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**March 29, 2022**

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**NEW SURVEY SHOWS HEAVIER AND LONGER TRUCKS WOULD WORSEN “DRIVER SHORTAGE”**  
*Majority of truck drivers concerned about the safety of bigger trucks on the roads.*

**ALEXANDRIA, VA** – An overwhelming majority of professional truck drivers believe that requiring them to operate much larger trucks would make it more difficult to recruit or retain drivers – at a time when the industry and government are working to attract more drivers.

The Owner Operator Independent Drivers Association (OOIDA), in conjunction with the Coalition Against Bigger Trucks (CABT), recently conducted a survey of its members to get their thoughts on heavier and longer trucks. The March 2022 survey of professional truck drivers found that 68% of respondents felt **that heavier or longer trucks would make it more difficult to recruit or retain truck drivers**. Only 1% thought it would make it easier.

While some within the trucking and shipping industries claim heavier and longer trucks are a solution to supply chain issues and any perceived shortage of drivers, the survey results make it clear that bigger trucks would only make matters worse.

“Truck drivers know this business better than anyone else,” said OOIDA spokesperson Norita Taylor, representing over 150,000 professional truck drivers. “Companies are struggling with driver recruitment and retention because of low pay and poor working conditions. Telling a driver they will have to haul extra loads or extra trailers will make the situation worse.”

Besides finding that driver retention and recruitment would be impacted by bigger trucks, the survey found that an overwhelming majority of truckers are concerned about the safety of larger trucks on the road. Some 84% of drivers felt that heavier trucks would negatively impact safety, and 85% had safety concerns with longer trucks. Similar majorities felt bigger trucks were more difficult to stop, more likely to rollover and would lead to more wear and tear on key truck components.

For several years running, lawmakers at the state and federal levels have debated legislation calling for longer and heavier trucks. A group of more than 80 of the nation’s largest manufacturers, agri-business and trade associations, lobbying under the name of the S.H.I.P. Coalition, has called for legislation authorizing an increase in the maximum weight of trucks by more than five tons, from 80,000 pounds to 91,000 pounds. Another group, Americans for Modern Transportation, which includes FedEx, UPS and Amazon, has called on Congress to approve legislation forcing states to allow double-trailer trucks up to 91 feet in length, ten feet longer than today’s twin trailers and 17 feet longer than standard single trailer trucks. Still others have sought to expand the operation of triple trailer trucks.

“Our survey results are significant for the fact that these are the men and women that the economy depends on to deliver goods,” said Sheriff Don Smith (ret.), CABT Law Enforcement Board member. “When you make the job more dangerous, efforts focused on recruitment and retention become even more difficult.”

Methodology: There were 421 total respondents. The survey had a 95% confidence level with a 5% margin of error.

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*CABT is a nonprofit grassroots organization with coalitions of approximately 3,000 local supporters in over 30 states. CABT supporters include law enforcement officers, local elected officials, truck drivers, motorists, safety advocates, railroads and trucking companies. To learn more, please visit [www.cabt.org](http://www.cabt.org).*