



February 7, 2023

*Via Email*

The Honorable Tom Carper  
 Chairman  
 Senate EPW Committee

The Honorable Sam Graves  
 Chairman  
 House T&I Committee

The Honorable Shelly Moore Capito  
 Ranking Member  
 Senate EPW Committee

The Honorable Rick Larsen  
 Ranking Member  
 House T&I Committee

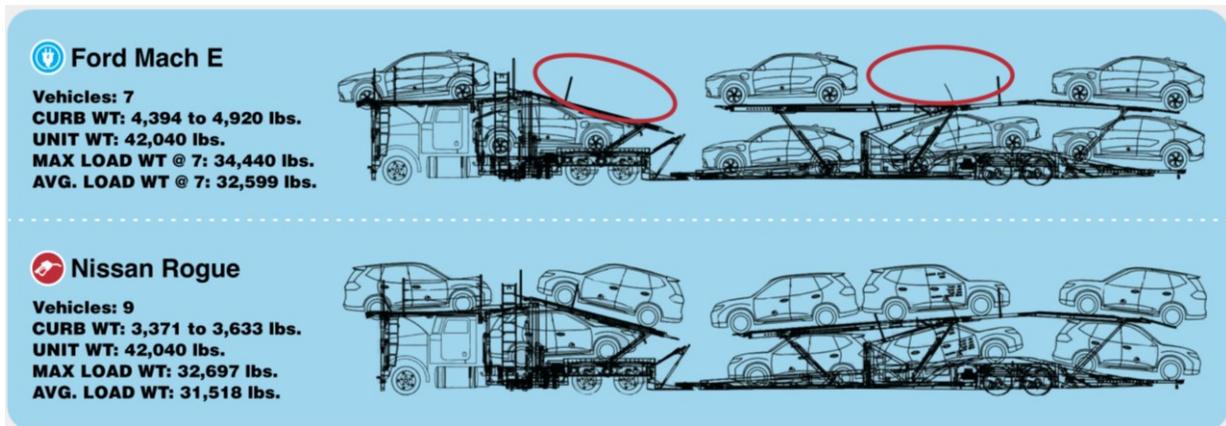
Dear Chairman Carper, Ranking Member Capito, Chairman Graves, and Ranking Member Larsen:

The Coalition for Electric Vehicle Transportation (CEVT) represents vehicle and trailer manufacturers, automobile carriers and dealers, and experts in transportation logistics. Our partnership is focused on solutions to transport electric vehicles safely and efficiently across the country, reduce diesel emissions, and make the cost of electric vehicles more affordable for consumers.

While electric vehicles are only a small percentage of vehicles sold in the United States, sales are expected to increase dramatically over the next decade, especially in states that are phasing out the sale of gas-powered vehicles. Recently enacted transportation laws clearly support this notion.

The *Infrastructure Investment and Jobs Act* [P.L. 117-58] invested \$7.5 billion to build 500,000 electric vehicle charging stations nationwide, created a National Electric Vehicle Infrastructure program, formed an electric vehicle working group, and developed a demonstration project to explore other applications for electric vehicle batteries. The *Inflation Reduction Act* [P.L. 117-169] provided \$3 billion for advanced technology vehicle manufacturing, \$2 billion for domestic manufacturing conversion grants, \$3 billion for the United States Postal Service to purchase electric vehicles and requisite infrastructure, and billions of dollars in electric vehicle tax credits and emission reduction grants. In fact, the Electrification Coalition<sup>1</sup> states on its website that the *Inflation Reduction Act* "...is perhaps the most significant legislation to accelerate transportation electrification in U.S. history."

Arguably the only thing Congress did not address is the actual transportation of electric vehicles from points of origin such as manufacturing facilities, distribution centers, railheads, and ports to destinations such as dealerships and consumers. In short, electric vehicles are heavier than their gas-powered counterparts and federal truck weight laws – unchanged in 40 years – reduce electric vehicle load capacity by as much as 28%.



Source: American Trucking Associations

The solution is targeted legislation (enclosed) that would 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. As depicted above, 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 at 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 itself and automobile carriers have explored different vehicle configurations. In other words, we are coming to Congress as a last resort, not a first step.

<sup>1</sup> <https://www.electrificationcoalition.org/work/federal-ev-policy/inflation-reduction-act/>

Congress has invested tens of billions of dollars in electric vehicles, essential infrastructure, and other initiatives to reduce emissions, but antiquated and unrealistic transportation policies must also evolve if we are to realize the full potential of these investments. Our solution is reasonable and necessary, good for the environment and industry stakeholders, and would have no adverse impact on highway safety.

Thank you for your time and consideration of our request. Our coalition point of contact, Mike Matousek, Director of the Automobile Carriers Conference of the American Trucking Associations, can be reached at (202) 262-0099 or [mmatousek@trucking.org](mailto:mmatousek@trucking.org) should you have any questions or to schedule a meeting with our coalition.

Sincerely,

Alliance for Automotive Innovation  
American Honda Motor Co., Inc.  
Auto Haulers Association of America  
Automobile Carriers Conference  
Cassens Transport Company  
Carvana  
Cottrell, Inc.  
Diversified Automotive, Inc.  
General Motors LLC  
GLOVIS America Inc.  
Hansen and Adkins Auto Transport, Inc.  
Jack Cooper Transport  
Mercedes-Benz USA, LLC.  
Nissan Group of the Americas  
Professional Auto Transport  
Proficient Auto Transport, Inc.  
Rivian  
Southeast Transportation Systems  
Toyota  
Truck Trailer Manufacturers Association  
United Road  
US AutoLogistics  
Volkswagen Group of America, Inc.

Cc: Members of the 118<sup>th</sup> Congress