



February 6, 2024

Via Email

The Honorable Lance Gooden
 U.S. House of Representatives
 Washington, DC 20515

Dear Congressman Gooden:

A coalition of vehicle and trailer manufacturers, automobile carriers and dealers, and experts in transportation logistics write to you in support of **H.R. 2948, the *Carrying Automobiles Responsibly and Safely Act***, or the *CARS Act*. Your legislation would allow our industry to transport heavier passenger vehicles safely and efficiently across the country, reduce diesel emissions, and lower costs for consumers.

Motor vehicles continue to get heavier for several reasons, including consumer demand, the proliferation of new safety and emissions technologies, and the weight of batteries used in electric and hybrid vehicles. As a result, load capacity for automobile haulers can be reduced by as much as 28%, which creates inefficiencies across the automotive supply chain, including from points of origin such as manufacturing facilities, distribution centers, railheads, and ports to destinations such as dealerships and consumers.

The solution is to increase gross vehicle weight limits for stinger-steered automobile transporters by 10%, which is 8,000 pounds, while capping single and tandem axle groups at a 10% increase. This would allow automobile carriers to regain lost load capacity and reduce annual truck traffic by an estimated 16 million miles, eliminate the consumption of 3.2 million gallons of diesel fuel, and prevent 32 metric tons of diesel emissions. This would also ease the truck driver shortage, a figure that sits near 78,000 but is expected to balloon to more than 160,000 by 2031.

Despite our best efforts and decades of innovation, industry has been unable to resolve this issue on its own. Trailer manufacturers have already removed as much trailer weight as they can without jeopardizing the structural integrity of the trailer and automobile carriers have explored different vehicle configurations. In other words, H.R. 2948 is the only viable option to address a longstanding issue.

Antiquated and unrealistic transportation policies must evolve if we are to realize the full potential of a more efficient supply chain. H.R. 2948 is reasonable and necessary, good for the environment and industry stakeholders, and would have no adverse impact on highway safety. We appreciate your leadership on this issue. Please contact Mike Matousek, Director, Automobile Carriers Conference, at (202) 262-0099 or mmatousek@trucking.org if there is anything our coalition can do to assist.

Sincerely,

Adcock Transport
Alliance for Automotive Innovation
American Honda Motor Co., Inc.
American International Automobile Dealers
Association
Auto Haulers Association of America
Auto Transport Group
Autos Drive America
Automobile Carriers Conference
Boydston Equipment Manufacturing, LLC
Cassens Transport Company
Carvana
Cottrell, Inc.
Diversified Automotive, Inc.
Extreme Auto Transport
Ford Motor Company
General Motors LLC
GLOVIS America Inc.
Hansen and Adkins Auto Transport, Inc.
Jack Cooper Transport
Lohr North America
Masney Auto Transport, Inc.

Mercedes-Benz USA, LLC
Monroe Auto Transport
Nationwide Auto Transport
Nissan Group of the Americas
P.A.T. Auto Transport, Inc.
Professional Auto Transport
Proficient Auto Transport, Inc.
Reliable Carriers, Inc.
Rivian
Southeast Transportation Systems
Subaru of America, Inc.
Supreme Auto Transport, Inc.
Texas Auto Carriers, Inc.
The Waggoners Trucking
Toyota Motor North America Inc.
Truck Trailer Manufacturers Association
United Road
US AutoLogistics
Vision Auto Transport, Inc.
Volkswagen Group of America, Inc.
Zero Emission Transportation Association

Cc: Members of the 118th Congress