



TIA ON THE HILL

The Latest News and Updates from TIA's Government Affairs Department



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TIA's Response to TSC Position on H.R. 3042

The Transportation Intermediaries Association (TIA) released the following statement following the Truck Safety Coalition's position relating to HR. 3042, the "Motor Carrier Safety Selection Standard Act."

TIA and our almost 2,000 member- companies across the country are proud to stand for safety. Today anyone reading this statement can select a motor carrier without checking to see if the carrier is insured or even registered with FMCSA. I think it is worth repeating that comment, today you do not have to check a SINGLE thing before putting your freight or someone else's freight on the nation's highway. This is a long-standing problem that must be remedied for the safety of every person on our roads.

By opposing H.R. 3042, the Truck Safety Coalition is in fact perpetuating unsafe highways. We know these incidents are occurring. Take, for example, an accident almost four years ago on March 18, 2018, in Arkansas, when Bryan Shaw was significantly injured by a tractor-tractor that was not even licensed to operate or even had insurance, but they were able to secure freight and business because there are no due diligence requirements in place.

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In June of 2017, a group headed by now-convicted Louisiana trial attorneys looked to undermine and profit from the current gray area that exists in the motor carrier selection process. The Federal probe, dubbed “Operation Sideswipe” is ongoing today. Money-making schemes like this slam the door of justice on the very families TSC claims to represent.

H.R. 3042 seeks to impose an interim standard where none exists, while a federal rulemaking on what constitutes a safe motor carrier re-starts and finalizes. In other words, TSC seeks to prevent any standard while criticizing TIA’s proposed interim standard. This is the classic example of letting the perfect be the enemy of the good. The notion that once H.R. 3042 is enacted into law our members will be “shielded from liability” is false narrative and incorrect. There is nothing in the plain language of the legislation that prevents trial attorneys from bringing lawsuits against shippers and freight brokers. Instead, this legislation would enhance safety and provide clarity to the public on what constitutes a safe motor carrier. After decades of operating without any standard, our members are looking for rules of the road, and the chance to make a sound decision in the motor carrier selection process.

Lastly, a piece of unifying information: “Truck crash fatalities have increased 45% in the past 10 years, approaching 5,000 annually with another 159,000 experiencing injuries. In fatal two-vehicle crashes involving a passenger vehicle and a large truck, 97% of the deaths were passenger vehicles occupants.” This is shared outrage. TIA and our membership are disheartened with statistics like this. Let’s work together to end these horrifying numbers, even if we disagree passionately on specifics methods of doing so. We can work to find compromise on the re-started federal rulemaking, and on other issues we agree on like truck parking, making sure that more carriers are rated by the Federal government, and reducing fraud in the industry which leads to less safe carriers. The status quo that the TSC is promoting is not improving safety TIA stands ready to work with the Members of Congress to achieve this goal and not hide behind the unacceptable status quo.

TIA PAC
Transportation Intermediaries Association

2022
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FY22 Funding Bill Making its Way Through Congress

The U.S. Congress continues to work through the Fiscal Year 2022 Appropriations process which provides funding for the Federal Government and sub-agencies. The final text was released last Wednesday during the early morning hours. It is worth noting, that the Government continues to operate on a continuing resolution (CR) at the 2021 levels, until the FY22 bill is signed into law. For FY22, the bill provides a total of \$102.9 billion in budgetary resources for DOT – an increase of \$16.2 billion above the fiscal year 2021 enacted level and \$15.9 billion above the President’s 2022 budget request.

- Advances the safety and reliability of our rail systems and ports by providing \$3.3 billion for the Federal Railroad Administration and \$234 million for the Port Infrastructure Development Program;
- \$856 million for the Federal Motor Carrier Safety Administration and \$1.2 billion for the National Highway Traffic Safety Administration to make trucks, cars, and the nation’s roads safer, consistent with the Infrastructure Investment and Jobs Act;
- \$57.5 billion for the Federal Highway Administration for formula programs funded from the Highway Trust Fund that improve the safety and long-term viability of our nation’s highway systems, consistent with the Infrastructure Investment and Jobs Act, and \$2.4 billion for Highway Infrastructure Programs and projects.
- \$1.3 billion for the Maritime Administration, \$81 million above the fiscal year 2021, including \$318 million for the Maritime Security Program, \$60 million to establish the Tanker Security Program, \$234 million for the Port Infrastructure.

TIA will continue to monitor the process and the funding levels for the agencies, while at the same time advocating with the FMCSA to use these increased funds for dedicated enforcement of violations, including unlawful brokerage activities that continues to plague the brokerage industry.

Burroughs Named Subcommittee Chair on UCR Board

The Transportation Intermediaries Association (TIA), the voice of the third-party logistics (3PL) industry, announced today that TIA Vice President of Government Affairs Chris Burroughs has been selected to serve as the Chairman of the Unified Carrier Registration (UCR) Board of Directors Industry Advisory Subcommittee. Burroughs has served on the UCR Board of Directors since 2017 as the representative of the freight brokerage industry.

“Chris is a long-time member of the UCR Board and a well-respected voice on issues impacting the freight brokerage industry,” said TIA President & CEO Anne Reinke. “I am delighted that Chris has been recognized for his expertise and looking forward to his contributions to the Subcommittee and Board.”

“It is truly an honor to be selected to serve in this important role,” noted Burroughs. “I am ready to work with the other amazing board members representing key industry stakeholders on the UCR, to better the UCR program, and do our part to improve highway safety.”

The UCR Plan and the 41 states that participate in the UCR Agreement establish and collect fees from motor carriers, motor private carriers of property, freight brokers and forwarders, and leasing companies. The UCR Plan and Agreement are administered by a 15-member board of directors (UCR Board); 14 appointed from the participating States and the industry, plus the Deputy Administrator of FMCSA.