Statement of

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"The Need for Speed: How Technological Advances are Driving Transportation Innovation"

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Introduction

Chairman Young, Ranking Member Peters, and members of the Subcommittee, I am grateful for the opportunity to testify today on the key issues facing the trucking industry. I am the President & CEO of the American Trucking Associations (ATA), a 93-year-old federation and the largest national trade organization representing the 8.4 million men and women working in the trucking industry, including more than 3.6 million professional truck drivers.

As a 50-state federation that encompasses 37,000 motor carriers and suppliers, ATA proudly represents every sector of the industry. From less-than-truckload to truckload carriers, from agriculture and livestock transporters to auto haulers and household goods movers, and from large fleets to mom-and-pop one-truck operators, ATA serves as the single unified voice of the trucking industry.

Trucking is the backbone of our economy, with more than 80% of U.S. communities relying exclusively on trucking to meet their freight needs. According to federal data, heavy and tractor-trailer truck driver is a top-ten occupation in 18 states.[1] These truck drivers are the unsung heroes of our supply chain who keep our economy moving. In 2023, they drove almost 330 billion miles—the equivalent of 13 million trips around the globe—to deliver roughly 11.4 billion tons of freight,[2] 73% of the nation's annual tonnage.[3] Over the next decade, those drivers will be tasked with hauling an additional 2.7 billion tons of freight above current volumes.[4]

Five years ago, ATA was one of the first industry trade associations to endorse the bipartisan Senate bill that became the *Infrastructure Investment and Jobs Act* (IIJA). The IIJA represented a historic increase in funding for roads and bridges—our industry's workplace—and highway safety programs. In anticipation of IIJA's expiration on September 30, 2026, we hope and trust that Congressional willingness to invest in vital surface transportation programs and priorities remains strong and will be demonstrated in a new surface transportation reauthorization.

ATA strongly supports the *BUILD America 250 Act* as negotiated and approved by the House Transportation & Infrastructure (T&I) Committee, and we welcome the privilege of working with Congress to advance a bipartisan, bicameral reauthorization bill to the President's desk. I am grateful to the Chairman, Ranking Member, and members of this important Committee for their support of key trucking priorities and the advancement of common-sense bipartisan bills such as the *Household Goods Shipping Consumer Protection Act* and the *Promoting Resilient Supply Chains Act*. We look forward to continued support of renewed investment in the roads, bridges, and safety programs that are critically important to America's economic wellbeing and growth.

New technologies are changing the way that we all do business, across all roles and industries. Despite a multi-year freight recession that created perilous economic conditions for trucking companies of all sizes, motor carriers have met the needs of their customers by investing in technologies that increase safety and efficiency. The industry is currently deploying proven safety technologies and partnering with innovators to test new ideas and technologies that can help improve both highway safety and supply chain efficiency while paving the way for future economic growth.

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[1] *Occupational Employment and Wage Statistics.* U.S. Department of Labor, Bureau of Labor Statistics. May 2024. https://www.bls.gov/oes/current/oessrcst.htm

[2] *American Trucking Trends 2025*. American Trucking Associations, 2025.

[3] *Freight Transportation Forecast 2024 to 2035*. American Trucking Associations, 2024.

[4] *Ibid.*

Thank you for holding this hearing to discuss opportunities to leverage technological innovation to improve highway safety, promote efficient supply chains that reduce costs for consumers, and ensure America's global economic leadership. I am grateful for the invitation to participate, and for your dedication to these key priorities.

Opportunities to Increase Highway Safety

Ensuring that our roads are safe for both commercial vehicles and the motoring public is the north star of America's trucking industry. To that end, trucking companies make significant investments every day in proven safety technologies for their fleets. In 2022, ATA's Safety Spend Survey showed that the industry invested $14 billion annually in safety, an increase of over 40% above the preceding 2015 survey.[5] Federal regulatory reforms supported by ATA have reduced both the number of truck-involved crashes and the crash rate over the past several decades. However, more must be done to improve highway safety for all motorists.

The simplest and most straightforward Congressional action that will put safer, cleaner trucks on the road is the repeal of the onerous 12% Federal Excise Tax (FET) on heavy-duty trucks and trailers. This tax dates back to American entry into World War I and has grown to become a major disincentive—if not an outright financial barrier—to investments in new equipment. The FET adds around $24,000 to the cost of a new truck and over $6,500 to the cost of a new trailer, forcing companies to defer upgrading their fleets. ATA is grateful to Subcommittee Chairman Young and Sen. Alsobrooks for cosponsoring the bipartisan *Modern, Clean, and Safe Trucks Act,* which would eliminate this outdated tax and remove a significant impediment that deters the trucking industry from investing in new equipment.

Additionally, ATA welcomes Congressional investment in federal roadway safety programs and research on innovative approaches to safety, and we are grateful for our partnerships with agencies and technology innovators that are working to make our highways safer. Examples of this work include:

- Partnerships with DOT modal administrations such as the Federal Motor Carrier Safety Administration (FMCSA) on crash causation research and the National Highway Traffic Safety Administration (NHTSA) on automated vehicle safety studies.
- Collaboration with the National Transportation Safety Board (NTSB) sharing data and insights that support investigations and safety recommendations impacting trucking and broader safety of roadways.
- Joint initiatives with state departments of transportation and state enforcement agencies, including through the Commercial Vehicle Safety Alliance (CVSA).
- Engagement with technology innovators/developers, including developers of advanced driver assistance systems (ADAS), telematics, and emerging roadway safety analytics tools.
- Collaboration with academic research centers, including university transportation centers (UTCs) and other transportation research institutes that study crash reduction strategies, human factors, and heavy vehicle safety technologies.

Through those collaborations, we continue supporting workable requirements to deploy proven safety technologies, improve drug testing to meaningfully curb the rise of impaired driving, and ensure compliance with federal requirements for training and driver qualification to make highways safer for all road users.

[5] *2022 ATA Safety Spend Survey*. American Trucking Associations, 2023. https://www.trucking.org/news-insights/new-study-underlines-trucking-industrys-commitment-safety.

Automatic Emergency Braking (AEB)

Congress and the trucking industry need to ensure that the safety technologies on commercial vehicles enhance drivers' attention and alertness while behind the wheel. One technology that requires immediate attention is Automatic Emergency Braking (AEB). AEB, and the suite of tools that support it, is a prime example of a proven safety technology that can reduce and mitigate crashes. Because AEB was already a mature and broadly adopted safety technology in the heavy-duty sector, in 2021, Congress directed the U.S. Department of Transportation (DOT) to *mandate* AEB on all new heavy-duty trucks and ensure the proliferation of this critical safety tool. ATA supported this action because AEB technology had been available for over a decade in the heavy-duty sector and had clearly demonstrated benefits. Since implementation began on a voluntary basis in the heavy-duty sector, AEB has matured significantly and improved its effectiveness, integration, and driver experience based on industry feedback.

By contrast, in 2024, DOT proposed an AEB mandate for industry segments outside of heavy-duty trucking, for which the technology remains under development and has not been widely adopted. This action exceeded Congressional intent to focus on the heavy-duty trucking sector where the technology is mature. Because new developments for different vehicle configurations, brake technologies, and sensor placements are required, AEB is not widely available for deployment in medium-duty and (in particular) vocational vehicle segments. Proposed timelines for that proposed mandatory deployment are not practical. Industry is working on these issues, but the systems are not yet developed at the same level of effectiveness, integration, and driver experience as for heavy-duty trucks.

The mandate also proposed overly aggressive braking standards that effectively treat AEB as a replacement for the driver, a standard for which AEB is not designed. AEB and the suite of tools around it have always been designed as driver assistance technologies. AEB is designed specifically to help the driver respond more effectively, buy time for the driver to avoid hazards, and potentially mitigate or avoid crashes whenever possible. Industry has spent immense time and effort building driver trust in this technology. Rolling the technology out appropriately is necessary to maintain that trust.

ATA urges this Subcommittee to provide oversight of DOT on this matter to ensure that regulation focuses on *heavy-duty* AEB, that the DOT applies performance requirements that represent the design intent of the technology, and that DOT works with industry to overcome barriers to implementation. Industry is eager to work with the DOT on AEB beyond the heavy-duty sector, but these efforts should be separate and distinct so as not to delay a rule in heavy-duty which could save lives in the near term.

Distracted Driving

Addressing distracted driving among all roadway users—commercial drivers and passenger vehicle drivers—is vitally important. ATA recognizes distracted driving—whether manual, visual, cognitive, or emotional—as a form of impaired driving. Any activity that diverts a driver's attention threatens roadway and industry safety and endangers all road users. Far too often, distraction is the cause of tragedy on our nation's roadways. According to NHTSA, in 2022, distraction was a causal factor in 8% of fatal crashes and 12% of injury crashes. Distressingly, the true figures are likely much higher as distracted driving goes largely underreported in official statistics due to reluctance of driver admissions of distraction, difficulty for law enforcement to detect distraction, and inconsistent crash reporting.

ATA welcomes collaboration with this Subcommittee and relevant stakeholders, including law enforcement, federal and state regulators and legislators, safety advocates, and drivers, to tackle this epidemic. Effective and robust enforcement of existing handsfree and distraction laws is vital, and ATA supports federal, state, and local laws prohibiting handheld wireless device use while driving. These

laws and policies should apply to and be strictly enforced among *all* motorists, not just commercial drivers, to promote safer roads. Because commercial drivers rely on essential in-cab technologies, lawmakers must consider how best to integrate the safe use of these vital tools while minimizing visual-manual interaction and distraction and allow safe use of hands-free technologies while vehicles are underway.

ATA is committed to prioritizing awareness, enforcement, and technology-driven solutions that reduce distracted driving and improve roadway safety for all. We believe safety campaigns that highlight the grave consequences of distracted driving can lead to greater awareness and behavioral changes that ultimately lead to cultural shifts in how we think about and accept risky driving behaviors. We recognize that these shifts take time and continuous exposure to safety messaging, much like the cultural shift towards universal seatbelt use in the 1990s. It is important for Congress to provide DOT necessary resources to sustain and amplify similar, ongoing distracted driving campaigns and awareness efforts in the upcoming reauthorization measure.

We support Section 4002 of the *BUILD America 250 Act*, which proposes consolidating national priority safety programs and outlines six key areas, including impaired and distracted driving, that states must target in their safety plans. We encourage this Subcommittee to prioritize providing federal, state, and local resources to study the scope of distraction, develop and implement innovative technologies and practices for detecting distraction, and enhance enforcement to discourage this dangerous behavior.

Underrides Crash Data Collection

Making investments in new safety technologies takes time as fleets purchase, sell, and upgrade their inventory. Investments need to be justified by concrete data showing a benefit to fleet safety. ATA welcomes key provisions in the *BUILD America 250 Act* that will help gather necessary, reliable data to inform federal regulatory decisions around underride guard requirements. This data will in turn help fleets understand potential benefits as they evaluate and communicate costs of new equipment with regulators during the rulemaking process.

Section 4002 of the *BUILD America 250 Act* directs the Secretary to provide technical assistance to states and local governments to improve safety data in key areas, including better quantifying the dynamics of drug usage in crashes that result in serious injuries or fatalities, state reporting alignment with the Model Minimum Uniform Crash Criteria, the use of safety data in transportation planning, and the reporting of underride crashes. Section 4002 ensures states are addressing the national priority safety initiatives in their highway safety plans and provides public visibility into state progress towards safety targets. Section 4016 of the bill then directs the Government Accountability Office (GAO) to study the quality of highway safety data used in federal transportation programs. Specifically, the study must examine state-submitted safety data quality, including data on underride crashes. Under this provision, the GAO will be required to consult with state departments of transportation, state highway safety offices, transportation safety organizations, law enforcement, non-profit organizations, and DOT before submitting a report to Congress detailing its findings and recommendations. ATA strongly supports this provision to ensure Congress and federal regulators are working with reliable data when considering potential future regulations that will impact the trucking industry.

ATA has actively participated for years in efforts to improve understanding of underride crashes and potential countermeasures. ATA was represented on the DOT's Advisory Committee on Underride Protection, established under the IIJA, to examine rear, side, and front underride issues and provide recommendations to the Secretary. Throughout the advisory process, ATA and other representatives on

the Committee emphasized the foundational need for reliable crash data, rigorous cost-benefit analysis, and consideration of the operational impacts of any new equipment mandates.

ATA's position has consistently been that decisions regarding additional underride guard requirements should be based on demonstrated safety benefits supported by comprehensive real-world data. Improved underride crash reporting and analysis, as proposed by the *BUILD America 250 Act*, will provide all parties with the necessary information to assess the effectiveness, feasibility, and costs of potential underride countermeasures before imposing new federal requirements.

Protect NHTSA's Role in Setting Industry Standards

ATA continues to support Congressional action to clarify an existing prohibition of states laws superseding NHTSA standards for motor vehicle safety. The trucking industry is grateful to the House T&I Committee for amending the *BUILD America 250 Act* to include a provision that would preempt lawsuits that seek to impose liability for failing to equip motor vehicles *beyond* federal motor vehicle safety standards. Amending Section 30103 of title 49, a key federal statute that outlines how federal motor vehicle safety standards interact with state regulations, would impact a broader spectrum of the trucking industry and provide the necessary legal certainty for both carriers and manufacturers.

Under existing law—going back to the *National Traffic and Motor Vehicle Safety Act of 1966*, Pub. L. 89-563—when NHTSA promulgates a federal motor vehicle safety standard, states are prohibited from issuing standards of their own on that same subject (see 49 U.S.C. § 30103(b)(1)). Congress has charged NHTSA with promulgating "practicable," "objective" standards that "meet the need for motor vehicle safety," (see 49 U.S.C. § 30111(a)). Allowing states to promulgate their own equipment standards when NHTSA has acted undermines that decision.

However, current law contains an exception that threatens to swallow the rule: it expressly provides that compliance with a NHTSA standard does not preempt "liability at common law" (see 49 U.S.C. § 30103(e)). This invites legal uncertainty, undermines Congressional intent to empower NHTSA to promulgate nationally uniform motor vehicle safety standards, and threatens supply chain integrity. Given that the trucking industry operates in all 50 states and that the market for motor vehicles is national in scope, we strongly support NHTSA's role as the primary authority over motor vehicle safety standards and urge Congress to reaffirm that role in Section 30103 of title 49.

Support Deregulatory Efforts While Preserving Key Technology Requirements

ATA has welcomed and supported the Trump Administration's efforts to reduce undue burdens and costs on motor carriers without compromising strong safety regulatory protections. Regulated entities, including motor carriers, rely on thoughtful, well-written, and safety-driven federal regulations and guidance to ensure the utmost safety for commercial drivers and all who share the road. However, ATA recognizes that certain federal rules and regulations that affect the trucking industry are redundant, outdated, or place undue burden on members of the trucking industry—in some cases, invoking compliance merely for compliance's sake rather than a material benefit to the industry or national interest. ATA applauds this Administration and DOT's efforts to swiftly review and take deregulatory action to remove unnecessary or outdated red tape and regulatory burdens all while promoting industry efficiency without undermining safety. Changes such as eliminating rear underride guard certification label mandates, which incur unnecessary costs without measurable safety benefits, updating roadside warning device requirements, and removing legacy trailer marking rules that apply to equipment no longer in service are examples of overdue deregulatory actions.

While ATA supports regulatory reform, we strongly urge Congress and DOT to preserve proven, safety-enhancing regulations that would have negative material consequences on the safety of all road users if eliminated. Among these critical regulations is the Electronic Logging Device (ELD) mandate, which has delivered measurable reductions in hours of service (HOS) violations and crash rates since implementation. Repealing or weakening this mandate, which has been requested by some stakeholders, would be a step back for the industry as ELDs modernize compliance monitoring and enforcement without altering rest requirements. We also emphasize that any future changes to the underlying HOS rules, upon which ELD rules are predicated, must be grounded in data and scientific research. As previously mentioned, ATA supports continued advancement of life-saving technologies like AEB and opposes any slowing or reversal of progress on drug and alcohol testing reforms. Regulatory streamlining must not come at the expense of highway safety, and we commend DOT and FMCSA's approach to sound, practical deregulatory action.

Finally, ATA strongly supports Congressional efforts to make permanent agency waivers that have repeatedly been shown through notice-and-comment rulemaking processes and agency determinations to have no adverse impact on highway safety. Accordingly, ATA is grateful to Senators Fischer and Peters for introducing legislation (S. 4669) to relieve stinger-steered automobile transporters of a requirement to add duplicative warning flags to overhanging vehicles. FMCSA twice waived the warning flag requirement for stinger-steered automobile transporters, citing that cars already feature reflective devices and that trailers are equipped with proper lighting and conspicuity treatments. A provision paralleling the bill led by Sens. Fischer and Peters was included in the manager's amendment of the *BUILD America 250 Act.*

Autonomous Trucks

America's truck drivers are the unsung heroes of our supply chain; they are the trucking industry's greatest asset. The groundbreaking developments in autonomous vehicle (AV) technologies offer opportunities to help improve the safety and productivity of those individuals, and to make trucking a safer and more appealing profession for the next generation of truck drivers. Approaching new autonomous technologies as an "all-or-nothing" binary where human drivers are either completely behind the wheel or entirely replaced by robots relies on a fundamental mischaracterization of the technology. Autonomous technologies exist on a wide spectrum. Gradual integration of automated systems into the driving profession will mean an evolution—not an elimination—of the job and will almost certainly boost both safety and operational productivity.

The expertise and skill of America's truck drivers cannot be overstated. Each year, professional truck drivers safely navigate hundreds of billions of miles across America's diverse geography, side by side with the motoring public. Given the diversity of freight movement—including liquids, livestock, hazardous materials, large construction equipment, and oversize loads—and the variety of road, terrain, and weather conditions throughout the country, drivers will always play a crucial and necessary role in the logistics system that includes automated trucks. ATA believes autonomous trucks will improve supply chain efficiency while giving truck drivers greater flexibility in choosing their preferred routes. AVs are one of many tools for the trucking industry to meet the growing and changing demands of our economy *without* replacing the truck driving profession. As Congress explores opportunities to improve roadway safety for all drivers, groundbreaking developments in AV technologies, automated driving systems (ADS), and connected vehicle technologies offer immense opportunities.

The Autonomous Vehicle Industry Association reported in their 2026 State of AV report that autonomous vehicles have driven more than 360 million miles on U.S public roads.[6] This is roughly double the number of miles driven at the time I testified before this Subcommittee last year. At that time, I stressed the importance of a federal framework that supports safe interstate testing and deployment of AVs, including commercial motor vehicles (CMVs), and that urgency is amplified today.

ATA celebrated the inclusion of a bipartisan, workable legislative proposal in the *BUILD America 250 Act.* Among other key provisions, the proposal would:

1. Create a performance-based safety standard for AV CMVs operating in interstate commerce;
2. Establish stakeholder engagement opportunities to make formal recommendations on DOT's AV rulemaking;
3. Establish liability responsibilities and HOS requirements when ADS is engaged;
4. Give DOT the ability to preempt state laws and regulations when deemed necessary;
5. Provide parity with safety technologies for vehicle width exemptions for ADS;
6. Permit cab-mounted warning beacons for CMVs, something both AV and traditional trucking companies can celebrate; and
7. Support the future CMV workforce through workforce development opportunities.

ATA supports this proposal as negotiated in the House, which reflects bipartisan consensus, is supported by a broad range of stakeholders, and would create a federal framework for autonomous trucks for the first time. This framework will contribute to greater roadway safety and U.S. economic competitiveness. ATA urges the Senate to move forward with similar legislation to keep our country at the forefront of this vital technology.

We are grateful to Subcommittee Ranking Member Peters, Senator Lummis, and other members of Congress for pushing the Federal Communications Commission (FCC) to approve the deployment of Cellular Vehicle to Everything (C-V2X) technology. ATA concurs that connected vehicle technology has the potential to save lives on America's highways and to increase efficiency. Developing improvements such as signal priority will impact not only safety but also reduce congestion and help to drive down the overall cost of transportation.

Similarly, we encourage Congress and federal agencies to continue developing proactive policies at every opportunity to foster innovation and ensure that American leadership in the development of this important technology. Today's hearing is a promising recognition by this Subcommittee that AV and other advanced technology deployments have the potential to significantly enhance the safety, efficiency, and productivity of the U.S. freight and logistics systems. We look forward to supporting Congressional efforts to ensure that the technologies and vehicles that generate those benefits are developed, improved, implemented, and sold around the world by American companies.

Protect American Manufacturers and Trucking from Unsafe Connected Vehicles

ATA also strongly supports protecting American manufacturers and the trucking industry from unsafe vehicles, components, and connected vehicle software from China. We are grateful to Senators Moreno and Slotkin for their leadership on this issue and introduction of the *Connected Vehicle Security Act of 2026*, which would ban the import, sale, and operations of vehicles manufactured in China and ban the use of Chinese-developed connected vehicle technologies, such as software, and data systems on American roads.

[6] 2026 *State of AV*. Autonomous Vehicle Industry Association, 2026. https://www.theavindustry.org/state-of-av

ATA shares the Senators' concern over Chinese influence in the U.S. transportation network and automotive supply chain, including the potential risks associated with Chinese-manufactured vehicles, connected vehicle technologies, and access to sensitive transportation data. As commercial vehicles become increasingly reliant on telematics, fleet management systems, safety technologies, and over-the-air software updates, it is important to ensure that foreign adversaries cannot exploit these systems to gain access to operational data or critical vehicle functions. ATA has engaged extensively with the Department of Commerce's Bureau of Industry and Security (BIS) on this issue, helping policymakers understand the unique role that connected technologies play in the trucking industry and the differences between commercial vehicles and passenger cars. As a result of this engagement, BIS ultimately excluded commercial motor vehicles from its initial connected vehicle restrictions and began developing a separate rulemaking tailored to the commercial vehicle sector.

While ATA supports efforts to address legitimate security threats posed by Chinese-connected vehicle technologies, any restrictions affecting commercial vehicles should be implemented through a deliberate, risk-based approach that recognizes the complexity of trucking supply chains, avoids unnecessary disruptions to fleets and manufacturers that create operational or safety compliance challenges, and provides sufficient time for industry stakeholders to transition away from identified security risks. We encourage this Subcommittee to consider these realities and ensure any proposals regarding foreign influence in the automotive space reflect the technical differences between heavy-duty commercial trucking and passenger vehicles.

Strengthen Technology Safeguards at DOT

ATA is grateful for this Subcommittee's ongoing attention to bad and unsafe actors that exploit gaps in FMCSA's systems and undermine the integrity of the legitimate supply chain. These entities compromise industry and roadway safety and security by defrauding and stealing from stakeholders at every level of our supply chain. We also applaud the DOT's ongoing efforts to utilize technologies, including modernized systems, enhanced vetting and fraud detection tools, and artificial intelligence to restore integrity to government systems that are regularly utilized by motor carriers and drivers.

Motus and Registration Integrity

The entire supply chain—not just motor carriers but also shippers, property brokers, and freight forwarders—continues to experience increasing levels of fraud, cargo theft, and identity theft carried out by sophisticated criminal organizations and individual bad actors. Many of these schemes exploit weaknesses and gaps in DOT registration and credentialing systems through theft, purchase, manipulation, or misuse of DOT numbers, operating authority credentials, and carrier identities. Fraudsters often create shell companies, hijack existing carrier profiles, falsify ownership information, or acquire credentials associated with carriers that have strong safety records to evade scrutiny from regulators, law enforcement, brokers, and shippers. Similar tactics have long been employed by "chameleon carriers," entities that abandon one corporate identity after accumulating safety violations, enforcement actions, or out-of-service orders only to re-enter the industry under a new name and new credentials with no trace of their old identity. These schemes have been all too easy to carry out and have grown in frequency in recent years.

Recognizing these challenges, FMCSA established a dedicated fraud prevention team in 2024 and has taken several steps to strengthen oversight of registration processes, improve business verification procedures, and reduce opportunities for credential theft and misuse. The agency has also suspended

online PIN requests and implemented additional safeguards around account access and registration changes to help prevent unauthorized system activity.

Most significantly, after years of development, FMCSA launched its modernized Motus Registration System in May 2026 to replace an outdated legacy registration platform. The predecessor system had security and technological gaps that made nefarious activity possible and lacked integration with other FMCSA applications and portals. Motus is designed to strengthen identity verification, improve ownership transparency, enhance data quality and cross-system validation, and provide greater visibility into relationships among carriers, owners, and affiliated entities. FMCSA has also begun transitioning toward a more streamlined registration framework centered on a single USDOT-based identifier, reducing reliance on multiple standalone credentials that have historically been vulnerable to manipulation and misuse. Collectively, these improvements have the potential to significantly enhance FMCSA's ability to identify fraudulent applicants, detect chameleon carriers, and prevent unsafe operators from obtaining or retaining operating authority.

A modern, secure registration system is more than an administrative improvement—it is a critical safety and security tool. When unsafe carriers or fraudulent actors can conceal their identities and repeatedly obtain new credentials, regulators lose visibility into safety risk and what is happening on the ground. Trying to identify these elusive bad actors strains existing enforcement resources without consistently removing these fraudulent entities from our roadways, all while legitimate carriers face unfair competition by non-compliant entities and increased exposure to fraud. By strengthening registration integrity and improving fraud detection capabilities, Motus can help restore confidence in FMCSA's credentialing systems, support law enforcement investigations, protect carriers and shippers from fraud and cargo theft, and promote a safer and more accountable trucking industry.

While ATA strongly supports FMCSA's modernization efforts, continued oversight and investment by Congress will be necessary to ensure Motus achieves its full potential. As the agency continues refining the platform and addressing implementation challenges, Congress should ensure FMCSA has the resources, staffing, and technological infrastructure necessary to maintain a secure, reliable, and user-friendly registration system that effectively deters bad actors while minimizing burdens on legitimate carriers and brokers.

Cargo Theft and Freight Fraud

This Subcommittee held a hearing on cargo theft in February 2025 and provided a platform for the trucking industry to discuss the increasing sophistication of these schemes, as well as opportunities for DOT and other federal agencies to combat broader supply chain fraud. As a result of that hearing, Subcommittee Chairman Young introduced the *Securing American Freight, Enforcement, and Reliability in (SAFER) Transport Act*, which strengthens federal efforts to detect and eradicate freight fraud and cargo theft across the transportation ecosystem. ATA strongly supports Chairman Young's bill. Passing this legislation would be the most meaningful action Congress can take to equip DOT with the proper tools, technology, and authorities required to effectively mitigate sophisticated fraud schemes.

The necessary counterpart to the *SAFER Transport Act* is the *Combating Organized Retail Crime Act*, which would establish the Organized Retail and Supply Chain Crime Coordination Center within Homeland Security Investigations (HSI) at the Department of Homeland Security. This center would serve as a central reporting repository for supply chain stakeholders to document theft and fraud events

involving interstate commerce. Enhanced data sharing, trend analysis, and the ability to "connect the dots" across jurisdictions are indispensable to modern cargo theft investigations.

ATA will continue working with members of the Subcommittee to attract cosponsors to both the *SAFER Transport Act* and the *Combating Organized Retail Crime Act* because a coordinated federal effort to combat cargo theft is not only appropriate but essential. Only the federal government possesses the investigative capabilities, advanced technical infrastructure, and national reach necessary to disrupt and dismantle these interstate and international crime rings.

End ELD Provider Self-Certification

ATA strongly supports Section 5202 of the *BUILD America 250 Act*, which will crack down on fraudulent ELD providers. As this Subcommittee focuses on the importance of technology, ATA encourages active oversight of FMCSA's ongoing effort to ensure that the hours driven by safe, qualified drivers are properly tracked by federally mandated devices and according to HOS regulations.

In recent years, the proliferation of fraudulent, manipulated, or noncompliant ELDs has emerged as a serious and rapidly evolving threat to both roadway safety and the security of the nation's transportation network. ELDs are intended to provide an objective, tamper-resistant record of a driver's HOS compliance. When functioning properly, they help prevent fatigue-related crashes, support fair competition, and ensure that carriers and drivers operate within federal safety limits and requirements. But the growing presence of devices that can be altered, remotely manipulated, or intentionally designed by foreign enterprises to evade federal requirements has subverted the very purpose of the ELD mandate and undermines the providers and carriers committed to legitimacy and compliance.

A core vulnerability stems from the current regulatory framework, which allows ELD companies to self-certify their devices through an online registry process. This system enables foreign-owned or overseas-based companies to register, market, and supply devices with weak cybersecurity protections, opaque ownership structures, and remote-access capabilities that blatantly disregard federal ELD regulations and protections. In some reported cases, these foreign actors—entities that have self-certified through FMCSA processes and posed as legitimate ELD providers—have been able to make real-time edits to drivers' HOS logs at the request of drivers or motor carriers. This can occur within minutes of a driver being pulled over for an inspection and generated using artificial intelligence (AI), producing fraudulent HOS logs that, to the naked eye, appear entirely compliant and legitimate. These capabilities effectively mask HOS violations, compromise regulatory oversight, and allow unsafe operators to continue driving.

The consequences of ELD fraud are certainly significant but also not yet fully understood. As such, federal entities have taken these threats seriously. FMCSA has already announced changes that strengthen the ELD certification and review process for new registrants and revoked dozens of noncompliant devices in 2025. ATA emphasizes the need for stronger oversight of ELD manufacturers already listed in the registry, more rigorous vetting of devices before they are approved, swift removal of noncompliant devices, and mechanisms to hold carriers who use those devices accountable. ATA also supports the implementation of a third-party certification process for ELD providers and, in the more immediate term, measures that can be taken to identify and stop bad actors, such as real-time checks of drivers' HOS logs for common indicators of fraud, requiring all companies registering ELD devices to verify their footprint in the U.S., and enhancing FMCSA's response to potential incidents of fraud.

ATA strongly supports FMCSA's recent enforcement actions and urges Congress to play a role in expanding federal oversight and enforcement of ELD providers. A secure and trustworthy ELD registry is essential to maintaining the integrity of the HOS system, protecting compliant carriers, and reducing fatigue-related risks. As demonstrated by states' failures and lapses in oversight of CDL issuance, weaknesses in ELD oversight similarly create systemic vulnerabilities that can be exploited by those seeking to evade safety rules—or by foreign actors seeking to access or disrupt critical transportation data.

Issues Surrounding Marijuana Decriminalization

Ensuring that our roads are free from drivers under the influence of controlled substances is a top priority for the trucking industry. Since the FMCSA Drug and Alcohol Clearinghouse launched in 2020, more than 345,000 positive drug tests among commercial motor vehicle drivers have been recorded, highlighting a persistent and alarming trend in substance use that threatens the safety of our nation's highways.[7] Of these positive drug tests, marijuana remains the leading drug violation among drivers, accounting for roughly 60% of positive tests annually, over 260,000 total—a troubling statistic that underscores its widespread use and potential impact on highway safety.

Despite the alarming increase of positive drug tests and prevalence of impaired driving on our nation's roadways, there is no universally agreed-upon standard or scientific threshold for marijuana impairment. Nor is there a mature technology available for law enforcement to test for impairment, such as what exists for alcohol and drunk driving. One of the most impactful contributions that Congress can make to technology developments in transportation would be to encourage the development of these standards and deployment of workable technology that would allow roadside detection of marijuana impairment.

The longer-term outlook of a full rescheduling of all marijuana products raises safety concerns by weakening employers' zero-tolerance policies, compromising the current federal drug testing program for safety-sensitive professions, complicating enforcement, and potentially increasing marijuana use among all drivers. Given the absence of a validated tool for measuring marijuana impairment and the fact that it already accounts for most drug violations in the FMCSA Clearinghouse, rescheduling marijuana would jeopardize the safety of millions of road users. This Subcommittee must ensure that effective and robust drug testing protocols for safety-sensitive occupations remain intact, and that transportation safety is prioritized regardless of the legal status of marijuana at the federal level.

ATA will continue working closely with DOT to remediate downstream consequences to its testing program and urges Congress, HHS, and other federal partners to understand the implications of DEA's pending reclassification, assess any potential unintended consequences, and ensure that any future policy changes preserve DOT's authority to test safety-sensitive workers. Given the lack of a reliable impairment standard, maintaining the ability to test for marijuana remains essential to protecting highway safety. While ATA encourages Congress to continue supporting and providing resources for research on and development of a marijuana impairment standard, such as those provisions in the IIJA, we believe that in the absence of such tools, employers must be equipped with the most effective, reliable tools for ensuring a drug-free driving workforce.

Furthermore, oral fluids testing offers employers a direct window into recent use of impairing drugs as a convenient, rapid, nonintrusive, and directly observable method. It has been proven to reduce, if not

[7] *Drug & Alcohol Clearinghouse: March 2025 Monthly Summary Report.* U.S. Department of Transportation, Federal Motor Carrier Safety Administration, March 2025.

eliminate, instances of tampering or "cheating" and is ideal for post-accident and reasonable suspicion scenarios given its detection of recent use. This is particularly relevant within the context of the impending marijuana rescheduling and lack of a standardized impairment tool. Although oral fluid testing was approved for regulated use in 2023 by DOT, no U.S. laboratory has been certified to perform it. Thus, regulated employers cannot utilize this testing method.

Additionally, ATA strongly supports providing additional resources and flexibility on testing methods, such as allowing oral fluids testing, to improve the rate of post-accident testing to determine whether CMV drivers involved in an accident were under the influence of illicit substances.

NextNav & Trucking Applications of the Lower 900 MHz Band

A discussion on the impact of technology on our freight transportation networks would not be complete without a discussion of the ongoing efforts by NextNav to privatize an important part of the wireless spectrum for proprietary use.

In April 2024, NextNav petitioned the Federal Communications Commission (FCC) for a rule change to assign a portion of the lower 900 MHz band of spectrum to the company for use in testing, developing, and deploying a Position, Navigation, Timing (PNT) alternative to satellite-based global positioning systems (GPS). ATA, partners throughout the trucking industry, and a broad coalition of stakeholders including retailers and aviation, all strongly oppose this petition because of the important use cases of the spectrum for existing supply chain services. While this issue is not directly under the jurisdiction of this Subcommittee, the full Senate Commerce, Science, and Transportation Committee has an important role to play in overseeing the FCC and pushing back against an ill-advised effort to gatekeep vital portions of the spectrum.

Trucking companies,[8] retailers,[9] utilities, tolling operators, port authorities, and an ecosystem of supply chain partners[10, 11] that span all modes of freight transportation have made significant investments in RFID-based solutions that help improve supply chain efficiency and drive down costs for consumers. In particular, the Lower 900 MHz band is used in trackers for supply chain security to thwart cargo theft, track equipment and inventory, bypass tolls, and bypass weigh stations to streamline inspections. These solutions allow for greater supply chain visibility that is valued by both shippers and individual consumers, as well as for management of equipment and the efficient movement of freight and people on our highways.

ATA recognizes the importance of strengthening the nation's PNT capabilities and reducing reliance on GPS alone, particularly given growing concerns regarding signal disruption, jamming, and broader national security vulnerabilities. However, any effort to develop a terrestrial GPS backup system must be carefully balanced against the needs of existing spectrum users. NextNav's proposal would introduce a high-powered, wide-area network into a spectrum band currently used by low-power RFID and short-

[8] United Parcel Service. (2026, April 14). *UPS's RFID Sensing Technology Transforms Logistics Industry, Giving Customers Unprecedented Package Visibility and Reliability* [Press release]. https://about.ups.com/us/en/newsroom/press-releases/customer-first/ups-s-rfid-sensingtechnologytransformslogisticsindustry-givingcu.html

[9] Walmart. (2025, October 22). *Walmart and Avery Dennison Collaborate to Enhance Freshness and Increase Operational Efficiency Using RFID* [Press Release]. https://corporate.walmart.com/news/2025/10/22/walmart-and-avery-dennison-collaborate-to-enhance-freshness-and-increase-operational-efficiency-using-rfid

[10] Michelin. *Connective Innovations at a Glance*. Michelin Tires. Retrieved June 5, 2026 from https://business.michelinman.com/by-technology/connective-innovations#RFID

[11] *Mile Marker 2026: The National Bypass Impact* Index. PrePass Safety Alliance, 2026. https://prepass.com/impact-index/

range communication technologies that support critical supply chain, transportation, retail, aviation, security, and healthcare operations. These systems were designed to operate in a shared environment and depend on reliable access to the Lower 900 MHz band. ATA and a broad coalition of stakeholders remain concerned that NextNav has not demonstrated a viable path for coexistence or adequately addressed the potential for harmful interference that could disrupt billions of dollars of existing infrastructure and create new operational, economic, and safety risks across multiple sectors of the economy.

DEF Flexibility

As mentioned previously, modern trucks are safer than ever. Today's trucks are also much cleaner than previous generations. Sixty trucks manufactured today emit less than a single truck manufactured in 1985. These advances are the result of proactive efforts by trucking companies and manufacturers, guided by workable federal emissions regulations. However, in recent years, the issue of safe, well-maintained trucks being put out of service due to faulty diesel exhaust fluid (DEF) quality sensors or unreliable components in the emissions system has been a frustrating and growing issue for many truckers.

ATA is working with leaders in Congress and the Environmental Protection Agency (EPA) to address this issue through legislative and regulatory reforms. ATA supports the flexibility EPA provided for truckers in guidance issued in August 2025 and March 2026 that allows drivers to move freight to its destination and equipment to an appropriate location for service in the event of an emissions system failure. EPA's revised guidance ensures that drivers will continue to use DEF and benefit from the resulting emissions reductions without severe speed limitations and unnecessary towing costs that create operational challenges for trucking companies and raise safety concerns for all road users.

As we work with Congress, we are grateful to members such as Sen. Sullivan on this Subcommittee for his efforts to address this issue in the context of the unique concerns of Alaskans. Obviously, no one wants a truck to shut down or a driver to be stranded on the side of the road in subzero weather. We also encourage the members of this Subcommittee not to allow the erosion of air quality improvements the trucking industry has already achieved. The issues around DEF, engine de-rating, and induced losses of torque and speed are significant, but should not result in deleting system components, rendering emission systems inoperable, or making DEF use optional. ATA urges the Subcommittee to be mindful of, and to maintain federal leadership in, setting and maintaining feasible emissions goals for key pollutants. Because of the willingness of states such as California to overreach and place unreasonable mandates on the trucking industry, clear federal leadership is vital.

In Conclusion

Thank you for the opportunity to testify on behalf of the 8.4 million people in trucking-related jobs who power our nation's supply chains and keep the wheels of the economy turning. Surface transportation reauthorization in the 119th Congress is a potentially transformational opportunity for our country. The ATA looks forward to supporting your efforts to improve the safe and efficient movement of freight across our nation and to encourage economic growth.

Thank you again for your leadership on these vital issues.