

CHAMBER OF COMMERCE
OF THE
UNITED STATES OF AMERICA

R. BRUCE JOSTEN
EXECUTIVE VICE PRESIDENT
GOVERNMENT AFFAIRS

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TO THE MEMBERS OF THE UNITED STATES SENATE:

The U.S. Chamber of Commerce, the world's largest business federation representing the interests of more than three million businesses of all sizes, sectors, and regions, as well as state and local chambers and industry associations, and dedicated to promoting, protecting, and defending America's free enterprise system, strongly opposes Senator Wicker's Motion to Instruct conferees related to twin 33-foot trailer configurations.

The Chamber strongly supports efforts to improve productivity for the less-than-truckload industry through allowing twin 33-foot trailer configurations, which would boost American businesses burdened with higher costs resulting from inefficient volume restrictions.

The intent of this motion is misguided. A modest increase of just five feet to each twin trailer will have a tremendous impact to shipping efficiency, especially in the less-than-truckload (LTL) industry – serving more than 9.4 million customers daily in every state in the nation, from big name retailers and manufacturers to family-owned businesses. Savings from this reform would impact everyone in the supply chain straight through to the consumer. In fact, the American Consumer Institute Center for Citizen Research found that the proposal would produce annual economic benefits in excess of \$20 billion.

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. According to the U.S. Department of Transportation twin 33-foot trailers actually have a tighter turning radius than a single 53-foot trailer configuration, the most common tractor-semitrailer operating throughout the country. 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.

As America's transportation infrastructure continues to show signs of age and businesses look for opportunities for productivity gains, it is imperative to adopt common sense solutions – such as twin 33-foot trailers – to help relieve stress on roads and bridges and enable companies to ship more goods per trip.

The Chamber opposes the Wicker motion. **The Chamber may consider votes on, or in relation to, the Wicker Motion to Instruct in our *How They Voted* scorecard.**

Sincerely,



R. Bruce Josten