



The National Association of Small Trucking Companies

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June 23, 2020

Dear Congressman:

On behalf of the members of the National Association of Small Trucking Companies (NASTC), we write in opposition to H.R. 2, the INVEST in America Act, noting especially an amendment, mandating higher motor carrier insurance minimums, adopted in markup to an already egregious bill.

NASTC is a member-based organization whose 13,000-plus member companies range from a single or two or three power units to more than 100 power units; however, our members average 12 power units. These companies for the most part operate in the long-haul, over-the-road, full-truckload, for-hire sector of interstate trucking. NASTC's members come from the largest segment of America's long-haul trucking — they are small motor carrier businesses. They are representative of the vast majority of our nation's commercial motor carriers, the roughly 440,000 having fewer than 100 power units.

NASTC already was forced to oppose H.R. 2 because of its backtracking on significant deregulatory gains of recent years, from Compliance Safety Accountability restrictions and reforms in the FAST Act to the recent hours-of-service flexibility rule. We further oppose H.R. 2 because it pilfers fuel tax monies in the Highway Trust Fund for nonhighway purposes, pushes noxious taxation models including vehicle-miles-traveled, and its new federal mandates include one requiring all new commercial motor vehicles to have an automatic emergency braking (AEB) system and commercial drivers to use these dangerous devices. This isn't even to expound on H.R. 2's Green New Deal recklessness.

Speaker Pelosi and House Democrats have now added to H.R. 2 a liability insurance minimum policy increase from \$750,000 to \$2,000,000 for insurance coverage. This represents a 175% increase and will wreak havoc with small carriers' ability to stay in business. Less than 1% of claims in truck-car accidents exceed the current \$750,000 minimum. It is nothing more than a bone to plaintiffs' bar and its billboard, ambulance-chasing attorneys who are predominantly on the left side of the aisle.

Be aware that lobbies for Big Trucking will not oppose this increase as they already carry more than that amount in excess liability coverage or self-insure. It represents an obvious and blatant attack on small trucking entities who were, as always, the primary force that helped our economy through the COVID-19 debacle. This provision must not be used as a bargaining chip or compromise. That's exactly what plaintiffs' bar, the far Left, and Big Trucking would like Congress to do.

Thank you for the opportunity to share a few of our concerns regarding H.R. 2. NASTC looks forward to working with you to achieve a more balanced highway bill that serves the needs of the trucking industry, the traveling public, and our nation.

Sincerely,

David Owen
President