

FREQUENTLY ASKED QUESTIONS

- 1 What is CERT?**

The Coalition for Efficient & Responsible Trucking is a freight industry coalition working to improve freight transportation through practical regulatory updates. Every year, millions of tons in goods are sent across roads in shipments that don't quite fit in a 28-ft. trailer, but aren't nearly enough to require a full 48-ft. or 53-ft. trailer. As a result, more than 6.6 million avoidable truck trips occur every year. This inefficiency is only expected to worsen: over the next decade, less-than-truckload (LTL) shipments will grow from 145 million tons to an estimated 204.6 million tons. Through sensible legislative updates that would extend the length of twin 28-ft. trailers by a total of ten feet, CERT believes we can improve freight transportation, while also making roads safer and reducing the impact on the environment.
- 2 What regulatory changes specifically is CERT pushing for?**

Under current regulations, 28-ft. trucks routinely "cube out before they gross out," meaning they fill all their available volume long before the 80,000 lbs. gross weight limit is reached. This inefficiency saddles American businesses with \$27 billion per year in avoidable costs that could be eliminated by congressional authorization of 33-ft. doubles operating within the current weight limit. The 18% increase in volume created by 33-ft. pup trailers would result in a meaningful reduction in truck traffic.
- 3 Does CERT advocate changing weight restrictions on trucks?**

No. The 33-ft. doubles should operate within the current weight limit.
- 4 What impact will 33-foot trucks have on highway safety?**

Because investments in infrastructure haven't kept up with population growth, 42% of major urban highways in the U.S. are congested. Modernizing freight transportation regulations to allow for 33-ft. doubles will result in 6.6 million fewer truck trips per year, preventing 912 crashes per year.
- 5 Aren't 33-foot trailers more dangerous than 28-foot trailers?**

No. There is no added risk to the public. Academic studies have found that, because they have a longer wheelbase, 33-ft. double trailer configurations are inherently more stable than twin 28-ft. double trailers. Added stability makes them safer, not only in straight line driving, but also in cornering. In addition, twin 33s for years have been tested under a variety of conditions in Canada and select markets within the United States without adverse safety outcomes.
- 6 What impact would longer trucks have on the environment?**

Extending 28-ft. trailers by just five feet will save 6.6 million truck trips per year — that's a 1.3 billion-mile reduction in truck traffic. The reduction in traffic will economize 204 million gallons of fuel annually, and it will reduce carbon emissions by 4.4 billion pounds per year.
- 7 Which companies are represented by CERT?**

CERT's growing coalition is comprised of some of America's leading freight companies, including AAA Cooper Transportation, ABF Freight System, Con-way Freight, Estes Express Lines, FedEx, Old Dominion Freight Line, Southeastern Freight Lines, UPS, YRC Worldwide.



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