

THE GENERAL ASSEMBLY OF PENNSYLVANIA

# HOUSE RESOLUTION

No. 99

Session of  
1991

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BARLEY, G. SNYDER, LAWLESS, CHADWICK, TOMLINSON, HAGARTY,  
STETLER, NAHILL, ANDERSON, FLEAGLE AND LUCYK, APRIL 22, 1991

ADOPTED, APRIL 22, 1991

## A RESOLUTION

1 Opposing any increase in truck size and weight.

2 WHEREAS, Under current Federal law, states must allow at  
3 least 48-foot semitrailers and 28.5-foot twin trailers on  
4 interstate highways; no state weight limit can be less than  
5 80,000 pounds; and states may determine the extent to which they  
6 "grandfather" truck weights higher than those allowed under  
7 Federal law; and

8 WHEREAS, The trucking industry is considering seeking Federal  
9 statutory increases in truck size and weights which would apply

1 to all states as part of the reauthorization of the Surface  
2 Transportation Uniform Relocation Assistance Act of 1987 (Public  
3 Law 100-17, 101 Stat. 132); and

4 WHEREAS, If the statutory increases cannot be obtained, the  
5 trucking industry will request a special permitting system that  
6 would, given past legislative history, result in future Federal  
7 statutory increases; and

8 WHEREAS, According to the 1988 data from the Fatal Accident  
9 Reporting System (FARS), more than 100,000 people were injured  
10 and 4,500 others were killed in crashes involving trucks; and

11 WHEREAS, Passengers of other vehicles were killed in truck-  
12 related crashes more often (84% of the truck-related fatalities)  
13 than were truck drivers; and

14 WHEREAS, Studies have shown that longer trucks are more  
15 likely to have rear trailer separation, more trailer sway and  
16 low speed offtracking than do shorter combination trucks; and

17 WHEREAS, Seventy-six percent of the trucks in truck-related  
18 crashes had broken, substandard or defective parts, and 41% of  
19 them were immediately ordered out of service; and

20 WHEREAS, The Insurance Institute for Highway Safety has found  
21 that double and triple trailers are two to three times more  
22 likely to be involved in crashes than standard trucks; and

23 WHEREAS, Large trucks are not required to have antilock  
24 brakes or satisfy many of the safety standards required for  
25 passenger vehicles; therefore be it

26 RESOLVED, That the House of Representatives oppose any  
27 increase in truck size or weight until it can be shown that  
28 larger, heavier trucks are safe and urge the Federal Government  
29 to continue to research the safety of large trucks; and be it  
30 further

1       RESOLVED, That the House of Representatives firmly suggest  
2   that this matter be resolved within the Congress and that the  
3   Congress retain its responsibility to resolve this matter and  
4   not delegate the decision to the individual states through a  
5   special permitting process; and be it further

6       RESOLVED, That the House Committee on Federal-State Relations  
7   clearly express the concerns of the House of Representatives on  
8   this issue at its next meeting with the Pennsylvania  
9   Congressional delegation; and be it further

10      RESOLVED, That copies of this resolution be transmitted to  
11   the presiding officers of each house of Congress and to each  
12   member of Congress from Pennsylvania.