.

What other jurisdictions ban studded tires?

- Minnesota, Wisconsin, Illinois, Maryland, Holland, Belgium, Germany, and Japan.

Where is studded tire use declining?

- Norway and Sweden.

Ontario will continue to consider new technologies and research regarding studded tires, as it becomes available. Review of studies done to date supports a continued ban on the use of studded tires.

Winter driving is a challenge for motorists due to snow and unpredictable weather. It's important to prepare your vehicle mechanically. Check weather and road conditions before leaving. Allow yourself extra travel time. Carry an emergency travel kit. Adjust your driving to weather and road conditions. Keep a safe distance between you and the vehicle in front of you and stay a safe distance back from snowploughs. Remember the three key elements to driving safely in winter - stay alert, slow down and stay in control.

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Last Modified: November 5, 2001



FRANK H. MURKOWSKI
GOVERNOR

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STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

March 5, 2003

The Honorable Pete Kott
Speaker of the House
Alaska State Legislature
State Capitol, Room 208
Juneau, AK 99801-1182

Dear Speaker Kott:

Under the authority of art. III, sec 18, of the Alaska Constitution, I am transmitting a bill that would impose a fee on the purchase and use of studded tires in Alaska.

According to a 1996 report by the Alaska Department of Transportation and Public Facilities, the use of studded tires in Alaska causes approximately \$5 million damage to our roads per year. Most of this damage occurs in our high traffic urban centers in the form of rutting. It is a particular problem in our urban centers where rutting is often severe and causes unsafe driving conditions.

The worst of this damage is repaired by the department. Due to limited maintenance funding, much of it is added to the State's deferred maintenance backlog. This bill would impose a fee of \$10 for each studded tire sold, resulting in \$2 million in increased revenues. This proposal represents a modest, user-pays approach to paying for studded tire damage.

New tire technology has been developed in the last ten years to create studless winter tires. These tires use softer rubber compounds and specific tread patterns to improve their performance in snow and ice conditions. This technology has continued to improve and is widely available as an alternative to studded winter tires.

I urge your prompt and favorable action on this measure.

Sincerely,

A handwritten signature in black ink that reads "Frank H. Murkowski".

Frank H. Murkowski
Governor

McGEE COMPANY
 1140 SOUTH JASON ST.
 DENVER, COLORADO 80223
 (303) 777-2615
 1-800-525-8888
 FAX (303) 777-7140

SALT LAKE CITY
 1101 So. 700 W
 SALT LAKE CITY, UT 84104
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 1-800-845-8906
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 (801) 487-8753

ALBUQUERQUE
 4412 PROSPECT AVE. NE
 ALBUQUERQUE, NM 87110
 (505) 883-9613
 1-800-821-1117
 FAX
 (505) 883-1382

McGEE-PARIS
 8504 CHANCELLOR ROW
 DALLAS, TEXAS 75247
 (214) 689-0400
 1-800-527-2017
 FAX
 (214) 689-0448

JUST THE FAX

TO: House Transportation DATE: 13-25-03
 FROM: Chuck McGee REF:
 ATTN: Rep. Vic Kohring FAX #: 907-465-3818

11 Pages being faxed (including cover sheet).
 Please advise immediately if all pages were not received.

Please find faxed the written testimony of Chuck McGee and exhibits A to E. Please make sure the committee members receive these important documents.

Thank you.

SINCE 1951



McGEE COMPANY
www.mcgeecompany.com

March 25, 2003

Testimony of Chuck McGee before the Transportation Committee in opposition to House Bill 173.

Madame Chair, and Members of the Committee:

My name is Chuck McGee the U.S. representative for the tire stud manufacturer, Ugigrip.

Ugigrip is in opposition to House Bill 173. We understand the need for Alaska to evaluate the benefits and costs to tire stud usage. Although tire studs do damage roads, the safety provided to Alaska's constituents and cost savings from accident avoidance is well documented. Stud manufacturers have made numerous product improvements to minimize road damage. Unfortunately any fee that is imposed on studded tires will force consumers to abandon using studded tires.

The average weight of all studs used is twenty percent lighter today than it was ten years ago. The newer generation of tire studs are designed to minimize pavement contact by rocking excessively. This design reduces road wear. Another factor leading to less impact by studded snow tires is that the average snow tire today uses approximately one hundred studs, versus one hundred and twenty studs used on older styles of snow tires. These changes are reducing road wear.

Safety to the motorist is important to everyone. Studded tires on wet ice are thirty percent better than the new generation of studless tires in braking and fifty percent better in acceleration. This is the conclusion of a test performed in 1999 by the leading automotive publication in Sweden and Finland. The most comprehensive investigation on tire studs was performed by VTI, the Swedish Road and Transportation Research Institute in 1989. The VTI documented that a winter without tire studs would increase accident cost significantly more than the cost to repair roads damaged by studs.

Your constituents will benefit from not having a fee on tire studs. Motorist choose to use tire studs because the product has proven to them that they can avoid accidents in slick conditions with studded snow tires. Besides the tangible cost savings studs can provide to everyone, it is difficult to place a value on a product that may save a human life.

Sincerely,

Charles McGee
McGee Company

DENVER
1140 SO. JASON STREET
DENVER, COLORADO 80223
(303) 777-2015
1-800-525-8588

SALT LAKE CITY
1101 SOUTH 700 WEST
SALT LAKE CITY, UTAH 84104
(801) 487-8751
1-800-845-8908


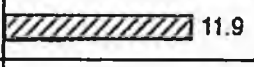
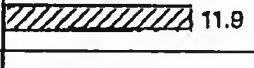
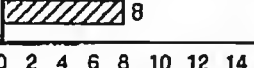
ALBUQUERQUE
4412 PROSPECT AVE., N.E.
ALBUQUERQUE, NM 87110
(505) 883-9813
1-800-821-1117

DALLAS
8504 CHANCELLOR ROW
DALLAS, TX 75247
(214) 688-0400
1-800-527-2017

WHY STUDDED SNOW TIRES?


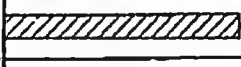

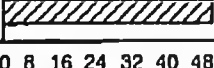
- Studded snow tires provide extra safety.
- Tire studs increase traction for winter "go."
- Tire studs reduce vehicle stopping distance for safety.

Acceleration on ice
(Seconds from 3 to 12 m.p.h.)

On wet ice at 32 F.		Improvement over summer tires
Summer tires	 14.4	
Bridgestone Blizzak	 11.9	17%
Michelin Maxi-Ice	 11.9	17%
Studded snow tires	 8	44%

Seconds 0 2 4 6 8 10 12 14 16 18 20

Braking distance on ice
(From 31 m.p.h. - after you get your foot on pedal)

On wet ice at 32 F.		Improvement over summer tires
Summer tires		
Bridgestone Blizzak		33%
Michelin Maxi-Ice		29%
Studded snow tires		45%

Feet 0 8 16 24 32 40 48 56 64 72 80

Tests based on Volvo S70 & Mazda 323

Studded tires on wet ice are 30 percent better than winter studless tires in braking and 50 percent better than winter studless tires in acceleration!

If you need snow tires, get them on early in the season. Studded tires on all four wheels offer extra effectiveness on ice. Chains provide even better traction for severe snow and ice. Buy studded snow tires before the snow starts to fly.

*Bridgestone Blizzak and Michelin Maxi-Ice are registered tradenames of Bridgestone and Michelin.

Test data provided by
Teknikons Varid in
Sweden and Teknikans
Maalima in Finland -
1999



March 2002

STUDED TIRE SAFETY

SAFETY MEANS MANY COMPONENTS :

Front wheel drive, ABS braking system and New Tire Compound give progresses.
Then, all these progresses are increased by studs when biting ice and packed snow is the only way for tire adherence.

It's true that old heavy studs in old tires with block pattern and hard rubber provided poor grip on dry and chiefly wet pavement.

Then new light studs in new tire compound don't work as old ones :
Leaning in soft rubber under driving and braking torques, studs don't modified tire contact area so that tire adherence on wet and dry pavement is strictly maintained and road wear is nearly eliminated

TEKNIKENS VARLD in Sweden and TEKNIKAN MAAILMA in Finland are the main Car-specialized publications in Northern Europe.

Each year, in October they publish tests results on winter tires representative of the market
They regularly compare better studless with better studded tires :

TEKNIKENS VARLD N° 21 – 11/10/2001- ABS Braking on Volvo V70 205/55 QR 16

	Ice 40-20 km/h	Snow 40-20	Wet Asphalt 80-20
Gislaved NF3 – 110 studs	18.5m	15.8	33.9
Nokian Hakka 2 – 110studs	19.1m	15.8	33.3
Gislaved SF - Studless	20.5m	16.1	35.3
Michelin Maxi-Ice – Studless	21.8m	15.9	38.1

TEKNIKAN MAAILMA N° 37 – 11/10/2001 ABS Braking on Saab 9-5 195/65 QR 15

	Ice 50-0 km/h	Snow 80-0	Wet Asphalt 60-0
Gislaved NF3 – 110 studs	46.0m	55.0	21.5
Nokian Hakka 2 – 110 studs	47.0m	54.5	22.5
Michelin Maxi-Ice – Studless	53.0	55.5	23.0
Bridgestone Blizzak – Studless	55.0	55.0	22.0

These results are not surprising :

New studless tires have made some progresses on ice where they are yet clearly inferior to new studded tires ;but ,meanwhile, they have lost adherence on wet pavement.



06/01/2000

LAST NEWS ABOUT STUDED TIRES

Teknikens Varld in Sweden and Tekniikan Maailma in Finland are the main car specialized publications of Northern Europe.

Each October they publish tests results on winter tires representative of the market or just launched.

Studded tires appear always better than studless ones mainly by their superiority on ice but also by their performance on snow and general conditions.

Table 1 : Teknikens Varld n° 19 dtd September 16, 1999

Braking on Ice : studded tires are about 60% better than summer tires and 30% (average) than studless tires.

Acceleration on ice : studded tires are about 120% better than summer tires and 50% (average) than studless tires.

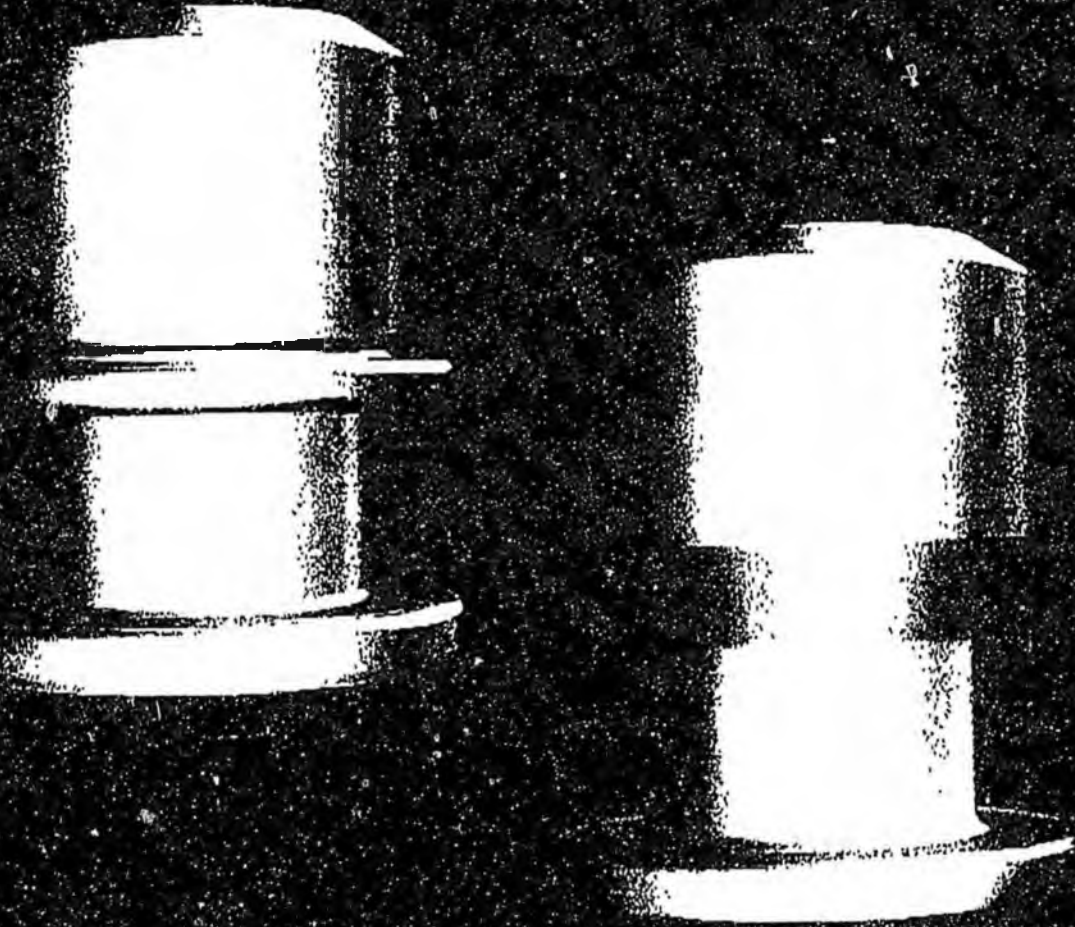
Table 2 : Tekniikan Maailma n° 16-99 dtd October 6, 1999

Braking on ice : studded tires are better than studless tires by 38 to 51%.

Acceleration on ice : studded tires are better than studless tires by 48 to 72%.

This hereafter graphic explain the advantage of « studs fitted on new winter tires with sipped pattern and soft rubber » : these new studded tires have the same capability as studless on bare and snowy pavement but they have also grip on snow and ice near 0°C where water film suppress studless adherence.

ULLS

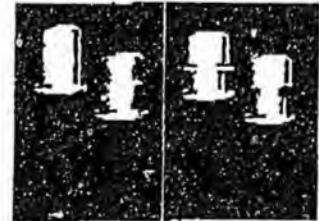


**SAFETY
and
Road Wear Reduction**

voicrip

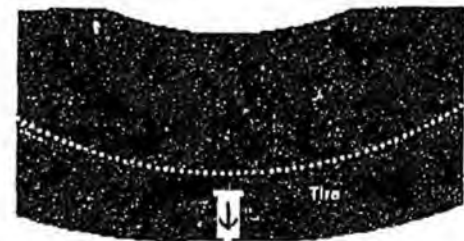
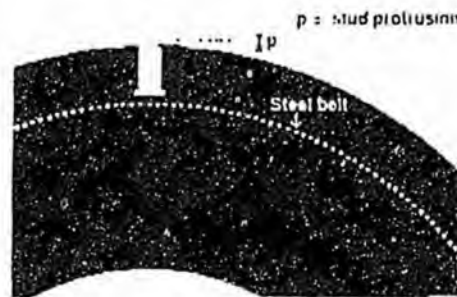


Safety and Road Wear Reduction



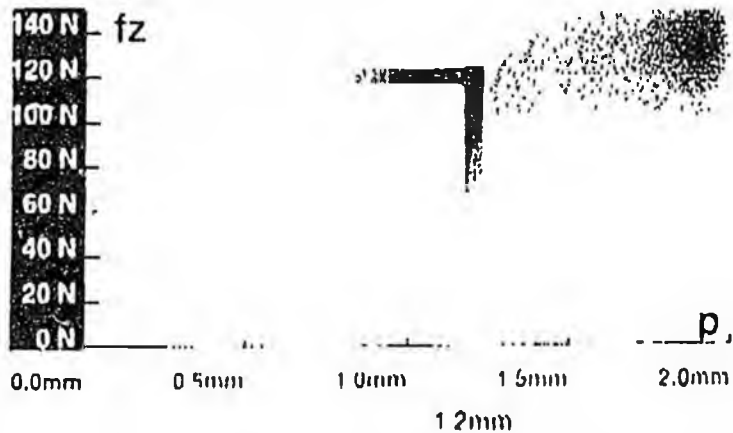
eqigrip

1. Characteristics of studs on the tire.



f_z - impact force of the stud in the area of contact.

Relation (1)
 $f_z = k \cdot p$
 $k = \text{const.}$



2. Safety and effectiveness of the studded tire.

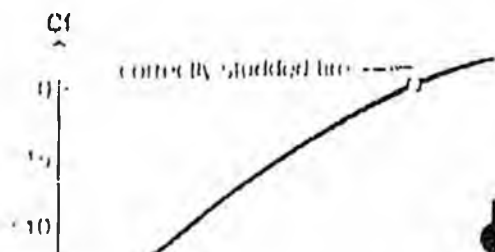
The effectiveness of the studded tire depends on

- S - load borne by studs in the area of contact
- Q - total load of the tire
- N - total number of studs on the tire. Under certain conditions of use about $N \cdot 0.1$ studs are active in the area of contact
- Relation (2) $S = \frac{Q}{N \cdot 0.1}$
- Cf - coefficient of friction on locked wheel braking

According to the current legislation in Finland and Scandinavian countries

N = 100
 p = 1.2 mm
 from (1) $f_z = 120 \text{ N}$
 from (2) $S = 120 \times \frac{100}{12} = 1000 \text{ N}$

Relationship between effectiveness on ice and ratio S/Q



3. Road Wear Reduction.

Two phenomena occur in the area of contact :

- A. Initial Impact
- B. Sliding upon release

A. Impact of the stud coming into the area of contact :

Total applied force $f_t = f_z + f_g$

f_z : supporting force of the stud defined in (1).

f_g : centrifugal force of the stud on the tire.

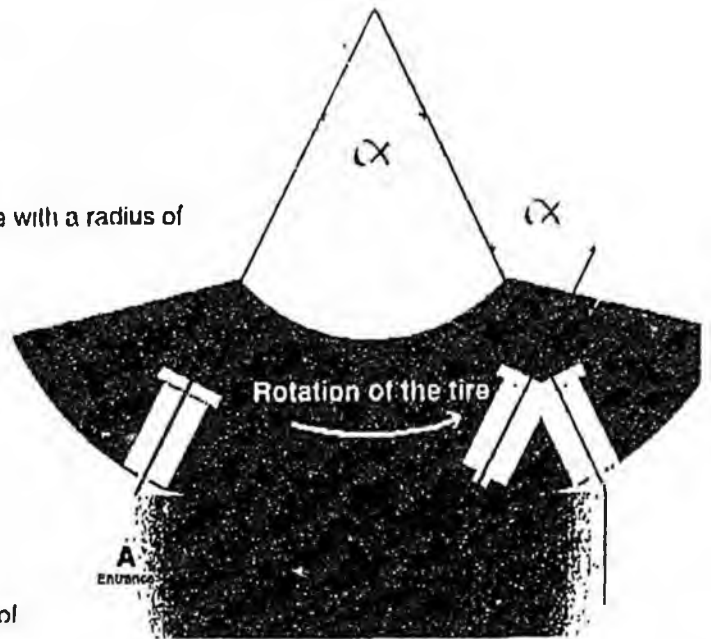
Relation (3) : $f_g = m \cdot \frac{V^2}{R}$

(m : mass of the stud, V : speed of the vehicle,
 R : free radius of the tire)

Example : for a stud of mass $m = 2$ g on a 175SR14 tire with a radius of 0.3 m moving at 108 km/h or 30 m/s : $f_g = 6$ N
 $f_t = 120 + 6 = 126$ N

We see that the mass of the stud is a cause of wear but not the main cause.

We also see that the force « f_z » corresponding to a stud protrusion of 1.2 mm, is weak enough to avoid piercing the binder and cracking the road aggregates and that was not the case for former studs with protrusions up to 2 mm.



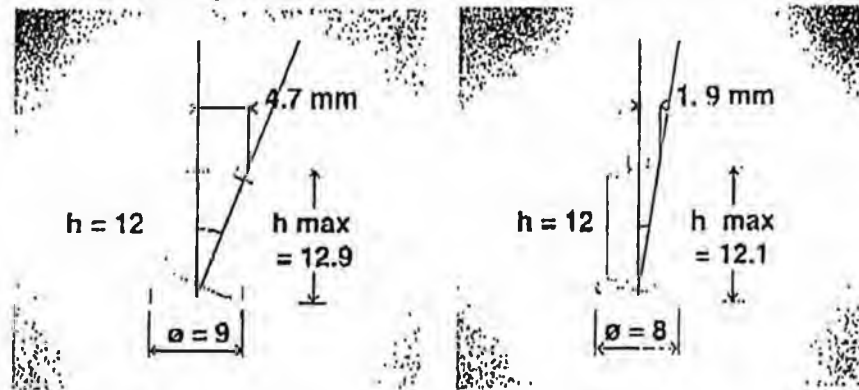
B. Sliding of the stud behind the area of contact .

The frictional energy of the stud coming out of the area of contact is given by

Relation (4) : $W = f_x \cdot dx$

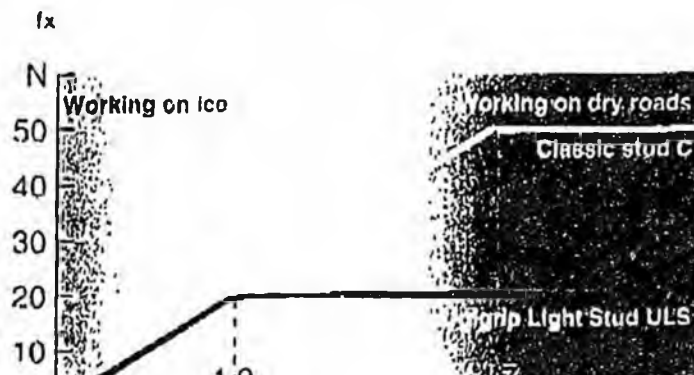
This energy which is the main cause of road wear depends on :

- the driving and braking torques applied to the tire,
- the construction of the tire. Steel Belted Radial tires mainly reduce the « dx » factor,
- the shape of the stud and particularly, h_{max} , the maximum length when the stud leans under the torque effort



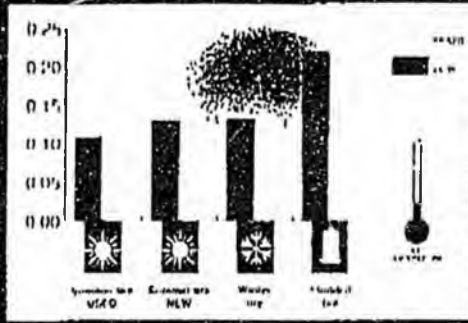
Classic Stud «C»

New Ugigrip Light Stud «ULS»

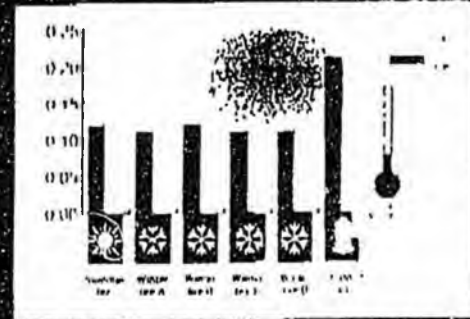


The new Ugigrip Light Stud «ULS», with its special shape, avoiding an increase in length when leaning, reduces the two factors « dx » and « f_x ». In such a way, the frictional energy is limited to less than 1/3 of the frictional energy of traditional «C» studs.

Annexes



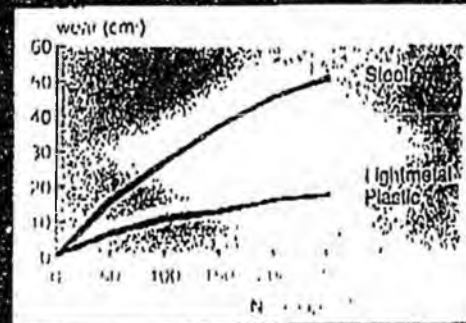
1-Study of Winter Security on Ice by VTI:
Studded tyre >> winter tyre >/ summer tyre



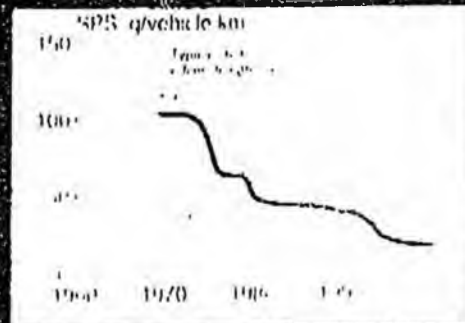
2-Study of Winter Security on Ice by VTI:
Studded tyre >> New «Studless» winter tyres of different brands.



3-Study of Road wear by French Highway Department
Pavement wear
Different stud parameters (diameter, mass)
French Highway Departement
Test made on annular track of Pont A Mousson (ø 30 m)
Extrait de la Revue Générale des Routes et Aéroports Octobre 1978



4-Study of Road wear by Swedish Road and Transport Research Institute (VTI)



5-Specific wear of studded tyres in Finland 1960-2000 by VTT
Stud regulations, development of tyres/studs

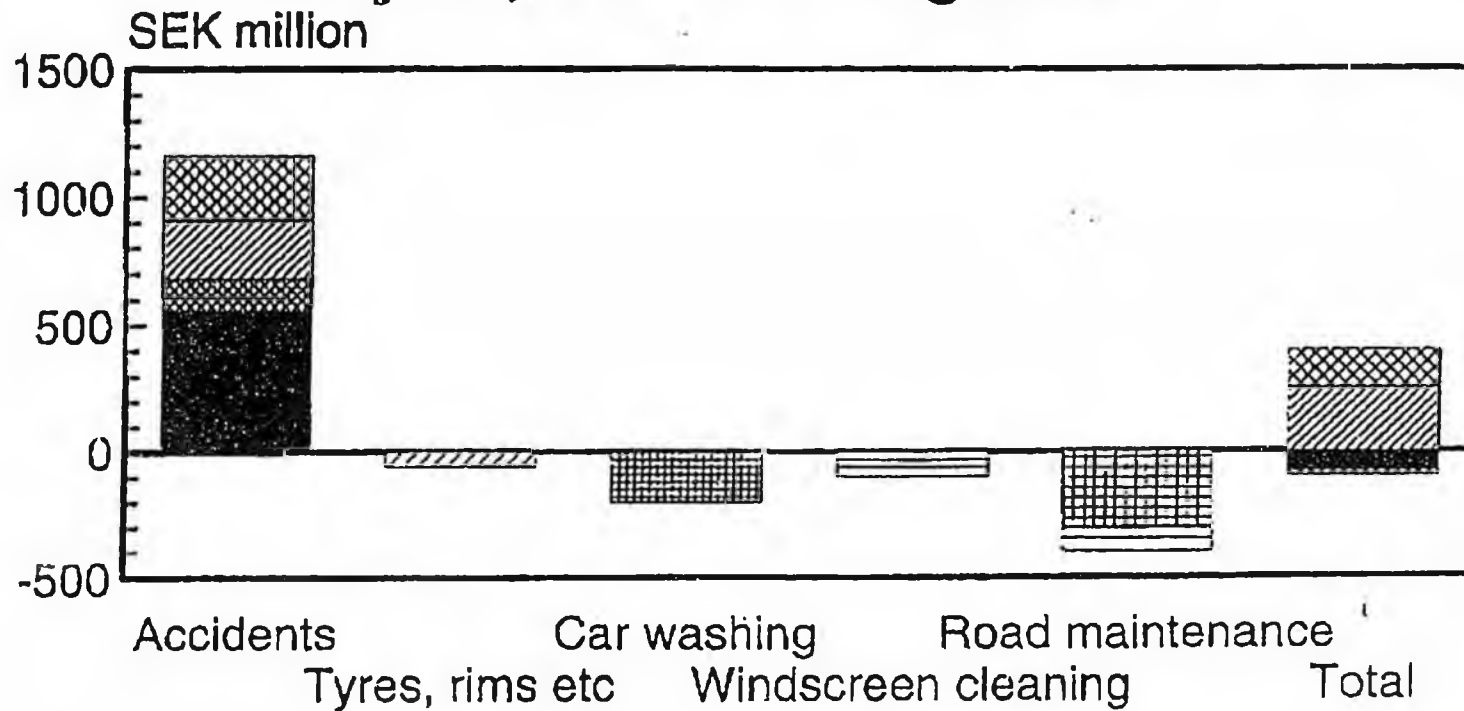
Conclusion

The new Ugigrip «ULS» specially adapted to Finnish, Norwegian and Swedish legislation, as well as to Austrian, Belgian, French and Swiss legislation, maintains safety in winter on snowcovered and icy roads (see annexes 1 and 2) and avoids road damage (see annexes 3, 4 and 5).



The consequences of a ban on studs

Change from studded tyres to unstudded wintertyres, 1989 Investigation



VTI Meddelande 674

This graph shows the saving in reduced accidents compared to increased costs because of studded tires.

Note: 7.50 SEK = \$1.00 U.S. (150,000,000 SEK = \$20,000,000 U.S.)



(F)

The Studded Snow Tire Advantage!

Independent test prove studded tires provide up to 40% better vehicle stopping on ice than all winter tires, including the studless Bridgestone Blizzak.

After 7,000 miles a vehicle stopping on ice with the Bridgestone Blizzak tire is inferior by 17% over a vehicle with new Blizzak tires. After 7,000 miles a vehicle stopping on ice with studded tires is inferior by 4% over a vehicle with new studded tires.

Tire studs will improve traction on Sport Utility Vehicles (SUV)!

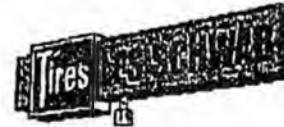
SUV were involved in 40% of the winter accidents along I-70 in Colorado in 1995. In 1995 SUV represented only 25% of the vehicles sold in Colorado. A SUV cannot stop any quicker than any other vehicle on ice. In addition the weight sits up front on a SUV, so the back end tends to slide out.

Studded snow tires provide extra safety!

*Facts from Finnish & Swedish National Road Administration, and The Denver Post.

LES SCHWAB WAREHOUSE CENTER
 MAIN OFFICE - LEGAL DEPARTMENT
 P.O. BOX 667
 PRINEVILLE, OREGON 97754
 GENERAL OFFICE NUMBER (541) 447-4136
 Fax Number (541) 416-5374

MAR 25 2003



FACSIMILE TRANSMITTAL

To	Phone No.	Fax No.
Beverly Maset Alaska House Transportation Committee	907-465-2679	907-465-4822

From: Corey J. Parks
 Direct: 541.416.5412
 Fax No.: 541.416.5374

Date: March 25, 2003

Total number of pages including this sheet:

2

MESSAGE:

Enclosed is a letter we would like submitted as testimony for HB 173. Please call me with any questions.

Corey J. Parks

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LES SCHWAB TIRE CENTERS
646 N.W. Madras Highway
P.O. Box 667
Prineville, Oregon 97754

LEGAL DEPARTMENT
Telephone 541-416-5412
Facsimile 541-416-5374
corey.j.parks@lesschwab.com

Testimony of Corey Parks Before the House Transportation Committee

Opposition to House Bill #173

March 25, 2003-03-25

My name is Corey Parks, and I am corporate counsel for Les Schwab Tire Centers. I submit this testimony in opposition to HB 173.

Les Schwab works very hard to earn its customers' trust and business. Les Schwab places a high degree of importance on giving its customers choices in the selection of winter tires. It is our position that the bill before you will unfairly force Alaska consumers to choose safety only at a significant additional cost.

No price should be placed on customer safety

Studded tire fees place a price on customer safety by forcing the customer to pay additional fees for safe driving equipment. In our experience, studded snow tires are an option that many customers need in order to ensure safe travel during icy or snowy winter weather. While there are a number of alternatives to studded tires, including all weather tires, chains, and winter tires, many customers choose studded tires because they are the safest alternative for winter driving. In fact, studded tires do provide exceptional traction in icy and snowy conditions. Consumer travel groups such as AAA continue to support studded snow tires as an "appropriate option for safe winter driving."

Studded tires are necessary for many customers

Customers who travel frequently in icy and snowy conditions often want or need studded tires to ensure that they can get to their destination for work, medical care, or other important business. Many of the travelers who choose studded tires are elderly customers, and customers with mobility problems who are unable to put chains on their vehicles, and thus require equipment with the best possible traction and safety.

THE NORTHWEST'S LARGEST INDEPENDENT TIRE DEALER
WITH OVER 290 LOCATIONS IN OREGON, WASHINGTON, IDAHO, MONTANA, CALIFORNIA AND NEVADA

March 25, 2003

Page 2 of 2

Studded tire fees penalize those least able to afford additional costs

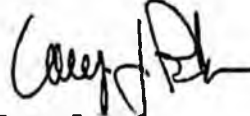
Many studded tire customers are on fixed or low incomes, and cannot afford an additional fee on top of the cost for studded tires. Also, customers from rural residences are often among the most price-sensitive populations, and at the same time, most in need of safe driving equipment to travel into urban areas.

Conclusion

Drivers who face icy and snowy conditions on a regular basis must decide what equipment makes them feel confident and safe under difficult driving conditions. Les Schwab is opposed to imposing a fee on those customers who choose studded tires in order to keep themselves and their families safe from accident and injury.

Thank you very much for the opportunity to submit this testimony.

Very Truly Yours,



Corey J. Parks
Corporate Counsel

From Homer
~~XXXXXXXXXX~~ Roger Davis
Should Ban Studded tires.

Asphalt "dust" is
very toxic to
breathe !!

He said he's a "Liberal"

Sending comments
via email.

3/12/3



Alaska State Legislature

Please enter into the record my testimony to the TRANSPORTATION Committee
committee name

committee on HOUSE BILL # 113, dated 3-11-03
bill/subject

STUDDER TIRE TAX
Studded
Tires Tax

I know this bill will cause people to go another year on their bald tires. It will cause them to not change their summer tires to studded tires. It is a tax that will jeopardize peoples safety!

Signed: Sean Banahan

Testifier Six Robblees Inc.

Representing (Optional) 2281 E. Sun. Mon. Ave. Wasilla AK 99654

Address (907) 376-8000

Phone No.



Alaska State Legislature

Please enter into the record my testimony to the

House Transportation
committee name

committee on

HB 173

, dated

Tuesday, March 25

bill/subject

Signed:

Richard Nordness

Testifier

Richard Nordness

Representing (Optional)

NW Tire Dealers Assoc.

Address

Kennecook Washington

Phone No.

509-735-1991



WASHINGTON STATE TIRE DEALERS ASSOCIATION
OREGON TIRE DEALERS ASSOCIATION, INC.

**Senate Finance Committee Hearing on Studded Tires
March 28, 2003**

My name is Richard Nordness and I am the executive director of the Northwest Tire Dealers Association. We appreciate being able to make comments on Senate Bill # 106 on behalf of our Alaska members.

Our association is very concerned about automotive safety issues, and certainly the use of studded tires is a big winter safety issue for our customers. We believe that studded tires are an important safety factor for most Alaska residence in a wide area of the state. And that is why we are in opposition of SB 106, which would impose a \$10 per tire tax on studded tires in the State of Alaska.

We believe that a \$10 per tire tax on studded tires would have a negative affect on winter driving safety in our state:

- * It would take the safety of having studded tires away from many residence who could not afford \$10 per tire or \$40 per set of four.
- * It would mean fewer drivers who need studded tires would not have the use of this safety device, thus causing more accidents, property damage, injury and even more winter traffic deaths. This tax would be a hardship on drivers all over the state, as most winters these folks need studded tires to get to work or school and home again.

We are also opposed to SB 106 because it would require the tire dealers to be the tax collectors. We are retailers providing goods and services to our customers. We don't want to be the bad guys who are collecting a \$40 tax from our customers who can't afford it, especially in this economy.

Our Oregon and Washington legislators several years ago looked at using "light weight" steel studs in stead of the heavy weight studs that they were using, which by the way is the stud that is being sold in Alaska. There are several studies that show the reduction of surface wear when using the "light weight" stud.

We would encourage you to look into the idea of using the "light weight" steel stud as an alternative to the heavy stud tax of SB 106. I would be happy to supply you information on the "Light weight" stud and the Oregon and Washington "light weight" stud requirements.



Alaska State Legislature

Please enter into the record my testimony to the H. TRANSPORTATION
committee name

committee on HB 173 / STUDDED TIRE FEE dated MARCH 2, 2003
bill/subject

FOR THE RECORD, ALL PROVINCES WITHIN CANADA, EXCEPT ONTARIO, DO ALLOW THE USE OF STUDDED TIRES IN WINTER MONTHS. I BELIEVE THAT IN CERTAIN CONDITIONS (SPECIFICALLY DEEP SNOW & I.C.E.), STUDDED TIRES OFFER THE HIGHEST DEGREE OF SAFETY.

Signed: Mel Hennig MEL HENNIG
Testifier
Western Canada Tire Dealers
Representing (Optional)
1146 Selo Place Regina, SK S4S 2H7
Address
(306) 584-2113
Phone No.

FISCAL NOTE

STATE OF ALASKA
2003 LEGISLATIVE SESSION

Fiscal Note Number: 1
Bill Version: HB 173
(H) Publish Date: 3/5/03

Revision Date/Time (Note if correction): _____ Dept. Affected: Revenue
Title Studded tire surcharge BRU Revenue Operations
Component Tax Division
Sponsor Rules Committee
Requester Governor Component No. 2476

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
Personal Services	43.9	43.9	43.9	43.9	43.9	43.9
Travel	5.0	2.0	2.0	2.0	2.0	2.0
Contractual	8.0	3.0	3.0	3.0	3.0	3.0
Supplies	2.0	1.0	1.0	1.0	1.0	1.0
Equipment	2.5					
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	61.4	49.9	49.9	49.9	49.9	49.9

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()	1,950.0	1,950.0	1,950.0	1,950.0	1,950.0	1,950.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	61.4	49.9	49.9	49.9	49.9	49.9
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type-Do not abbreviate)						
TOTAL	61.4	49.9	49.9	49.9	49.9	49.9

Estimate of any current year (FY2003) cost: 0.0
Mark this box (X) if funding for this bill is included in the Governor's FY 2004 budget proposal:

POSITIONS

Full-time	1	1	1	1	1	1
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

This legislation would impose a \$10 per tire surcharge on all studded tires sold in Alaska, effective July 1, 2003. Businesses would be required to file monthly reports and remit payments to the Department of Revenue. The surcharge would be collected by the seller of the studded tire, such as tire dealers, service stations, garages, etc. Businesses would be allowed to retain 5% of the amount collected, not to exceed \$1,000 in any calendar quarter, to cover expenses in collecting and remitting the surcharge.

Based on projections from the Department of Transportation and Public Facilities, the surcharge would raise an estimated \$2 million a year -- minus the 5% commission. This is based on the assumption that about 40% of all passenger vehicles and pickup trucks in the state use studded tires on all four wheels, and that vehicle owners replace their studded tires every five years.

The operations cost includes one Tax Technician II (Range 12) to administer and collect the surcharge. The Department expects several hundred businesses statewide will be included in this new program.

Prepared by: Larry Persily, Deputy Commissioner Phone 465-5469
Division Department of Revenue Date/Time 3/3/03 4:03 PM
Approved by: Larry Persily, Deputy Commissioner Date 3/3/2003
Agency Department of Revenue