



INTERNATIONAL  
**TRADE**  
ADMINISTRATION

# Regulatory Subcommittee

# Regulatory Subcommittee Recommendations

Challenge	Recommendations
Outdated ground transportation regulations	<ul style="list-style-type: none"><li>• The current limitation for commercial vehicle twin trailer combinations is 28' for use on interstates or federal aid highways. The Department of Transportation increasing the trailer length up to 33' (as in Canada) would result in environmental benefits, reduce the number of trucks on the road, and increase trucking industry competitiveness.</li><li>• Current Hours of Service (HOS) rules for commercial vehicle operators include provisions related to a "34 hour re-start" and sleeper regulations that create inefficiencies for motor carriers, while not enhancing safety. The current requirement puts more trucks on the road Monday morning and during the day. A regulatory remedy is needed to provide relief and improve truck industry competitiveness.</li><li>• Enact Safe &amp; Efficient Transportation Act to increase gross vehicle weight limits on interstate highway to 97,000 lbs. with an additional axle.</li></ul>
Barriers to expanding use of alternative fuel vehicles (ie. LNG, CNG, and methane gas)	<ul style="list-style-type: none"><li>• Federal weight limits need to be increased to accommodate the heavy insulated fuel tanks.</li><li>• Tax on LNG fuel should be reduced because it is 17 cents per gallon more than diesel fuel on an energy equivalent basis.</li><li>• The 12% Federal Excise Tax on the acquisition of new trucks adds \$12,000 for a LNG tractor compared to a diesel tractor and needs to be reduced.</li></ul>

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<p>Enhancing regulatory efficiency: Outdated, overlapping, and inconsistent regulations</p>	<ul style="list-style-type: none"> <li>• Establish federal role to help both domestic and foreign companies navigate regulatory requirements.</li> <li>• Identify opportunities to improve timeliness of regulatory administration and permitting.</li> <li>• Update and simplify regulations to improve supply chain efficiencies and competitiveness. Examples are:               <ul style="list-style-type: none"> <li>- Outdated customs regulations (19 CFR 111) restrict the sharing of information within controlled third parties, limiting efficiencies to support supply chain services.</li> <li>- Burdensome Patient Protection and Affordable Care Act (PPACA) employee reporting that companies may not be able to comply with the requirements.</li> <li>- The waiver process for the Jones Act is complicated and timely. This needs to be simplified, particularly in light of the shortage of vessels and barges.</li> </ul> </li> </ul>
<p>Outdated air traffic control technology</p>	<ul style="list-style-type: none"> <li>• Implement NextGen air traffic control system in waves, with first wave focused on select airports that serve major supply chain hubs. Apply lessons learned to subsequent waves.</li> </ul>
<p>Workforce Development, Lack of supply chain talent</p>	<ul style="list-style-type: none"> <li>• Implement craft skills consortiums in 6 major supply chain markets that link high schools, trade schools, community colleges, and employers to grow talent.</li> <li>• Launch marketing/awareness program to educate students on merits on craft skills career.</li> <li>• DOC-DOC partnership to assist with job placement of military personnel with craft skills.</li> <li>• Fast-track guest worker program for non US citizens graduating from US schools with STEM degrees.</li> <li>• Promote and scorecard Educate to Innovate (WH program - 100,000 STEM teachers in 10 years).</li> </ul>