

March 4, 2021

The Honorable Nancy Pelosi
Speaker of the House
United States House of Representatives
H-232, U.S. Capitol
Washington, DC 20515

The Honorable Steny Hoyer
Majority Leader
United States House of Representatives
H-107, U.S. Capitol
Washington, DC 20515

Subject: Opposition to the Protecting the Right to Organize (PRO) Act

years, the prevailing business model for motor carriers supporting intermodal freight movements by water and rail has involved the use of independent contractors. In short, the independent contractor business model is indispensable to the intermodal industry, offering operational and financial flexibility to intermodal motor carriers, allowing them to adapt and respond to natural volatility in the intermodal transportation market. Destroying that model will have a massive, adverse effect not only on the intermodal industry, but the entire supply chain.

Second, the PRO Act wrongfully eliminates important liberties enjoyed by intermodal owner-operators, many of which are small, minority-owned businesses. As proud, independent business owners, drayage drivers have the ability to express their freedom of choice by personally investing in, and operating, their own company. These small business owners earn a Commercial Driver's License (CDL) and invest in a tractor, and bear the associated operating costs attributable to registration, licensing, insurance, and fuel. They also invest a significant amount of time developing their knowledge of and complying with Federal and state safety regulations. In certain cases, independent contractors also operate under their own U.S. Department of Transportation-approved operating authority and develop a wide customer base.

