

September 16, 2020

The Honorable Mitch McConnell
Majority Leader
U.S. Senate
S-230, The Capitol
Washington, D.C. 20510

The Honorable Nancy Pelosi
Speaker
U.S. House of Representatives
H-232, The Capitol
Washington, D.C. 20515

The Honorable Charles E. Schumer
Minority Leader
U.S. Senate
S-221, The Capitol
Washington, D.C. 20510

The Honorable Kevin McCarthy
Minority Leader
U.S. House of Representatives
H-204, The Capitol
Washington, D.C. 20515

Dear Leader McConnell, Leader Schumer, Speaker Pelosi, and Leader McCarthy:

As Congress returns from the August recess to resume consideration of legislation responding to the COVID-19 pandemic, we request that you suspend the 12% federal excise tax (FET) on the purchase of new heavy-duty trucks and trailers until the end of 2021. Suspending the FET will support the 7.8 million American's employed in the trucking industry, incentivize the modernization of truck and trailer fleets, and help reignite the engines of our economy.

Throughout the COVID-19 response, the trucking industry has played a critical role in ensuring the delivery of vital medical supplies, household products, food and essential consumer goods nationwide. However, like many of the critical industries that employ millions of Americans, the trucking industry has been impacted by the severe economic consequences of the pandemic. A glaring example of this can be seen in heavy-duty truck sales, which are projected to decline nearly 50% in 2020 due to the economic fallout from COVID-19, with most recent data showing July 2020 Class 8 truck sales down by 42.5% compared to the same time last year.

To jump start the economy after the pandemic, a suspension of the burdensome FET, first imposed in 1917 to help pay for World War I, would immediately spark the purchase of heavy-duty trucks and trailers. This outdated tax, which increases the cost of new heavy-duty trucks and trailers by \$22,000 on average, has long been in an impediment to trucking companies modernizing their fleets. And the COVID-19 pandemic has further impaired these sales of new trucks and equipment, forcing truck factories and showrooms to close, and thousands of employees to be furloughed. Therefore, an FET suspension is urgently needed to encourage and reinvigorate the purchase of heavy-duty trucks and trailers, helping save or bring back the livelihoods of the millions of Americans employed in jobs related to trucking.

In addition to saving jobs, a suspension of the FET would encourage sales of today's cleaner and safer heavy-duty trucks and trailers by making them more affordable during this difficult economic time. Over the past two decades, the trucking industry has made strong environmental gains, and today's heavy-duty trucks are cleaner than ever before. Cleaner fuel and engines

utilizing advanced technologies have combined to reduce nitrogen oxide emissions by 97% and particulate matter emissions by 98%. Since 2010, more fuel-efficient diesel trucks have saved 101 million barrels of crude oil and reduced CO2 emissions by 43 million tons. Suspension of the tax would also encourage the sale of newer trucks, which have the latest safety technologies that help reduce roadway crashes and related injuries and fatalities.

During this crisis, our nation has been more dependent than ever on our trucking fleet for delivery of goods and critical medical supplies, yet the average age of a truck on the road today is almost 10 years old. We believe the suspension of the FET can help - both in keeping the nation well supplied and in rebuilding America's vital trucking industry and related employment. We also believe this vital relief can and should be done in a manner that does not diminish the already-strained Highway Trust Fund. The organizations below are united in urging Congress to suspend the FET in any upcoming COVID-19 legislation.

Thank you for your attention and thoughtful consideration of this important and timely matter.

Sincerely,

National Organizations/Companies:

American Truck Dealers – a division of the National Automobile Dealers Association
Cummins Inc.
Daimler Trucks North America
Mack Trucks
Navistar Inc.
PACCAR Inc
Volvo Trucks North America
Agility Fuel Solutions
Agriculture and Food Transporters Conference of the American Trucking Associations
Allison Transmission Inc.
American Iron and Steel Institute
American Trucking Associations
Americans for Modern Transportation
ArcelorMittal USA
Automobile Carriers Conference of the American Trucking Associations
Baker Commodities Inc.
Bendix Commercial Vehicle Systems, LLC
Central Transport LLC
Diesel Technology Forum
Eaton
Environmental Solutions Group
Hexagon Composites
Howmet Aerospace – Alcoa® Wheels
Intermodal Association of North America
Knight-Swift Transportation
McNeilus Companies, Inc.
Momentum Fuel Technologies

Motor & Equipment Manufacturers Association
NAFA Fleet Management Association
National Association of Chemical Distributors
National Association of Trailer Manufacturers
National Association of Truckstop Operators
National Beer Wholesalers Association
National Industrial Transportation League
National Private Truck Council
National Ready Mixed Concrete Association
National Retail Federation
National Tank Truck Carriers
National Trailer Dealers Association
National Waste & Recycling Association
NGV America
North American Renderers Association
NTEA – The Association for the Work Truck Industry
Old Dominion Freight Line, Inc.
Oshkosh Corporation
PAM Transport Services, Inc.
Recology
Recreation Vehicle Dealers Association
Republic Services, Inc.
Schneider National, Inc.
Specialized Carriers & Rigging Association
Transportation Intermediaries Association
Truck and Engine Manufacturers Association
Truck Mixer Manufacturers Bureau
Truck Renting and Leasing Association
Truck Trailer Manufacturers Association
Truckload Carriers Association
Universal Logistics Holdings, Inc.
UPS
Volumetric Mixer Manufacturers Bureau
Waste Management
WCA Waste
Werner Enterprises
Western States Trucking Association
Women in Trucking Association, Inc.

State and Local Organizations/Companies (HQ Location):

Alabama Trucking Association
Alaska Trucking Association
Arizona Trucking Association
California Trucking Association
Motiv Power Systems (Calif.)
Colorado Motor Carriers Association

X3CNG Colorado LLC (Colo.)
Motor Transport Association of Connecticut
Delaware Motor Transport Association
Chesapeake Utilities Corporation (Del.)
Florida Trucking Association
Peterson Industries, Inc. (Fla.)
Georgia Motor Trucking Association
Hawaii Transportation Association
Idaho Trucking Association
Illinois Trucking Association
Best Way Disposal (Ind., Mich. and Ky.)
Decatur Hills Landfill (Ind.)
Indiana Motor Truck Association
Randolph Farms (Ind.)
South Side Landfill (Ind.)
Iowa Motor Truck Association
McLaughlin Family Companies (Iowa)
New Way Trucks (Iowa)
Scranton Manufacturing, Inc. (Iowa)
Sparta Waste Services (Iowa)
Kansas Motor Carriers Association
Kentucky Trucking Association
Louisiana Motor Transport Association
Maine Motor Transport Association
Maryland Chamber of Commerce
Maryland Motor Truck Association
Trucking Association of Massachusetts
Michigan Trucking Association
Minnesota Trucking Association
Mississippi Trucking Association
Missouri Trucking Association
Motor Carriers of Montana
Nebraska Trucking Association
Nevada Trucking Association
New Hampshire Motor Transport Association
New Jersey Motor Truck Association
New Mexico Trucking Association
Trucking Association of New York
North Carolina Chamber
North Carolina Trucking Association
North Dakota Motor Carriers Association
Ohio Trucking Association
Rumpke Consolidated Companies, Inc. (Ohio)
Oklahoma Trucking Association
Oregon Trucking Associations
Pennsylvania Chamber of Business and Industry

Pennsylvania Motor Truck Association
Rhode Island Trucking Association
eNow (R.I.)
South Carolina Trucking Association
South Dakota Trucking Association
Tennessee Trucking Association
Texas Trucking Association
Texas Natural Gas Vehicle Alliance
Freedom CNG (Texas)
Freedom Fuel Equipment (Texas)
Indumar Products (Texas)
Novus Wood (Texas)
WoodFuel.com (Texas)
AAL Enterprises (Utah)
Ogden Financial Group (Utah)
Ogden Polar Group (Utah)
Utah Trucking Association
Vermont Truck & Bus Association
Virginia Manufacturers Association
Virginia Trucking Association
Washington Trucking Associations
West Virginia Trucking Association
Wisconsin Motor Carriers Association
Contract Transport Services, LLC (Wis.)
Manitowoc Disposal and Recycling (Wis.)
Wyoming Trucking Association

CC: Members of the U.S. Senate and U.S. House of Representatives