

**Statement of  
Chairman Scott Tipton  
Subcommittee on Agriculture, Energy and Trade  
On Tuesday, June 14, 2011  
Before the House Small Business Committee Subcommittee on Investigations Oversight and  
Regulations Hearing: How Proposed Hours of Service Tucking Rules are a Dead End for  
Small Business**

Thank you Chairman Coffman and Ranking Member Altmire for convening today's hearing. I would like to join my colleagues in welcoming our panelists as we continue to examine how new proposed regulations on hours for service trucking rules will negatively impact small businesses. I would also like to welcome Paul James who is from my home state of Colorado and providing testimony on behalf of the Petroleum Marketers Association of America.

Hours of Service regulations are meant to improve safety and reduce the number of fatigue-related crashes by placing limits on how long truck drivers can be operating their vehicles. However, considering that since 2003 fatigue-related accidents are down by 33 percent while miles traveled have increased by nearly 8 billion per year, the new regulations proposed by the Federal Motor Carrier Safety Administration are excessive and will result in significant additional costs for small businesses. Small businesses rely on truckers to deliver their goods throughout the United States. These new regulatory burdens would increase costs for businesses that are already struggling at a time when they can least afford it. Small business trucking operations will also be negatively impacted as of the number of hours they are able to work will be severely restricted, causing them lost income and lost jobs.

I consider new regulations or legislation bad public policy when they pick winners and losers and interfere with the market without any real benefit to the American people, and this new regulation would designate roadway transportation a loser. Since 2003, safety on our roadways in relation to truckers has continued to increase. The federal government should be concerned in getting goods transported in the fastest and safest way possible, but not overreach when doing so. I hope the testimony provided today will encourage the Administration to take a second look at these new regulations and reevaluate them. I am also particularly concerned that outdated data may have been used to justify these policies and I would also encourage new relevant data be used when reconsidering this matter.

Again, Chairman Coffman, thank you for holding today's hearing. I do have a few subsequent questions at this time.