

Oral Testimony of Randy Guillot, ATA Chairman Senate Commerce Committee Hearing, 6/3 2:30PM

Thank you Chairman Wicker, Ranking Member Cantwell, and members of the committee. My name is Randy Guillot, and I am the president of Triple G Express and Southeastern Motor Freight— motor carriers based in Jefferson, Louisiana.

It's my honor to speak with you today as Chairman of the American Trucking Associations. For 87 years, ATA remains the largest national trade organization representing the trucking industry. With affiliates in all 50 states, our membership encompasses more than 34,000 motor carriers and suppliers, representing every segment of the industry.

Since the onset of the COVID-19 pandemic, the trucking industry has been thrust to the forefront of our national consciousness. While most activity ground to a halt across the country, America's 3.5 million professional truck drivers kept moving. These heroes continue serving on the frontlines, ensuring everyone has the goods they need to get through these challenging times.

We hear the term 'essential' more frequently of late—as America wakes up to the gravity of what essential truly means. Truckers are the difference between a fully-stocked grocery store and one lined with empty shelves. They're why doctors and nurses have PPE to protect themselves. They're how test kits get to hot-spots for local officials to use to fight the virus' spread.

The resilience of our supply chain rests on the courage and dedication of these heroes. Perhaps the President said it best, when he recently proclaimed from the South Lawn of the White House: "Thank God for Truckers."

But beyond such recognition, lawmakers would be wise to look to our industry for answers. There are several reasons why.

First, as the crisis has illustrated: The health of our nation – and the viability of our entire economy – rests on the strength of the trucking industry. When our industry lacks the capital, resources or clearance it needs to get from point A to point B, the impact is felt immediately, far and wide. Not only by us—but by the people we serve; our customers: Grocery stores. Pharmacies. Hospitals. First responders. Farmers. Manufacturers. Business owners. And the consumer—the American people—just to name a few.

Second, as we've demonstrated over the last few months: Truckers by nature are industrious and forward looking. We know how to get the job done. We don't complain about problems—we propose concrete solutions. We don't point to obstacles—we work together to find and clear the way forward.

As our country turns from crisis to recovery, our industry is ready to lead. With that in mind, here are three policy points for Congress and this Committee that I'd like to emphasize:

Number One: Invest in infrastructure. It will create jobs and advance our recovery, while improving our nation's crumbling roads and highway safety.

Make no mistake: This can and should be fully paid for. We have a plan to generate hundreds of billions of dollars in new revenues without adding a dime to the federal deficit.

Number Two: Provide incentives to trucking companies to invest in newer, cleaner and safer trucks and equipment. A temporary holiday from the Federal Excise Tax through calendar year 2021 and other proposals outlined in my testimony will deliver a direct boost to the economy, bring certainty to manufacturing jobs, and improve road safety and the industry's environmental impact.

Number Three: Provide reasonable protections against excessive litigation. Trial lawyers won't lead this economic recovery. They don't create jobs – they destroy them.

The trucking industry, however, will create jobs. 1 in 18 in the U.S. today. We will continue delivering essential goods and supplies to help weather this health crisis. And trucking will lead the way to recovery.

Thank you for working with us to ensure that America's trucking industry has the support it needs to serve our country through these tough times and into a better tomorrow. I look forward to answering your questions.