

AMERICANS FOR MODERN TRANSPORTATION

Environmental Benefits of Twin 33s

Environmental Gains



274 MILLION fewer gallons of fuel and 3.12 million fewer tons of CO₂ emissions.

Immediate Reduction of Trucks



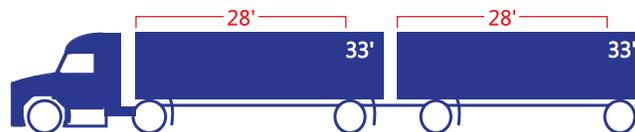
3.36 BILLION fewer truck miles traveled each year, resulting in less congestion at no cost to taxpayers.

Less Congestion



57.2 MILLION hours saved due to less congestion.

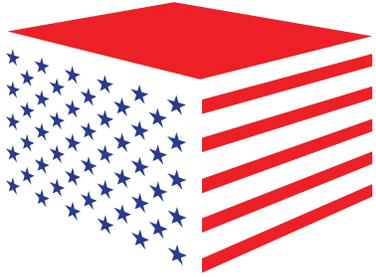
The Americans for Modern Transportation Coalition (AMT) advocates for our environmentally friendly solution to maximize trucking efficiency and increase environmental gains with a modest 5-foot increase to Twin 28' trailers – *not an increase to the weight limits*. Environmental investments today will benefit future generations.



According to Alan Karickhoff, the Economic Analyst for American Trucking Associations, overall tonnage for LTL carriers between 2014 and 2018 increased by 7.6%. This growth supports the Department of Transportation's forecast of a 45% increase in freight volumes by 2045. As Ronald R. Knippling, Ph.D., stated in his research "Twin 33 Foot Truck Trailers: Making U.S. Freight Transport Safer And More Efficient," trucks often "cube out" before they weigh out.

Calculations from Knippling's original research used 2014 tonnage data to measure the benefits that could be realized if AMT's proposal to allow Twin 33's was in place across the country. Based on the assumption that annual tonnage drives other key metrics of truck activity, the following efficiency gains would have been realized in 2018 had Twin 33's been allowed nationwide:

- **Environmental Gains** – The efficiency gains from the adoption of Twin 33' trailers would equate to 274 million fewer gallons of fuel and 3.12 million fewer tons of CO₂ emissions.
- **Immediate Reduction of Trucks** – The implementation of Twin 33' trailers will result in 3.36 billion fewer truck miles traveled each year, resulting in less congestion at no cost to taxpayers.
- **Improved Safety on Our Roads** – Furthermore, the reduction in the number of trucks on our roads would have tangible safety benefits. Additionally, Twin 33' trailers perform better than many other truck configurations on four critical safety measures, including stability and rollover. Research shows that the adoption of Twin 33' trailers would result in 4,500 fewer truck accidents annually, and 57.2 million hours saved due to less congestion. Furthermore, the following additional safety features on Twin 33s will enhance safety as they travel on the existing national highway network in a Twin 33' configuration:
 - Automatic emergency braking system
 - A speed limiting device capped at 68 miles per hour
 - Electronic stability control
 - On-board safety video recorder
- **Industry Efficiencies** – Twin 33' trailers can move the same amount of freight with 18% fewer truck trips, allowing consumers and businesses to realize \$2.8 billion annually in lower shipping costs and quicker delivery times.



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What Others Are Saying:



SOLUTION: FAST-TRACK POLICIES THAT CAN PROMOTE IMMEDIATE PROGRESS

- *California Department of Transportation, California Highway Patrol and state leaders could partner with shipping and trucking industry members to obtain federal regulatory approval for the safe application of twin-33s.*

“Industry representatives emphasized that twin-33 trailers have the potential to reduce emissions and congestion by shipping the same freight weight in fewer vehicles.”
—Study sponsored and organized by the California Air Resources Board and UC Berkeley School of Law’s Center for Law, Energy and the Environment.

“The trucking industry has made a major effort to reduce carbon dioxide emissions. The combined effect of new regulations, including recent federal greenhouse gas rules, has elevated efficiency to a top industry priority...Extending 28-foot trailers by five feet would also save 6.6 million truck trips per year. That is 6.6 million instances in which a truck does not leave a dispatch center, 6.6 million routes in which there is no idle time for the engine and 6.6 million trips never added to the collective traffic logs.”—Op-ed published in *The Washington Examiner* by Mike Roeth, executive director of the North American Council for Freight Efficiency and head of the Trucking Efficiency for the Carbon War Room.

“There is no silver bullet for addressing shipping efficiency, climate change, and highway safety; however, twin 33-foot trailers move the needle closer and deserve support in Congress.”—Carl Pope, former Executive Director of the Sierra Club in [Fox.com](#) op-ed.

Americans for Modern Transportation (AMT) is a coalition to improve both the safety and efficiency of our transportation system.