



October 20, 2015

The Honorable William Shuster
2268 Rayburn House Office Building
Washington, DC 20515-3809

Dear Chairman Shuster,

In light of the committee markup scheduled for this week, I am writing on behalf of Securing America's Future Energy (SAFE) to express support for allowing twin 33 foot tractor-trailers on U.S. highways. Doing so will reduce our nation's dangerous dependence on oil, strengthening American economic and national security.

Securing America's Future Energy (SAFE) is a nonprofit, nonpartisan organization dedicated to improving U.S. energy security in order to bolster national security and strengthen the economy. SAFE convenes prominent leaders in business and the military to guide its team in developing robust, in-depth analysis and policy recommendations to reduce American dependence on oil through the creation of a comprehensive, long-term national energy security strategy. While some of our supporters will benefit from the use of these higher capacity trailers, SAFE has chosen to weigh in on this issue because it is undoubtedly true that the nation as a whole will reap the savings of a more efficient trucking fleet.

The United States depends on oil to power 92 percent of its cars, trucks, ships and aircraft. This near-exclusive reliance represents an imminent threat to our national and economic security, as the government spends an estimated \$67.5 billion annually to protect the flow of oil around the world, and consumers and businesses are forced to pay whenever conflict or supply disruptions send the price of crude rocketing skyward.

Medium- and heavy-duty trucks, the backbone of our cargo economy, are responsible for over 20 percent of total U.S. oil transportation demand. Eighty percent of this is attributable to heavy-duty trucks. Opportunities to increase the efficiency of our trucking fleet must be seriously considered if we are to reduce our dependence on oil. By putting twin 33's on the national road network, the industry can save an estimated 204 million gallons of fuel per year, an important step in cutting that dependence. Furthermore, the new trailers will avoid the need for 6.6 million truck trips nationwide—a 1.3 billion-mile reduction in truck traffic—putting fewer trucks on the road and reducing impacts on our infrastructure. These improvements come without increasing existing weight limits. With parcel delivery rapidly outpacing traditional mail, it is not the weight, but the cubic feet that is needed.

In addition to maximizing American energy production, the U.S. needs to lower oil intensity through reduced demand—driven by increased efficiency and the deployment of alternative fuels like electricity and natural gas—as part of a long-term U.S. energy security strategy to insulate the nation from the negative effects of the often-volatile global oil market. I encourage you to support the allowance of twin 33' trailers as an integral part of this goal.

Sincerely,

A handwritten signature in black ink that reads "Robbie Diamond".

Robbie Diamond
President & CEO
Securing America's Future Energy