

November 12, 2013

Dear Representative:

The undersigned organizations representing the interests of millions of businesses, urge you to support H.R. 3413, the True Understanding of the Economy and Safety Act. Our industries rely on safe, robust and efficient supply chains and this legislation ensures we achieve these shared goals.

The Federal Motor Carrier Safety Administration (FMCSA) recently made a significant change to the regulations governing commercial drivers, known as Hours of Service. FMCSA issued new rules in 2011 that went into effect in July 2013. Specifically, the provision known as the “34-hour restart” is one of several new restrictions placed on the time truck drivers can be on duty and behind the wheel.

Unfortunately, this change prevents truck drivers, trucking companies and even their customers from taking advantage of more efficient scheduling arrangements. The restart provision requires two consecutive nights off duty from 1 AM to 5 AM following a work week and limits the restart of the clock that keeps track of a driver’s duty time to only once in a seven day period. This change is leading to negative consequences for trucking operations, manufacturers, retailers and small and medium sized businesses that rely on flexibility in their supply chains.

The restart provision is not only proving to be inefficient and costly for both large and small trucking operations, but it is harming the livelihood of hundreds of thousands of commercial truck drivers. The projected safety benefits of the new restart restrictions remain unsubstantiated and were not based on sound scientific evidence when first promulgated. The sleep study used by FMCSA was conducted in a laboratory and did not involve truck drivers. This falls far short of a rigorous and valid scientific analysis to justify the changes made to the former rule.

The trucking industry is unique and serves manufacturers, distributors, grocers, retailers, farmers, gas stations, small businesses and many others. Nearly every facet of our economy relies on a motor carrier to keep businesses open and thriving. Eighty percent of goods by value move over the road by truck each year across our nation’s roads and interstates. Trucking is capital and labor intensive and operates on limited profit margins. It’s a highly competitive industry which undoubtedly benefits shippers. It is also an industry of small businesses, with ninety-one percent all trucking companies operating 6 or fewer trucks.

The changes to the restart provision have added and will continue to add new costs to trucking companies and their customers. A trucking industry study has found that the new restart rule has no net benefits and will cost the industry up to \$376 million annually. Costs to shippers and consumers are not even included in that calculation.

The TRUE Safety Act is a fair, commonsense approach to help achieve our shared goal of safe and rested drivers and we urge you to support it.

Sincerely,

Agricultural & Food Transporters Conference
AgTC Agriculture Transportation Coalition
Air and Expedited Motor Carrier Assn (AEMCA)
American Apparel & Footwear Association
American Bakers Association
American Chemistry Council
American Frozen Food Institute
American Import Shippers Association
American Moving & Storage Association
American Road & Transportation Builders Association
American Trucking Associations
Associated General Contractors of America
Auto Haulers Assn of America (AHAA)
Automobile Carriers Conference of ATA
Commercial Vehicle Training Association, Inc.
Concrete Reinforcing Steel Institute
Fashion Accessories Shippers Association
Food Marketing Institute
Gallatin Steel Company
Institute of Makers of Explosives
Intermodal Motor Carriers Conference
International Foodservice Distributors Association
International Warehouse Logistics Association
National Asphalt Pavement Association
National Association of Chemical Distributors
National Association of Manufacturers
National Association of Publicly Funded Truck Driving Schools
National Association of Small Trucking Companies
National Association of Wholesaler-Distributors
National Chicken Council
National Federation of Independent Business
National Grocers Association
National Private Truck Council
National Ready Mixed Concrete Association (NRMCA)

National Retail Federation
National Shippers Strategic Transportation Council
National Solid Wastes Management Association
National Tank Truck Carriers
New England Fuel Institute (NEFI)
North American Home Furnishings Association
Owner-Operator Independent Drivers Association
Petroleum Marketers Association of America (PMAA)
Retail Industry Leaders Association (RILA)
Snack Food Association
Steel Manufacturers Association
The National Industrial Transportation League
Transportation Expeditors Assn of North America (TEANA)
Transportation Intermediaries Association
Travel Goods Association
U. S. Poultry & Egg Association
U.S. Chamber of Commerce
U.S. Custom Harvesters, Inc.
United Parcel Service
United States Fashion Industry Association
Waterfront Coalition

Alabama Trucking Association
Alaska Trucking Association, Inc.
Arizona Trucking Association
Arkansas Trucking Association
California Trucking Association
Colorado Motor Carriers Association
Motor Transport Association of Connecticut, Inc.
Delaware Motor Transport Association, Inc.
Florida Trucking Association, Inc.
Georgia Motor Trucking Association, Inc.
Hawaii Transportation Association
Idaho Trucking Association, Inc.
Illinois Trucking Association, Inc.
Indiana Motor Truck Association, Inc.
Iowa Motor Truck Association, Inc.
Kansas Motor Carriers Association
Kentucky Motor Transport Assoc., Inc.
Louisiana Motor Transport Association, Inc.
Maine Motor Transport Association, Inc.
Maryland Motor Truck Association
Massachusetts Motor Transport Assoc., Inc.
Michigan Trucking Association, Inc.
Minnesota Trucking Association
Mississippi Trucking Association

Missouri Trucking Association
Motor Carriers of Montana
Nebraska Trucking Association
Nevada Motor Transport Association, Inc.
New Hampshire Motor Transport Assoc.
New Jersey Motor Truck Association
New Mexico Trucking Association
New York State Motor Truck Association
North Carolina Trucking Association, Inc.
North Dakota Motor Carriers Association, Inc.
Ohio Trucking Association
Oklahoma Trucking Association
Oregon Trucking Associations, Inc.
Pennsylvania Motor Truck Association
Rhode Island Trucking Association, Inc.
South Carolina Trucking Association, Inc.
South Dakota Trucking Association
Tennessee Trucking Association
Texas Motor Transportation Association, Inc.
Utah Trucking Association
Vermont Truck & Bus Association, Inc.
Virginia Trucking Association
Washington Trucking Associations
West Virginia Trucking Association, Inc.
Wisconsin Motor Carriers Association
Wyoming Trucking Association, Inc.