



# FEDERAL POLICY AGENDA

# A \$140 BILLION INDUSTRY

The RV industry contributes to our nation's economic growth and people's physical and mental health. It connects foreign and domestic travelers to our natural treasures and educates them about our past and our country's native beauty. The RV industry inspires people, offers unique moments for all to enjoy, and encourages conservation of our shared environment. More people than ever before are discovering how RVing can help them enjoy their best life. The RV industry is meeting this growing interest, but there are challenges we must address to ensure this quintessential aspect of American life and the hundreds of thousands of jobs the RV industry supports continue to thrive. From campground modernization and expansion to ensuring a fair tax playing field to ensuring industry competitiveness, Congress and the administration have a critical role to play.





**\$73.7 BILLION**

RV Manufacturers  
& Suppliers



**\$30.5 BILLION**

RV Sales &  
Services



**\$35.7 BILLION**

RV Campgrounds  
& Travel



**\$47.6 BILLION**

Wages



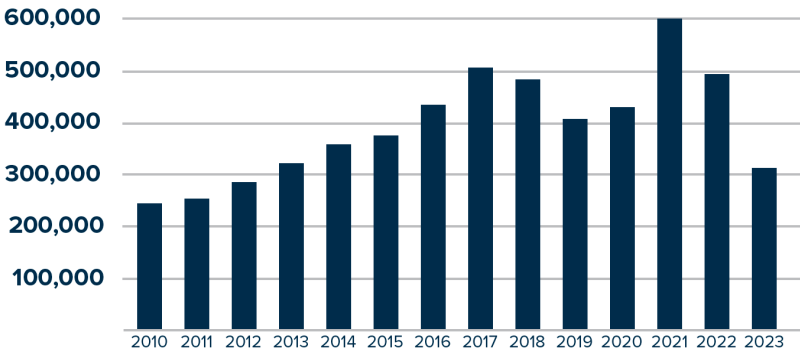
**678,114**

Total Jobs



**\$13.6 BILLION**

Taxes Paid



**RV SHIPMENTS 2010-2023**

# 95 MILLION

Travelers who plan on going RVing this year – camping, hiking, boating, fishing – are a critical part of the outdoor recreation economy.

Outdoor recreation is:

**2.2%**

of the U.S. GDP

**\$1.1T**

direct economic  
output

**5M**

U.S. jobs

# KEEPING THE RV INDUSTRY COMPETITIVE

## REAUTHORIZE GENERALIZED SYSTEM OF PREFERENCES

The RV industry relies on the Generalized System of Preferences (GSP), the longest running U.S. trade preference program, to import very thin plywood known as lauan from Indonesia. Since the program lapsed at the end of 2020, the RV industry has paid an estimated \$1-1.5 million in duties each month. Lauan is a type of thin, strong, and moisture-resistant plywood, which is not domestically grown and has no domestic substitute.

**Since the program lapsed in 2020, the RV industry has paid an estimated \$60M in duties – BETWEEN \$1 AND 1.5 MILLION PER MONTH.**

In recent history, the program has been renewed for a brief three years, including retroactive relief for the period lapsed. While retroactivity is absolutely vital, in practice it shortens the brief renewal periods, making each reauthorization shorter and leading to uncertainty for American businesses.

Studies have shown that the GSP program reduces reliance on Chinese imports by encouraging businesses to move supply chains into GSP beneficiary countries and helps American manufacturing.

### ACTION

**Support H.R. 7986, the GSP Reform Act, which retroactively reauthorizes the GSP program through 2030 and support the inclusion of all Indonesian lauan in the program.**

## REFORM COMPETITIVE NEED LIMITATIONS

Competitive Need Limitations (CNLs) are built-in import ceilings under the GSP program that eliminate duty-free access to the US market for products that exceed them, even if there is no domestic alternative or concerns that imports harm a US industry. Currently, GSP benefits terminate when imports of a certain product from a certain country either account for 50 percent or more of the value of total US imports of that product, or exceed a certain dollar value, which increases by \$5 million annually – \$215 million in 2024. These limits hurt products like lauan, which are mainly imported from one beneficiary country due to the type of product. To ensure that the GSP program remains a viable and reliable alternative to China, CNLs should be updated to better reflect today's economy.

**Support HR 7986, the GSP Reform Act, which would make common-sense adjustments to the CNL thresholds to ensure the program remains viable for both domestic manufacturing and beneficiary countries.**

**ACTION**



## **CLOSING THE IMPORT LOOPHOLE: DE MINIMIS REFORM**

De minimis is a duty-free importation loophole for international businesses to avoid hefty taxes and tariffs that results in low quality products competing in the RV aftermarket sector against US products. The current system has cost RV businesses millions of dollars and resulted in potentially poorer experiences for customers.

De minimis allows duty free importation of merchandise valued at \$800 or less, directly shipped from abroad to the United States. An emerging industry in neighboring countries like Mexico exploits this loophole, allowing Chinese companies to store products and ship them from just across the border to compete with shipping times and prices of domestic products. This was not the intent of the de minimis program, and it must be curtailed before causing more harm to American businesses.

### **ACTION**

**Support the End China's De Minimis Support Act (H.R. 7979) as a first step, but Congress must go further to prevent China from undermining American businesses by taking more aggressive steps like significantly lowering the dollar threshold and excluding China.**

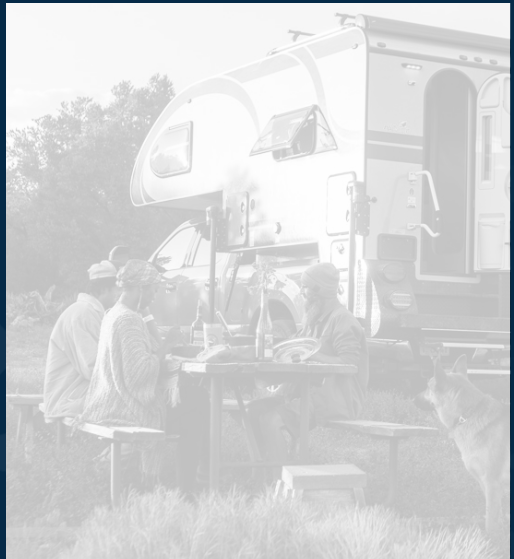
ROUGHLY

**75%**

OF RV PRODUCTS  
AFFECTED BY  
DE MINIMIS  
RETAIL FOR

**\$100**

OR LESS







## FAIR TAX TREATMENT OF ALL RV DEALERS

The definition of “motor vehicle” in the federal tax code inequitably impacts certain segments of the RV industry. While floor plan financing interest charges on motorhomes remains fully deductible, towable RVs are now limited to deductions of only 30% of interest expenses based on earnings before interest and tax. This is unfair and was not the Congressional intent behind changing the definition of “motor vehicle.” The unintended disparity becomes more problematic as interest rates increase.

The RV Industry Association urges Congress to pass the House and Senate Travel Trailer and Camper Tax Parity Acts.

# 85% OF RVs

ARE CURRENTLY EXCLUDED FROM THE FULL TAX DEDUCTION

Support the Travel Trailer and Camper Tax Parity Act, H.R. 3624 (Reps. Rudy Yakym, R-IN-02; Dina Titus, D-NV-01) and S. 3345 (Senators Joni Ernst, R-IA; Angus King, I-ME) ensuring a tax code that promotes equitable treatment in financing for all types of RVs.

**ACTION**

# THE RV INDUSTRY: DRIVING THE AMERICAN ECONOMY FORWARD

## SUPPORT AMERICA'S OUTDOOR RECREATION ACT AND EXPLORE ACT

With unprecedented demand for RV camping, it's become imperative that our nation modernize and expand campgrounds. Our federal land management agencies need updated tools to protect and improve access to America's public lands and waters. The bipartisan EXPLORE Act and America's Outdoor Recreation Act prioritizes outdoor recreation on federal lands while balancing conservation needs.

Specifically, the bills will:

- Grow rural jobs.
- Increase access to public lands.
- Ensure more Americans can enjoy the many physical and mental health benefits of an active outdoor lifestyle.
- Provide gateway communities assistance for outdoor recreation businesses.
- Responsibly extend federal land shoulder seasons to spread out demand and create more RV camping opportunities.
- Establish partnership agreements to sustainably modernize campgrounds on federal lands, where appropriate.
- Bring much-needed broadband/Wi-Fi to front country campgrounds to address safety issues and provide technologies that park visitors expect.

**11.2 MILLION HOUSEHOLDS OWN AN RV**  
*(up 26% over the past 10 years and 62% over the past 20 years)*

**ACTION**

**Pass America's Outdoor Recreation Act  
(S. 873) and the EXPLORE Act (H.R. 6492)**





# TYPES OF RVs

## Motorized RVs

Living quarters are accessible from the driver's area in one convenient unit.

### MOTORHOMES

#### Class A Motorhomes

Generally roomiest of all RVs.  
Luxurious amenities.  
Sleeps up to ten.



#### Class B Motorhomes

Commonly called van campers.  
Drive like the family van.  
Sleeps up to four.



#### Class C Motorhomes

Similar amenities to Type As.  
Optional sleeping space over the cab.  
Sleep up to eight.

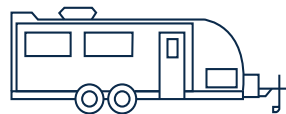


## Towable/Motorized

RV units available in both motorized and towable.

#### Sport Utility RV

Built-in garage for hauling cycles,  
ATVs, and other sports equipment.  
Sleeps up to 8.



# Towable RVs

Designed to be towed by family car, van or pickup truck, can be unhitched and left at the campsite while you explore in your auto.

## TRAVEL TRAILERS

### Conventional Travel Trailer

Wide range of floor plans and sizes.  
Affordable homelike amenities.  
Sleeps up to ten.



### Fifth-Wheel Travel Trailers

Spacious two-level floor plans.  
Towed with a pickup truck  
Sleeps up to six.



### Travel Trailer with Expandable Ends

Ends pull out for roomy sleeping.  
Lightweight towing.  
Sleeps up to 8.



### Folding Camping Trailers

Fold for lightweight towing.  
Fresh-air experience with RV comfort.  
Sleeps up to eight.



### Truck Campers

Mount on pickup bed or chassis.  
Go wherever your truck can go.  
Sleeps up to six.



### Park Model RVs

Movable resort unit designed exclusively  
for part-time recreational use.  
Sleeps up to ten.



# RV CAUCUS

The House and Senate RV Caucus Members champion the RV industry and RV lifestyle on Capitol Hill and beyond by raising awareness of this uniquely American-made industry and supporting critical legislative and regulatory issues.

## ACTION

Support the **\$140 billion American RV industry** and the families who enjoy the RV lifestyle by joining the Senate or House RV Caucus.



**Senate:** Contact the office of the Senate RV Caucus Chairs, Senators Angus King (I-ME) and Joni Ernst (R-IA).



**House:** Contact the offices of the House RV Caucus co-chairs, Representatives Rudy Yakym (R-IN-2) and Dina Titus (D-NV-1).

## CONTACT US

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