

November 10, 2015

The Honorable Mitch McConnell
317 Russell Senate Office Building
Washington, DC 20510-1702

The Honorable Harry Reid
522 Hart Senate Office Building
Washington, DC 20510-2803

CC: All Senators

Dear Majority Leader McConnell and Minority Leader Reid,

Congress has a great opportunity to modernize America's transportation policy by authorizing a modest increase of five feet for twin trailers – from 28- to 33-feet. Unfortunately, for the past several months, the opposition to this common sense and safe proposal has misrepresented facts on countless occasions in an attempt to halt progress. As organizations supportive of the Coalition for Efficient and Responsible Trucking (CERT), we'd like to set the record straight:

CERT is **only asking to extend the length of twin trailers**. Under current regulations, 28-foot trailers routinely fill the 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. The 18 percent increase in volume created by 33-foot trailers would result in quantifiable benefits across the economy.

Extending 28-foot trailers by five feet will also save 6.6 million truck trips per year — that's a 1.3 billion-mile reduction in truck traffic, which would prevent 912 crashes a year. 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.

Furthermore, there is no added risk to the public. Academic studies have found that, because they have a longer wheelbase, 33-foot double trailer configurations are inherently more stable than twin 28-foot double trailers. On the nation's third-busiest toll road, the Florida Turnpike, twin 33s have traveled more than one million miles in the past five years without a single accident.

Authorizing twin 33s:

1. **WILL NOT** increase or change the federal weight limit;
2. **WILL NOT** change where twin trailers can operate – 33-foot trailers will operate where 28-foot trailers currently operate;
3. **WILL NOT** have a negative impact on highway safety;
4. **WILL NOT** accelerate wear and tear on the nation's highway system;
5. And **WILL NOT** have a discernable impact on intermodal freight shipments;

The facts, when presented in an honest fashion, demonstrate significant safety benefits as well as dramatic productivity and environmental advantages. Thank you for the opportunity to set the record straight and please contact CERT if you would like to discuss this issue further.

Sincerely,

