

Truck Industry Support for FET Repeal



“The FET was enacted to help pay for World War I,” said Jodie Teuton, Chairwoman of the American Truck Dealers (ATD) and President of Kenworth of Louisiana and Hino of Baton Rouge. “This tax may have made sense in 1917, but today the FET delays heavy-duty truck fleet turnover by adding more than \$20,000 to the average price of a new truck. With the average age of a heavy-duty truck on the road almost 10 years old, Congress should adopt policies to help trucks buyers incorporate the latest environmental and safety technology developed in recent years.”



Jed Mandel, President, Truck and Engine Manufacturers Association (EMA), “The FET increases the cost of purchasing new heavy-duty trucks. We fully support efforts to repeal this burdensome, outdated tax and lower barriers to deploying cleaner, safer, more fuel-efficient trucks. As such, we look forward to working with Congressman LaMalfa and Congressman Peterson on their legislation to modernize the truck fleet.”



“The FET is an unfair method of taxing the trailer industry, and it limits the purchase of newer, safer and greener trailers and parts — all of which are boons to the economy,” said National Trailer Dealers Association President Gwendolyn Brown. “As increasing regulatory burdens are mandated by the EPA, CARB and other government agencies, the costs of heavy-duty trucks and trailers continue to increase making the FET that much more burdensome.”



“NTEA – The Association for the Work Truck Industry – applaud Congressmen Doug LaMalfa and Collin Peterson for introducing the ‘Modern, Clean, and Safe Trucks Act of 2019’ that can be a part of the solution to solving our nation’s infrastructure problems while helping American businesses integrate the latest safety and emissions technologies into their truck fleets,” stated Michael Kastner, NTEA Managing Director.



Jake Jacoby, President and CEO of the Truck Renting and Leasing Association, stated, TRALA president and CEO, said, “With an infrastructure bill as likely to pass as any piece of legislation this Congress, this is the time to put all of our combined energy into finding a way to replace the onerous FET. We are excited to be a part of such a collaborative effort working with truck companies, manufacturers, dealers and end users who all want to put the cleanest, most technologically advanced trucks onto our highways immediately.”



“The federal excise tax is confiscatory and just plain wrong,” said NTTC President Daniel R. Furth. “The FET is the highest percentage tax levied by the federal government which hurts tank truckers more than any other trucking segment given the high cost of our specialized trailers. The FET is a tax dinosaur originally intended to defray costs of World War I in 1917 and, over one-hundred years later, the tax clearly discourages capital expenditures on new equipment impinging both growth and employment. At a time when our infrastructure is in such notable disrepair, the country needs to rethink outdated tax policies like the FET and get to work on real funding mechanisms for the future of our economic prosperity. We thank the Representatives for introducing the bill and fully support its passage.”

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