



## REFRIGERATED FREIGHT

Have you ever noticed how many refrigerated trucks are on Utah's primary highways, particularly in the northern part of the state? Known as reefer trucks, these 18-wheelers have a refrigeration unit on the front of their 53-foot long trailers, allowing them to maintain a set temperature for fresh fruits and vegetables or frozen foods. Northern Utah is the hub of western reefer truck operations, located as it is at the crossroads of several primary routes for this type of freight traffic.

Much of the produce and frozen food carried in the reefer trucks seen in Utah comes from agricultural developments that have evolved across the west. The building of dams and irrigation canals during the early 20th century turned much of the arid west into the nation's garden. This perishable traffic was once carried in refrigerated freight cars on trains. However, the building of the Federal Interstate Highway System resulted in the switch to trucks for this highly time-sensitive cargo.

Today, reefer trucks make up a large percentage of total truck traffic passing through Utah on Interstate 80, as well as on I-84, I-70 and I-15.

Many large reefer truck companies maintain terminals along the Wasatch Front to take advantage of northern Utah's crossroads status. The largest of these operations is C.R. England, Inc., whose headquarters and primary truck terminal are located along state Route 201 southwest of downtown Salt Lake City. C.R. England is North America's largest reefer truck operator and one of the world's foremost trucking companies.



*C.R. England operates more than 5,600 53-foot refrigerated trailers.*

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On average, nearly half of England's trucks pass through Salt Lake City every week, most traveling to or from California's vast agricultural production areas.

Along with handling fruits, vegetables and frozen foods across North America, reefer trucks are a major carrier of other types of temperature sensitive products. Examples of this would be commodities such as chocolate and medicines that cannot be subjected to heat. The refrigeration units on reefer trucks can maintain a specific temperature determined by the product being shipped.

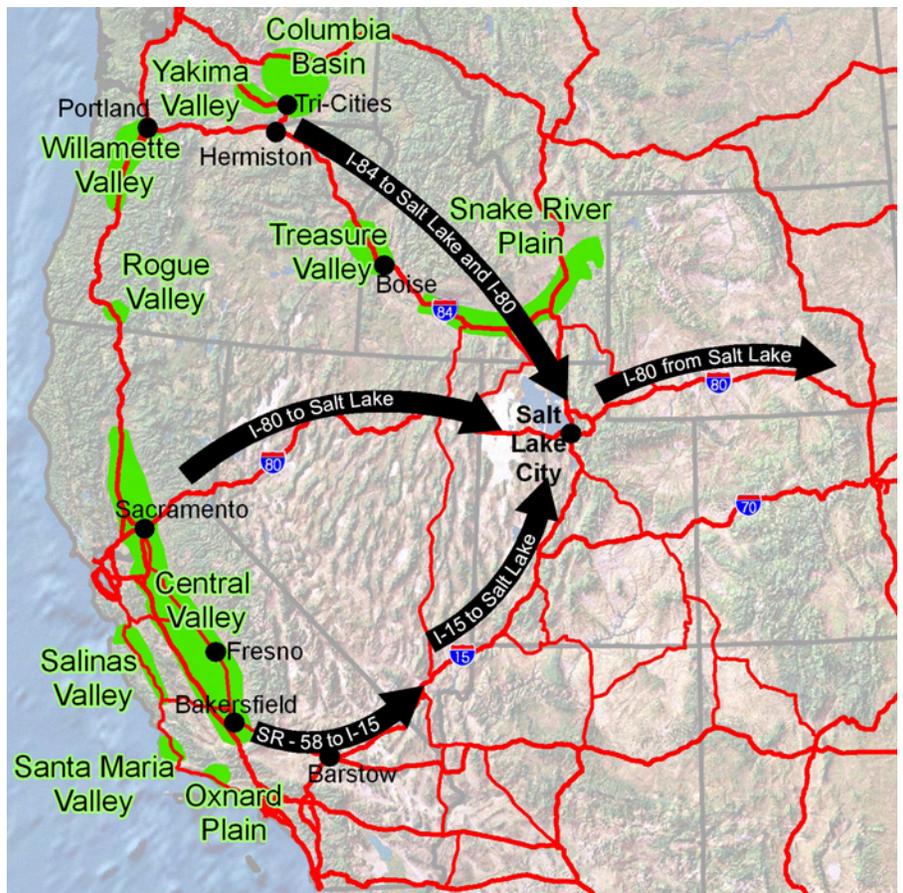
This shipping method helps to feed much of America, and is also helping to preserve the environment. By using the latest in trucking and refrigeration technology, for example, England's fuel conservation initiatives save six million gallons of diesel fuel annually.

There are dozens of reefer truck companies from across America and much of Canada whose trucks pass through Utah every day. In light of the critical and time sensitive nature of refrigerated freight, Utah's highways are a vital component in North America's food distribution network. Maintaining these highways to the highest standards possible is vital to the United States and the rest of North America.

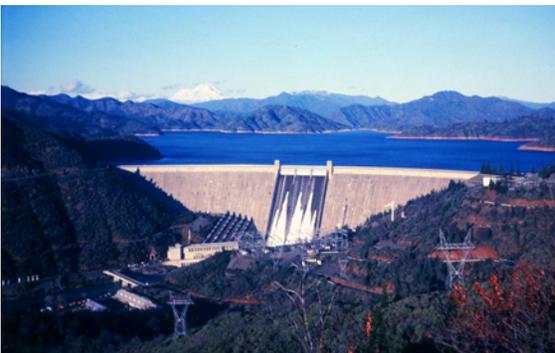


C.R. England's trucks and Utah's highways help feed North America.

## REFRIGERATED FREIGHT FLOW THROUGH UTAH



Western reclamation growing areas that ship produce through Utah shown in green.



Reclamation projects like Shasta Dam (pictured here) provide water for California's agricultural production.