

FEDERAL POLICY AGENDA

A \$140 BILLION INDUSTRY

The RV industry contributes to our nation's economic growth, employs hundreds of thousands of Americans across the country, and helps improve people's physical and mental health. 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 ensuring industry competitiveness, to ensuring a fair tax playing field, and ensuring our public lands have the resources they need to welcome visitors, Congress and the administration have a critical role to play.



The RV Industry Association is the national trade association representing approximately 500 manufacturers and component and aftermarket suppliers who together build more than 98 percent of all recreation vehicles (RVs) produced in the United States and 60 percent of the RVs worldwide.



\$74 BILLION

RV Manufacturers
& Suppliers



\$31 BILLION

RV Sales &
Services



\$36 BILLION

RV Campgrounds
& Travel



\$48 BILLION

Wages



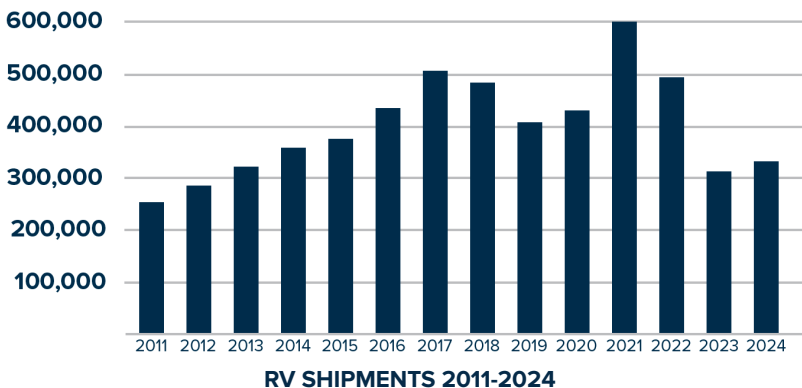
678,114

Total Jobs



\$14 BILLION

Taxes Paid



72 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:

2.3%

of the U.S. GDP

\$1.2T

direct economic
output

5M

U.S. jobs

KEEPING THE RV INDUSTRY COMPETITIVE

ENSURE FAIRNESS AND CERTAINTY FOR AMERICAN BUSINESSES AND MANUFACTURERS

The RV industry is a pillar of American manufacturing, with nearly 90% of all RVs made in the United States. We strongly support efforts to bring more manufacturing home and ensure America is not dependent on adversarial nations for key goods.

That said, tariffs – especially broad, across-the-board ones – can unintentionally penalize American manufacturers that are already doing the right thing by investing, building, and hiring in the U.S. The RV industry is not monolithic; tariff impacts vary depending on the type of RV and the specific materials or components used. Companies across the board are facing real challenges that make it harder to expand production or pass savings on to the American consumer.

We believe there is a smart way to implement tariffs that maximizes pressure on bad actors abroad while minimizing collateral damage on U.S. manufacturers. That's why we are hopeful the Administration will finalize strategic deals with close allies like Canada, the top export market for the RV industry.





We urge the Administration and Congress to recognize the following:

ACTION

- **Uncertainty around tariffs makes it difficult for businesses to plan and invest.**
- **Some retaliatory tariffs – especially those hitting motorized RVs – are having a direct and measurable impact on U.S. exports.**
- **Companies are attempting to reshore inputs, but in many cases, the capacity and/or expertise simply does not exist yet.**
- **Certain parts and materials remain unavailable domestically, despite manufacturers' best efforts. As businesses work to shift supply chains where possible, a tailored exclusion process that companies could utilize would help businesses adjust and continue to manufacture products in the U.S.**
- **American suppliers, in some cases, are using tariff cover to raise prices, which ends up hurting domestic manufacturers rather than leveling the playing field.**

We are not asking for a rollback of the Administration's trade vision. Instead, we ask for a targeted and strategic approach that provides certainty to businesses and helps U.S. manufacturers succeed – especially those already building in America.

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 \$1.5 million in duties each month. Lauan is a type of thin, strong, and moisture-resistant plywood that cannot be grown in America and has no domestic substitute.

Since the program lapsed in 2020, the RV industry has paid an estimated **\$56M in duties.**

Due to an ongoing antidumping/countervailing duty investigation, that tariff could rise higher in 2025, which would cause tremendous harm to the domestic RV industry.

In recent history, Congress has renewed the program 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 legislation to retroactively reauthorize the GSP program through 2030 and support the inclusion of all Indonesian lauan in the program.

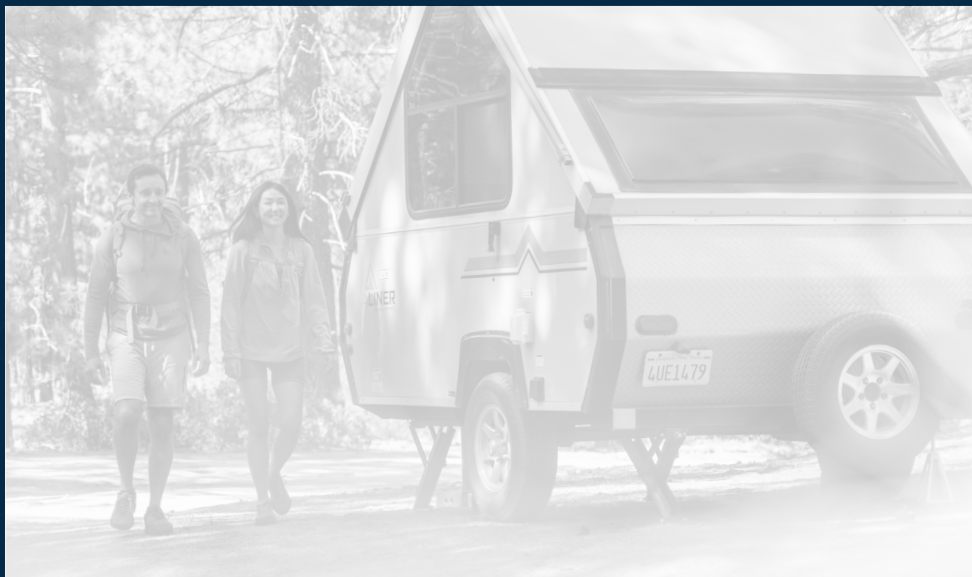
REFORM COMPETITIVE NEED LIMITATIONS

Competitive Need Limitations (CNL) are built-in import ceilings under the GSP program that eliminate duty-free access to the U.S. market for products that exceed them, even if there is no domestic alternative or concerns that imports harm a U.S. 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 U.S. 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 luan, 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, Congress should update CNLs to better reflect today's economy.

Support reforms to the GSP program by making 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 has led to a flood of products of uncertain quality, mainly from China, competing in the RV aftermarket sector against U.S. products. The current system has cost RV businesses millions of dollars and resulted in potentially poorer experiences for customers.

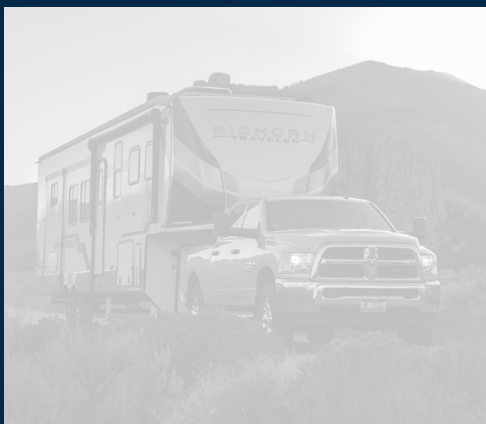
De minimis allows duty-free importation of merchandise valued at \$800 or less, directly shipped from abroad to the United States. An emerging industry in neighboring countries like Mexico exploits this loophole, allowing Chinese companies to store products and ship them from just across the border to 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 U.S. businesses.

75%

OF RV PRODUCTS
AFFECTED BY DE
MINIMIS RETAIL FOR

\$100

OR LESS



Both the Trump and Biden Administrations have taken action to prevent China from abusing de minimis. Most recently, the Trump Administration removed it entirely from China and Hong Kong. Congress can take the next step by passing legislation reforming the program to ensure more permanence and reducing the possibility of China and other bad actors finding ways to work around the Administration's ban.

ACTION

Support de minimis reform at the Congressional level, so China cannot abuse the privilege in the future by moving to other countries or finding other workarounds.



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 remain 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.

85% OF RVs

ARE CURRENTLY EXCLUDED FROM THE FULL TAX DEDUCTION

The RV Industry Association urges Congress to include travel trailer and camper tax parity legislation in its 2025 tax package.

Support the Travel Trailer and Camper Tax Parity Act, H.R. 332 (Reps. Rudy Yakym (R-IN-02), Dina Titus (D-NV-01)) and S. 1314 (Senators Joni Ernst (R-IA), Angus King (I-ME), and Todd Young (R-IN)) ensuring a tax code that promotes equitable treatment in financing for all types of RVs. Ensure that any 2025 tax package includes this legislation.

ACTION

THE RV INDUSTRY: DRIVING THE AMERICAN ECONOMY FORWARD



REAUTHORIZING THE LEGACY RESTORATION FUND

When the Great American Outdoors Act (GAOA) was signed into law in 2020, it was the largest investment in our public lands in nearly a century. It addressed the longstanding maintenance backlogs negatively impacting public lands, including roads and campgrounds that RVers rely on daily.

The Legacy Restoration Fund (LRF) has strengthened public lands and gateway communities with a transformative investment in public lands designed to address a growing deferred maintenance backlog. A high deferred maintenance backlog on public lands poses significant risks, jeopardizes public safety, threatens the natural environment, and denigrates the overall visitor experience. In its first five years, the LRF has:

- Allocated \$5.9 billion to 396 projects across the United States
- Completed or has ongoing projects in all 50 U.S. States and 5 U.S. territories
- Created or supported 17,000+ jobs annually
- Averaged \$1.9 billion in annual contributions to GDP

Additionally, it's important to remember that without sufficient funding and staffing levels, campgrounds close, trails fall into disrepair, and gateway communities lose vital tourism dollars. Studies show that for every dollar Congress invests in national parks, the U.S. economy sees over \$10 in return. Ensuring our public lands are well-stewarded isn't just about recreation – it is about helping local communities, jobs, and America's outdoor economy continue to grow for generations to come.

The AMERICA THE BEAUTIFUL ACT (S.1547) will reauthorize the Legacy Restoration Fund (LRF), first created by GAOA, once again investing in our public lands by proactively addressing deferred maintenance backlogs, thereby preventing costlier future repairs and closures.

Please support the passage of legislation to reauthorize the Legacy Restoration Fund including the AMERICA THE BEAUTIFUL ACT (S. 1547)

ACTION



IMPLEMENT THE EXPLORE ACT (H.R. 6492)

The EXPLORE Act passed into law unanimously last December, and ensuring its swift implementation is the next step towards investing in our growing outdoor recreation economy.

With 72 million Americans planning an RV trip this year, the demand for camping infrastructure is higher than ever. Without safe and adequate campgrounds, we risk severely hampering the \$140 billion American-made RV industry. To address this unprecedented demand, we must work together with our federal land management agencies to sustainably modernize and expand campgrounds through proven public and private partnerships where appropriate.

Specifically, the EXPLORE Act 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 technical and financial assistance to gateway community campgrounds to help respond to and leverage unprecedented demand;
- 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.

8.1 MILLION HOUSEHOLDS OWN AN RV

(up 26% over the past 10 years and 62% over the past 20 years)

ACTION

Thank you for voting to pass the EXPLORE Act. Please continue to support a comprehensive outdoor recreation package and support all agency needs and efforts in its implementation.

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.

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

ACTION



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).



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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.



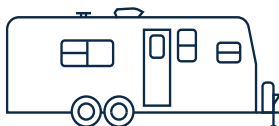
Towable RVs

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.

