

May 13, 2015

The Honorable \_\_\_\_\_

Office Address \_\_\_\_\_

United States House of Representatives/United State Senate

City, State, Zip \_\_\_\_\_

Dear Representative/Senator \_\_\_\_\_:

Less than truckload (LTL) carriers serve more than 9.4 million customers daily in every state in the nation, from big name retailers and manufacturers to family owned businesses. If a product is shipped as freight in America, it is likely that the LTL carriers were involved. As companies and organizations that partner with members of the Coalition for Efficient & Responsible Trucking (CERT), we urge you to support a modest increase of five feet for twin trailers: from 28- to 33-feet.

Under current regulations, twin 28-foot trailers routinely fill all their available volume long before the 80,000 pound gross weight limit is reached. This inefficiency saddles American businesses with \$27 billion per year in avoidable costs. Congressional approval for twin 33-foot trailers would provide a much needed boost to productivity. Savings from this reform would impact everyone in the supply chain straight through to the consumer.

Academic studies have found that, because they have a longer wheelbase, 33-foot double trailer configurations are inherently more stable than today's twin 28-foot trailers. Added stability makes them safer in straight line driving and also in cornering. In addition, twin 33s have been tested under a variety of conditions in Canada and select markets within the United States without adverse safety outcomes.

Furthermore, modernizing freight transportation to allow twin 33s will result in 6.6 million fewer 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 reduce carbon emissions by 4.4 billion pounds per year. The reduced congestion would prevent 912 crashes.

The facts demonstrate dramatic productivity gains as well as significant safety and environmental advantages. Thank you for your consideration and please contact CERT if you would like to discuss this issue further.

Sincerely,



Steve W. DeHaan, CAE,  
President and CEO of the  
International Warehouse  
Logistics Association



George Clark,  
President of Manufacture  
Alabama



Jonathan E. Gold,  
Vice President of Supply Chain  
and Customs Policy of the  
National Retail Federation



Mike Regan, Chairman of the  
National Shippers Strategic  
Transportation Council  
Advocacy Committee



Kelly Kolb, Vice President  
of Government Affairs of the  
Retail Industry  
Leaders Association



Karen Kerrigan,  
President and CEO of the  
Small Business and  
Entrepreneurship Council



Robert Helminiak, Vice  
President of Science and  
Regulatory Affairs of the  
Society of the Plastics Industry



Bruce Carlton,  
President and CEO  
of The National Industrial  
Transportation League



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