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November 18, 2015

The Honorable Mitch McConnell  
United States Senate  
317 Russell Senate Office Building  
Washington, D.C. 20510

Dear Leader McConnell

Our companies operate safely in every state of the nation and the less-than-truckload market delivers to more than 9.4 million customers daily. If a product is shipped as freight in America, it is likely that LTL carriers were involved. We employ a thoroughly professionalized workforce, trained drivers and logisticians, and operate technologically advanced fleets that incorporate modern safety features.

Ample academic and government research support the safety of twin 33' trailers. The research is buttressed by real-world evidence from twin 33s' sterling safety records in Florida and North Dakota where more than 1.5 million miles have been driven in pilot programs with zero accidents.

Furthermore, advocacy support for twin 33s comes from many sectors including a united LTL industry, truck drivers, trucking associations, law enforcement, public safety professionals, environmentalists, small businesses, retailers, manufacturers, and transportation planning officials.

**Thank you for your support throughout the legislative process for a commonsense proposal to make our roads and our fleets safer.**

We have taken the unusual step of writing together, as members of the Coalition for Efficient and Responsible Trucking (CERT), to urge your continued support for a modest extension of twin trailers by five feet – from 28' to 33'.

Bipartisan legislation passed by the House and Senate Appropriations Committees would allow the operation of new, more productive and stable twin 33' trailers. As Congress completes its tasks related to the budget, it is crucial that you not allow special interests to change the widely supported and previously agreed to provisions contained in the Transportation (THUD) appropriations bills. Operation of twin 33s on the national road network is a commonsense proposal that has been vetted in hearings, tested and analyzed. The configuration under consideration is already permitted in 11 states.

We urge you to retain this commonsense proposal as the budget and appropriations process reaches its conclusion in the coming weeks.

Please consider the following points with regard to safety benefits, productivity improvements and dramatic environmental gains that result from twin 33s:

- ❑ Modernizing freight transportation regulations to allow for 33-ft. doubles means 6.6 million fewer truck trips per year and according to Federal Motor Carrier Safety Administration data it would prevent at least 912 highway accidents every year. The 6.6 million fewer truck trips per year means a 1.3 billion-mile reduction in truck traffic. The reduction in traffic will save 204 million gallons of fuel annually, and it will reduce carbon emissions by 4.4 billion pounds per year.
- ❑ According to the U.S. Department of Transportation, twin 33 trailers have a tighter turning radius than a single 53' trailer configuration, the most common tractor—semitrailer operating throughout the United States; thus, making them easier to maneuver.
- ❑ A modest extension of five feet per trailer would increase the cubic capacity by 18 percent. This would eliminate the need for every ninth truck in the LTL industry, thus creating more space on our highways.
- ❑ The use of twin 33' trailers would produce savings. The longer wheelbase – with no change in weight – decreases the stress on bridges and increased productivity reduces the number of trucks that are sent out onto the roadways. Both effects improve the longevity of our infrastructure.

The facts about safety and other benefits from twin 33s are clear. Unfortunately, that has not stopped aggressive lobbying and an organized misinformation campaign from companies that routinely operate equipment longer than twin 33s. Perhaps they feel threatened by this commonsense policy. Regardless, it is unseemly to do or say anything to stop it.

You have our pledge that we are eager to clear up these false claims and are available to you, your colleagues and your staff at any time to answer questions.

Sincerely

David Abney, CEO  
UPS



W. T. Cassels Jr., Chairman  
Southeastern Freight Lines



David Congdon, Vice Chairman of the Board  
and CEO  
Old Dominion Freight Line, Inc



Reid Dove, President and CEO  
AAA Cooper Transportation



Rob Estes, President and CEO  
Estes Express Lines



Bradley Jacobs, Chairman and CEO  
XPO Logistics



Judy R. McReynolds, President and CEO  
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