

T PUNJABI Trucking

ਟਰੱਕਰਾਂ ਦੀ ਬੁਲੰਦ ਆਵਾਜ਼

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FROM THE EDITOR

Raman S. Dhillon

TRUCKING IN 2025 – CAUGHT BETWEEN RISING COSTS AND RISING EXPECTATIONS

As we hit the midpoint of 2025, the North American trucking industry finds itself at a critical crossroads. While the highways remain busy, the business of trucking has never been more complicated. From skyrocketing insurance premiums to regulatory overhauls and unpredictable freight markets, truckers are being asked to do more with less, all while keeping America's supply chain moving.

In recent months, truckers have faced a series of financial pressures. States like New Jersey have doubled minimum liability insurance requirements, raising premiums at a time when freight rates are already depressed. Meanwhile, fuel prices remain volatile, and the costs of trucks, trailers, and repairs are climbing due to both tariffs and inflation. For small fleets and owner-operators, the margin for error has never been smaller.

Driver shortages are still a topic of discussion, but in the spot market, many drivers are struggling to find profitable loads. Adding to the tension is the presence of unlicensed or undocumented drivers operating through loopholes, further distorting the freight market and raising safety concerns.

The trucking community is resilient, but the challenges in 2025 are more than just economic cycles – they reflect a fundamental shift in how transportation is regulated, priced, and enforced. Now more than ever, it's crucial for drivers, fleet owners, and industry advocates to speak up in the halls of government and demand policies that balance safety, sustainability, and business survival. America moves on trucks. It's time for the country to move forward with trucking, not against it.



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ਉਹਨਾਂ ਲਈ ਜੋ ਸੁਰੱਖਿਆ ਦੀ ਭਾਲ ਵਿੱਚ ਹਨ

ਫਰੇਟਲਾਈਨਰ ਦਾ ਪੰਜਵੀਂ ਪੀੜ੍ਹੀ ਦਾ ਕੈਸਕੇਡੀਆ Fifth Generation Cascadia ਤੁਹਾਡੀ ਡਰਾਈਵ ਵਿੱਚ ਸੁਰੱਖਿਆ ਅਤੇ ਵਿਸ਼ਵਾਸ ਦੇ ਇੱਕ ਨਵੇਂ ਪੱਧਰ ਨੂੰ ਲਿਆਉਂਦਾ ਹੈ। Detroit Connect® ਅਤੇ Active Break Assist 6 ਨਾਲ ਵਾਲ ਵਾਲ ਬਚਣ ਦੀਆਂ ਸਥਿਤੀਆਂ ਨੂੰ ਘਟਾਓ ਅਤੇ ਵਿਕਲਪਿਕ ਮਿਰਰਕੈਮ MirrorCam ਸਿਸਟਮ ਅਤੇ ਇੰਟੈਲੀਜੈਂਟ ਬ੍ਰੇਕਿੰਗ ਕੰਟਰੋਲ ਸਿਸਟਮ ਨਾਲ ਨਿਰਿਵਧਨ ਸਟਾਪਾਂ ਦਾ ਅਨੁਭਵ ਕਰੋ। ਸਵੇਰ ਤੋਂ ਦੇਰ ਰਾਤ ਤੱਕ, ਪੰਜਵੀਂ ਪੀੜ੍ਹੀ ਦਾ ਕੈਸਕੇਡੀਆ ਹਮੇਸ਼ਾ ਅੱਗੇ ਕੀ ਹੈ ਲਈ ਤਿਆਰ ਰਹਿੰਦਾ ਹੈ।



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CONTENTS

Connect with Us



4 State Trucks	19
Automann	47
Awahe Trucking Solutions	11
Axestrack	07
Big Rig Tires & Alignment	09
BP Lab Services	43
CabCard	33
Champion Transport	17
CDL Jobs Guru	39
Freightliner	05
Golden State Peterbilt	03
Golden Land Trans. Insurance	21
Jagdeep Singh Insurance Agency	29
Kam-Way Transportation Inc	41
Load Broker 411	23
Lotus Benefits Corp	15
Loves	37
NAPTA	13
Orangebox Media	35
Prime Drug Testing	02
Punjabi Trucking 360	27
Raj Transport	15
Sidhu Truck Line	26
Sunrise Trucking	34
Volvo Trucks	48



ARTICLES

08

ਨਵੀਆਂ ਇਮੀਗ੍ਰੇਸ਼ਨ ਨੀਤੀਆਂ: ਡਰਾਈਵਰ ਪ੍ਰਭਾਵਿਤ ਹੋਣਗੇ, ਸਮਰੱਥਾ ਘਟੇਗੀ

14

Big Beautiful Bill Tax Provisions Could Boost Trucking Industry Investment

16

C.H. Robinson Asks SCOTUS for Clarity on Broker Liability Issue

18

NMFTA Framework Looks to Combat Cyber-Enabled Cargo Theft

22

FMCSA Administrator Nominee Derek Barrs Makes First Congressional Appearance

31

ਆਵਾਜ਼ਾਈ ਵਿਭਾਗ (DOT) ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਨ ਲਈ ਅੀ ਲਾਗੂ ਕਰੇਗਾ

32

New ATRI Report Shows Average Costs Decline Slightly as Freight Recession Continues

36

New Public Notice Wants More Comments on DataQs System

44

ਆਵਾਜ਼ਾਈ ਵਿਭਾਗ (ਧੌਨ) ਦੀ ਸਮੀਖਿਆ: ਗੈਰ-ਨਿਵਾਸੀ (Non Doimicled CDLs) ਜਾਰੀ ਕਰਨ 'ਤੇ ਕੇਂਦਰਿਤ

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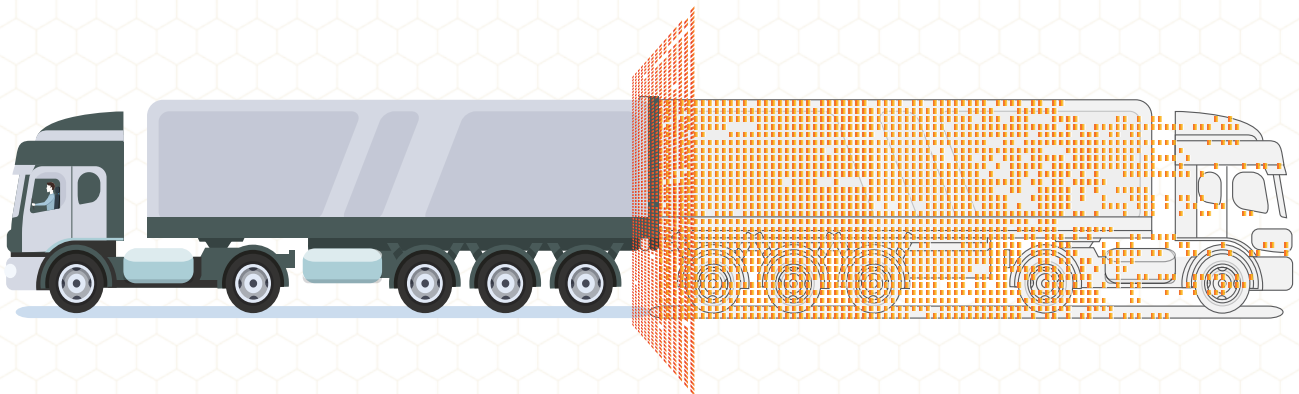
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ਨਵੀਆਂ ਇਮੀਗ੍ਰੇਸ਼ਨ ਨੀਤੀਆਂ: ਡਰਾਈਵਰ ਪ੍ਰਭਾਵਿਤ ਹੋਣਗੇ, ਸਮਰੱਥਾ ਘਟੇਗੀ

ਹਾਲ ਹੀ ਵਿੱਚ ਹੋਈਆਂ ਡਰਾਈਵਰਾਂ ਦੀਆਂ ਛਾਂਟੀਆਂ ਅਤੇ ਟਰੱਪ ਪ੍ਰਸ਼ਾਸਨ ਦੇ “ਵਨ ਬਿਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ ਐਕਟ” ਦੇ ਪਾਸ ਹੋਣ ਕਾਰਨ ਹੋਣ ਵਾਲੀਆਂ ਸੰਭਾਵਿਤ ਤਬਦੀਲੀਆਂ ਕਾਰਨ ਟਰੱਕਿੰਗ ਸੈਕਟਰ ਵਿੱਚ ਸਮਰੱਥਾ ਦੀ ਕਮੀ (tightening capacity) ਦਾ ਕਾਰਨ ਬਣਨ ਦੀ ਉਮੀਦ ਹੈ। ਪ੍ਰਸ਼ਾਸਨ ਦੇ ਇੰਗਲਿਸ਼ ਲੈਂਗਵੇਜ ਪ੍ਰੋਫੀਸ਼ੈਂਸੀ (ELP) ਮੈਂਡੇਟ ਦੇ ਪ੍ਰਬੰਧ, ਜੋ ਜੂਨ ਵਿੱਚ ਲਾਗੂ ਹੋਏ, ਬਿਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ ਤੋਂ ਇਮੀਗ੍ਰੇਸ਼ਨ ਕਾਰਵਾਈਆਂ ਲਈ ਵਧੇਰੇ ਫੰਡਿੰਗ ਦੇ ਨਾਲ ਮਿਲ ਕੇ, ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਅਤੇ ਹੋਰ ਕਾਮਿਆਂ ਦੀ ਘਟਦੀ ਗਿਣਤੀ ਦਾ ਕਾਰਨ ਬਣਨਗੇ। ਅਮਰੀਕਾ ਦੇ ਕੁੱਲ ਡਰਾਈਵਰਾਂ ਵਿੱਚੋਂ ਲਗਭਗ 20% ਪ੍ਰਵਾਸੀ ਹਨ।

ਕੁਝ ਵਿਸ਼ਲੇਸ਼ਕਾਂ ਦਾ ਅਨੁਮਾਨ ਹੈ ਕਿ ਡਰਾਈਵਰਾਂ ਦੀ ਉਪਲਬਧਤਾ ਦੀ ਕਮੀ ਸਮਰੱਥਾ 'ਤੇ ਦਬਾਅ ਪਾਵੇਗੀ ਅਤੇ ਫਰੇਟ ਦਰਾਂ ਨੂੰ ਅਸਮਾਨ 'ਤੇ ਪਹੁੰਚਾ ਦੇਵੇਗੀ। ਦਰਾਂ ਵਿੱਚ ਵਾਧਾ ਉਸ ਰੀਜ਼ ਦੇ ਅੰਤ ਦੀ ਸ਼ੁਰੂਆਤ ਕਰ ਸਕਦਾ ਹੈ ਜਿਸਨੂੰ ਗ੍ਰੇਟ ਫਰੇਟ ਮੱਦੀ (Great Freight Recession) ਕਿਹਾ ਜਾਂਦਾ ਹੈ, ਜਿਸਨੇ 2022 ਦੀ ਸ਼ੁਰੂਆਤ ਤੋਂ ਅਮਰੀਕਾ ਨੂੰ ਪ੍ਰੇਸ਼ਾਨ ਕੀਤਾ ਹੋਇਆ ਹੈ, ਜਦੋਂ ਸਪਲਾਈ ਚੇਨ ਦੀਆਂ ਮੰਗਾਂ ਅਤੇ ਬਦਲਦੇ ਖਪਤਕਾਰਾਂ ਦੇ ਵਿਵਹਾਰ ਨੇ ਫਰੇਟ ਅਰਥਵਿਵਸਥਾ ਨੂੰ ਤਬਾਹ ਕਰ ਦਿੱਤਾ ਸੀ।

ਜੂਨ ਵਿੱਚ ਐਲਾਨੀਆਂ ਗਈਆਂ ਅਮਰੀਕਾ ਅਤੇ ਮੈਕਸੀਕੋ ਵਿੱਚ ਇਸ ਸੈਕਟਰ ਵਿੱਚ ਛਾਂਟੀਆਂ ਪਹਿਲਾਂ ਹੀ ਲਗਭਗ 9,000 ਫਰੇਟ-ਸੰਬੰਧਿਤ ਕਰਮਚਾਰੀਆਂ ਨੂੰ ਪਾਸੇ ਕਰ ਚੁੱਕੀਆਂ ਹਨ, ਅਤੇ ਇਮੀਗ੍ਰੇਸ਼ਨ ਕਾਰਵਾਈਆਂ (ਰਾਊਂਡਅੱਪ) ਕਾਰਨ ਉਪਲਬਧ ਡਰਾਈਵਰਾਂ ਅਤੇ ਵੇਅਰਹਾਊਸ ਕਾਮਿਆਂ ਦੀ ਗਿਣਤੀ ਘਟਣ ਦੀ ਉਮੀਦ ਹੈ। ਨਵੀਂ ਕਾਨੂੰਨਸ਼ਾਹੀ ਇਮੀਗ੍ਰੇਸ਼ਨ ਲਾਗੂਕਰਨ ਲਈ ਲਗਭਗ 170 ਬਿਲੀਅਨ ਡਾਲਰ ਅਲਾਟ ਕਰਦੀ ਹੈ, ਜਿਸ ਵਿੱਚ ਵਧੇਰੇ ICE ਏਜੰਟ ਅਤੇ ਨਜ਼ਰਬੰਦੀ ਕੇਂਦਰ ਸ਼ਾਮਲ ਹਨ।

ਇਸ ਤੋਂ ਇਲਾਵਾ, ਓਲਫ ਮੈਂਡੇਟ ਸਮਰੱਥਾ ਦੀ ਕਮੀ ਨੂੰ ਤੇਜ਼ ਕਰੇਗਾ। ਕਮਰਸ਼ੀਅਲ ਵਹੀਕਲ ਸੇਫਟੀ ਅਲਾਇੰਸ (Commercial Vehicle Safety Alliance) ਦਾ ਨਵਾਂ ਨਿਯਮ, ਜੋ ਅੰਗਰੇਜ਼ੀ ਮੁਹਾਰਤ ਦੇ ਟੈਸਟਾਂ ਵਿੱਚ ਫੇਲ੍ਹ ਹੋਣ ਵਾਲੇ ਡਰਾਈਵਰਾਂ ਨੂੰ ਸੇਵਾ ਤੋਂ ਬਾਹਰ ਕਰ ਦਿੰਦਾ ਹੈ, ਇੰਟਰਸਟੇਟ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰਜ਼ ਲਾਇਸੈਂਸ (CDL) ਧਾਰਕਾਂ ਦੀ ਗਿਣਤੀ ਵਿੱਚ 40,000 ਤੋਂ 60,000 ਦੀ ਕਮੀ ਕਰ ਸਕਦਾ ਹੈ। ਮੈਕਸੀਕੋ, ਪੂਰਬੀ ਯੂਰਪ ਜਾਂ ਦੱਖਣੀ ਏਸ਼ੀਆ ਤੋਂ ਆਏ ਪ੍ਰਵਾਸੀ, ਜੋ ਅਕਸਰ ਛੋਟੇ ਫਲੀਟਾਂ ਲਈ ਗੱਡੀ ਚਲਾਉਂਦੇ ਹਨ ਜਾਂ ਮਾਲਕ-ਓਪਰੇਟਰ (owner-operators) ਹੁੰਦੇ ਹਨ, ਵੇਅ

ਸਟੇਸ਼ਨਾਂ 'ਤੇ ਲਾਗੂਕਰਨ ਅਤੇ ਗੈਰ-ਨਿਵਾਸੀ (non-doimicled) CDL ਸਮੀਖਿਆਵਾਂ ਦਾ ਸਾਹਮਣਾ ਕਰਦੇ ਹਨ।

ਬਿਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ ਵਿੱਚ ਕਈ ਅਜਿਹੇ ਪ੍ਰਬੰਧ ਹਨ ਜੋ ਇਹ ਯਕੀਨੀ ਬਣਾਉਣਗੇ ਕਿ ਬਹੁਤ ਸਾਰੇ ਪ੍ਰਵਾਸੀ ਡਰਾਈਵਰ ਸੜਕ ਤੋਂ ਬਾਹਰ ਹੋ ਜਾਣ। ਇਹਨਾਂ ਵਿੱਚ ਸ਼ਾਮਲ ਹਨ:

ਸ਼ਰਣ ਅਤੇ ਨਜ਼ਰਬੰਦੀ ਵਿੱਚ ਤਬਦੀਲੀਆਂ: ਵਨ ਬਿਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ ਐਕਟ, H.R. 1, "ਰੀਮੇਨ ਇਨ ਮੈਕਸੀਕੋ" (Remian in Mexico) ਨੀਤੀ ਨੂੰ ਬਹਾਲ ਕਰਨ ਲਈ ਫੰਡ ਅਲਾਟ ਕਰਦਾ ਹੈ, ਜਿਸ ਤਹਿਤ ਸ਼ਰਣ ਮੰਗਣ ਵਾਲਿਆਂ ਨੂੰ ਆਪਣੇ ਦਾਅਵਿਆਂ 'ਤੇ ਕਾਰਵਾਈ ਦੌਰਾਨ ਮੈਕਸੀਕੋ ਵਿੱਚ ਇੰਤਜ਼ਾਰ ਕਰਨਾ ਪਵੇਗਾ। ਇਹ ਤੇਜ਼ੀ ਨਾਲ ਹਟਾਉਣ (expedited removal) ਦੀ ਵਰਤੋਂ ਦਾ ਵਿਸਤਾਰ ਕਰਦਾ ਹੈ, ਜੋ ਖਾਸ ਵਿਅਕਤੀਆਂ ਨੂੰ ਤੇਜ਼ੀ ਨਾਲ ਦੇਸ਼ ਨਿਕਾਲਾ ਦੇਣ ਦੀ ਇਜਾਜ਼ਤ ਦਿੰਦਾ ਹੈ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਅਪਰਾਧਿਕ ਜਾਂ ਸੁਰੱਖਿਆ ਕਾਰਨਾਂ ਕਰਕੇ ਨਾ-ਮਨਜ਼ੂਰ ਮੰਨੇ ਗਏ ਵਿਅਕਤੀ ਸ਼ਾਮਲ ਹਨ। H.R. 1 ਪਰਿਵਾਰਾਂ ਨੂੰ ਨਜ਼ਰਬੰਦ ਕਰਨ 'ਤੇ ਪਿਛਲੀਆਂ ਸੀਮਾਵਾਂ ਨੂੰ ਹਟਾਉਂਦਾ ਹੈ ਅਤੇ ਪ੍ਰਵਾਸੀਆਂ ਲਈ ਸਮੁੱਚੀ ਨਜ਼ਰਬੰਦੀ ਸਮਰੱਥਾ ਨੂੰ ਮਹੱਤਵਪੂਰਨ ਤੌਰ 'ਤੇ ਵਧਾਉਂਦਾ ਹੈ।

ਫੀਸਾਂ: ਬਿੱਲ ਇਮੀਗ੍ਰੇਸ਼ਨ-ਸੰਬੰਧਿਤ ਅਰਜ਼ੀ ਫੀਸਾਂ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਵਾਧੇ ਦਾ ਪ੍ਰਸਤਾਵ ਕਰਦਾ ਹੈ। ਉਦਾਹਰਨਾਂ ਵਿੱਚ ਸ਼ਰਣ ਅਰਜ਼ੀਆਂ ਲਈ \$1,000 ਦੀ ਫੀਸ, ਟੈਂਪੋਰੇਰੀ ਪ੍ਰੋਟੈਕਟਡ ਸਟੇਟਸ (TPS) ਲਈ \$500 ਦੀ ਫੀਸ, ਅਤੇ ਕਾਨੂੰਨੀ ਸਥਾਈ ਨਿਵਾਸੀ (ਗ੍ਰੀਨ ਕਾਰਡ) ਵਜੋਂ ਸਥਿਤੀ ਨੂੰ ਵਿਵਸਥਿਤ ਕਰਨ ਲਈ \$1,500 ਦੀ ਫੀਸ ਸ਼ਾਮਲ ਹਨ।

ਇਮੀਗ੍ਰੇਸ਼ਨ ਪ੍ਰੋਟੈਕਟਡ ਸਟੇਟਸ ਖਤਮ: H.R. 1 ਕਈ ਸਮੂਹਾਂ ਲਈ ਪੈਰੋਲ ਪ੍ਰੋਗਰਾਮਾਂ ਨੂੰ ਖਤਮ ਕਰਦਾ ਹੈ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਕਿਊਬਨ, ਹੈਤੀਅਨ, ਨਿਕਾਰਾਗੁਆਨ, ਵੈਨੇਜ਼ੁਏਲਾ ਅਤੇ ਯੂਕਰੇਨੀ ਸ਼ਾਮਲ ਹਨ।

ਹੋਰ ਪਾਬੰਦੀਆਂ: ਬਿੱਲ ਪੈਰੋਲੀਆਂ, ਟੈਂਪੋਰੇਰੀ ਪ੍ਰੋਟੈਕਟਡ ਸਟੇਟਸ ਧਾਰਕਾਂ, ਅਤੇ ਸ਼ਰਣ ਮੰਗਣ ਵਾਲਿਆਂ ਲਈ ਇਮਪਲਾਇਮੈਂਟ ਅਥਾਰਾਈਜ਼ੇਸ਼ਨ ਡਾਕੂਮੈਂਟਸ (EADs) ਨੂੰ ਰੋਕਦਾ ਹੈ, ਜਦੋਂ ਤੱਕ ਕਾਨੂੰਨੀ ਤੌਰ 'ਤੇ ਲਾਜ਼ਮੀ ਨਾ ਹੋਵੇ, ਜੋ ਸੰਭਾਵੀ ਤੌਰ 'ਤੇ 40,000 ਤੋਂ 80,000 ਡਰਾਈਵਰਾਂ ਨੂੰ ਪ੍ਰਭਾਵਿਤ ਕਰ ਸਕਦਾ ਹੈ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਪੈਰੋਲੀਏ ਸ਼ਾਮਲ ਹਨ ਜੋ EADs 'ਤੇ ਨਿਰਭਰ ਕਰਦੇ ਹਨ। ਪਾਲਣਾ ਨਾ ਕਰਨ 'ਤੇ ਪ੍ਰਤੀ ਕਾਮੇ \$4,473 ਤੱਕ ਦਾ ਜੁਰਮਾਨਾ ਸ਼ਾਮਲ ਹੈ।

ਲੇਬਰ ਡਿਪਾਰਟਮੈਂਟ ਦਾ ਅਨੁਮਾਨ ਹੈ ਕਿ ਅਮਰੀਕਾ ਵਿੱਚ ਘੱਟੋ-ਘੱਟ 700,000 ਪ੍ਰਵਾਸੀ ਡਰਾਈਵਰ ਹਨ, ਅਤੇ ਮਾਹਿਰਾਂ ਦਾ ਕਹਿਣਾ

ਹੈ ਕਿ ਇਹ ਗਿਣਤੀ ਘੱਟ ਹੈ ਕਿਉਂਕਿ ਛੋਟੇ ਫਲੀਟ ਅਤੇ ਮਾਲਕ-ਓਪਰੇਟਰ ਅਕਸਰ ਇਹਨਾਂ ਅੰਕੜਿਆਂ ਵਿੱਚ ਯੋਗਦਾਨ ਨਹੀਂ ਪਾਉਂਦੇ।

ਉਹਨਾਂ ਵਿੱਚੋਂ, ਬਿੱਲ ਕਾਰਨ 50,000 ਤੋਂ 100,000 ਡਰਾਈਵਰਾਂ ਦੇ ਪ੍ਰਭਾਵਿਤ ਹੋਣ ਦੀ ਉਮੀਦ ਹੈ। ਅਤੀਤ ਵਿੱਚ, ਅਮਰੀਕਾ ਵਿੱਚ ਪ੍ਰਵਾਸੀ ਡਰਾਈਵਰਾਂ ਬਾਰੇ ਵੀ ਇਸੇ ਤਰ੍ਹਾਂ ਦੇ ਨਿਯਮ ਰਹੇ ਹਨ, ਪਰ ਅਕਸਰ ਫੰਡਾਂ ਦੀ ਕਮੀ ਕਾਰਨ ਇਹਨਾਂ ਕਾਨੂੰਨਾਂ ਨੂੰ ਨਜ਼ਰਅੰਦਾਜ਼ ਕੀਤਾ ਜਾਂਦਾ ਰਿਹਾ ਹੈ।

H.R. 1 ਤੋਂ ਨਵਾਂ ਪੈਸਾ ਸੰਘੀ ਅਧਿਕਾਰੀਆਂ ਦੀ ਪ੍ਰਵਾਸੀਆਂ ਨੂੰ ਨਜ਼ਰਬੰਦ ਕਰਨ ਅਤੇ ਦੇਸ਼ ਨਿਕਾਲਾ ਦੇਣ ਦੀ ਸਮਰੱਥਾ ਨੂੰ ਨਾਟਕੀ ਢੰਗ ਨਾਲ ਵਧਾ ਦੇਵੇਗਾ। ICE ਕੋਲ 2025-2026 ਵਿੱਚ \$37 ਬਿਲੀਅਨ ਹੋਣਗੇ, ਜੋ ਦੁਨੀਆ ਦੀਆਂ ਕਈ ਫੌਜਾਂ ਨਾਲੋਂ ਵੱਡਾ ਬਜਟ ਹੈ।

ਪ੍ਰਵਾਸੀਆਂ ਪ੍ਰਤੀ ਟਰੰਪ ਪ੍ਰਸ਼ਾਸਨ ਦੀਆਂ ਹੋਰ ਨੀਤੀਆਂ ਵੀ ਡਰਾਈਵਰਾਂ ਦੀ ਗਿਣਤੀ ਨੂੰ ਘਟਾਉਣਗੀਆਂ। ਇਹਨਾਂ ਵਿੱਚ ਸ਼ਾਮਲ ਹਨ:

ਗੈਰ-ਨਿਵਾਸੀ ਛਪਲ: ਗੈਰ-ਨਿਵਾਸੀ CDL ਦੀ FMCSA ਸਮੀਖਿਆ, ਜੋ ਇਮੀਗ੍ਰੇਸ਼ਨ ਪਾਲਣਾ ਦੁਆਰਾ ਚਲਾਈ ਗਈ ਹੈ, 5,000 ਤੋਂ 10,000 ਵਿਦੇਸ਼ੀ ਡਰਾਈਵਰਾਂ ਨੂੰ ਕੰਮ ਤੋਂ ਹਟਾ ਸਕਦੀ ਹੈ, ਮੁੱਖ ਤੌਰ 'ਤੇ ਮੈਕਸੀਕੋ ਅਤੇ ਕੈਨੇਡਾ ਤੋਂ।

ਹੋਰ ਪਾਬੰਦੀਆਂ: ICE ਆਡਿਟ, ਜੋ H.R. 1 ਦੇ ਲਾਗੂਕਰਨ ਫੰਡਾਂ ਦੁਆਰਾ ਸਮਰਥਿਤ ਹਨ, 8,000 ਤੋਂ 12,000 EAD-ਨਿਰਭਰ ਡਰਾਈਵਰਾਂ ਦੀ ਨਿਯੁਕਤੀ ਨੂੰ ਰੋਕ ਸਕਦੇ ਹਨ, ਕਿਉਂਕਿ ਫਲੀਟ ਜੁਰਮਾਨਿਆਂ ਤੋਂ ਬਚਣਾ ਚਾਹੁੰਦੇ ਹਨ।

ਸਰਹੱਦੀ ਲਾਗੂਕਰਨ: ਹਾਈਵੇ ਫੰਡਿੰਗ ਦੀ ਬਜਾਏ ਸਰਹੱਦੀ ਸੁਰੱਖਿਆ ਨੂੰ ਤਰਜੀਹ ਦੇਣਾ ਵੇਅ ਸਟੇਸ਼ਨਾਂ 'ਤੇ ਇਮੀਗ੍ਰੇਸ਼ਨ ਜਾਂਚਾਂ ਨੂੰ ਸਖ਼ਤ ਕਰਦਾ ਹੈ ਅਤੇ ਦੇਰੀ ਕਾਰਨ 2,000 ਤੋਂ 3,000 ਡਰਾਈਵਰਾਂ ਦੀ ਸਮਰੱਥਾ ਦੇ ਨੁਕਸਾਨ ਦਾ ਕਾਰਨ ਬਣੇਗਾ।

ਵਿਸ਼ਲੇਸ਼ਕਾਂ ਅਨੁਸਾਰ, ਪ੍ਰਸ਼ਾਸਨ ਦੇ ਦੇਸ਼ ਨਿਕਾਲਿਆਂ ਲਈ ਉਤਸ਼ਾਹ ਦਾ ਇੱਕ ਮਾਤਾ ਪ੍ਰਭਾਵ ਸ਼ਿਪਰਾਂ ਲਈ ਸਮਰੱਥਾ ਲੱਭਣਾ ਮੁਸ਼ਕਲ ਬਣਾਉਣਾ ਹੋਵੇਗਾ, ਅਤੇ ਇਸ ਨਾਲ ਦਰਾਂ ਵਧਣਗੀਆਂ, ਖਾਸ ਤੌਰ 'ਤੇ ਕਿਉਂਕਿ ਰਿਟੇਲਰਾਂ ਅਤੇ ਸ਼ਿਪਰਾਂ ਨੇ ਕਈ ਤਰ੍ਹਾਂ ਦੀਆਂ ਖਪਤਕਾਰ ਵਸਤੂਆਂ 'ਤੇ ਵਾਅਦਾ ਕੀਤੇ ਗਏ ਟੈਰਿਫ ਤੋਂ ਪਹਿਲਾਂ ਆਪਣੇ ਵੇਅਰਹਾਊਸਾਂ ਵਿੱਚ ਮਾਲ ਦਾ ਭੰਡਾਰ ਕੀਤਾ ਹੈ। ਡੇਟਾ ਸੁਝਾਉਂਦਾ ਹੈ ਕਿ ਦਰਾਂ ਮਹਾਂਮਾਰੀ ਦੇ ਦੌਰ ਦੀਆਂ ਉੱਚੀਆਂ ਦਰਾਂ 'ਤੇ ਵਾਪਸ ਆ ਸਕਦੀਆਂ ਹਨ। ਇਹ ਕੈਰੀਅਰਾਂ ਨੂੰ ਸਰਹੱਦ ਪਾਰ ਅਤੇ ਮਹੱਤਵਪੂਰਨ ਰੂਟਾਂ 'ਤੇ ਬਹੁਤ ਸਾਰੇ ਵਿਕਲਪ ਪ੍ਰਦਾਨ ਕਰੇਗਾ।

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New Immigration Policies Will Sideline Drivers and Decrease Capacity

Recent driver layoffs and potential changes caused by the passage of the Trump administration's "One Big Beautiful Bill Act" are expected to cause tightening capacity in the trucking sector.

Provisions in the administration's English Language Proficiency (ELP) mandate, which took effect in June, combined with more funding for immigration crackdowns from the Big Beautiful Bill, will cause a dwindling number of truck drivers and other workers. Immigrants make up about 20% of America's driver pool.

Some analysts predict the lack of driver availability will cause a crunch on capacity and send freight rates soaring. An uptick in rates could trigger the end of what has been called the Great Freight Recession which has

plagued the U.S. since early 2022 when supply chain demands and changing consumer behavior cratered the freight economy.

Layoffs across the sector in the U.S. and Mexico, announced in June, have already sidelined nearly 9,000 freight-related employees, and immigration roundups are expected to decrease the number of available drivers and warehouse workers. The new legislation allocates about \$170 billion for immigration enforcement, including more ICE agents and detention centers.

In addition, the ELP mandate will accelerate the capacity tightening. The Commercial Vehicle Safety Alliance's new rule to put drivers failing English proficiency tests out of service could cause 40,000 to 60,000 fewer interstate commercial driver's license (CDL) holders. Immigrants from Mexico,

Eastern Europe, or South Asia, who often drive for smaller fleets or are owner-operators, face enforcement at weigh stations and non-domiciled CDL reviews.

The Big Beautiful Bill has several provisions that will ensure many immigrant drivers will be off the road. These include:

Changes to Asylum and Detention: The One Big Beautiful Bill Act, H.R. 1, allocates funding to reinstate the "Remain in Mexico" policy, requiring asylum seekers to wait in Mexico while their claims are processed. It expands the use of expedited removal, allowing for faster deportation of specific individuals, including those deemed inadmissible on criminal or security grounds. H.R. 1 removes prior limits on detaining families and significantly increases overall detention capacity for

immigrants.

Fees: The bill proposes significant increases to immigration-related application fees. Examples include a \$1,000 fee for asylum applications, a \$500 fee for Temporary Protected Status (TPS), and a \$1,500 fee for adjusting status to lawful permanent resident (green card).

Immigration Protected Status Ends: H.R. 1 ends parole programs for several groups, including Cubans, Haitians, Nicaraguans, Venezuelans, and Ukrainians.

Other Restrictions: The bill blocks Employment Authorization Documents (EADs) for parolees, Temporary Protected Status holders, and asylum seekers unless legally mandated, potentially affecting 40,000 to 80,000 drivers, including parolees, who rely on EADs. Non-compliance includes penalties up to \$4,473 per worker.

The Labor Department estimates

there are at least 700,000 immigrant drivers in the U.S., and experts say this number is low because small fleets and owner-operators often don't contribute to these statistics.

Of those, the bill is expected to sideline between 50,000 and 100,000 drivers. In the past, the U.S. has had similar rules regarding immigrant drivers, but far too often, the laws have been ignored due to a lack of funding.

New money from H.R. 1 will dramatically increase the ability of federal officers to detain and deport immigrants. ICE will have \$37 billion in 2025-2026, a larger budget than many of the world's militaries.

Other Trump Administration policies toward immigrants will also decrease the driver pool. These include:

Non-Domiciled CDLs: An FMCSA review of non-domiciled CDLs, driven by immigration compliance, may bench 5,000 to 10,000 foreign drivers, mainly

from Mexico and Canada.

Other Restrictions: ICE audits, backed by H.R. 1's enforcement funds, could deter hiring of 8,000 to 12,000 EAD-dependent drivers, as fleets avoid penalties.

Border Enforcement: Placing a priority on border security instead of highway funding tightens immigration checks at weigh stations and will lead to a loss of 2,000 to 3,000 drivers' worth of capacity through delays.

According to analysts, a side effect of the administration's zeal for deportations will be to make it hard for shippers to find capacity, and this will raise rates, especially since retailers and shippers have stockpiled their warehouses ahead of promised tariffs on a wide variety of consumer items.

Data suggests that rates could return to pandemic-era highs. This will give carriers plenty of options on cross-border and high-profile routes.

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ਨਵੀਆਂ ਟੈਕਸ ਨੀਤੀਆਂ ਅਤੇ ਮੌਜੂਦਾ ਟੈਕਸ ਕਟੌਤੀਆਂ ਦਾ ਸਥਾਈ ਵਿਸਤਾਰ ਰਾਸ਼ਟਰਪਤੀ ਡੋਨਾਲਡ ਟਰੰਪ ਦੀ ਬੁਨਿਆਦੀ ਕਾਨੂੰਨਸ਼ਾਹੀ, 'ਦਿ ਵਨ ਬਿੱਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ ਐਕਟ, H.R. 1' ਦੇ ਪਾਸ ਹੋਣ ਨੂੰ ਉਜਾਗਰ ਕਰਦਾ ਹੈ, ਜਿਸ 'ਤੇ ਜੁਲਾਈ ਵਿੱਚ ਕਾਨੂੰਨ ਵਜੋਂ ਦਸਤਖਤ ਕੀਤੇ ਗਏ ਸਨ। ਵਿਸ਼ਲੇਸ਼ਕਾਂ ਦਾ ਮੰਨਣਾ ਹੈ ਕਿ ਇਹ ਬਿੱਲ ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਨਿਵੇਸ਼ ਨੂੰ ਉਤਸ਼ਾਹਿਤ ਕਰੇਗਾ।

ਜਿਹੜੇ ਪ੍ਰਬੰਧ ਟਰੱਕਿੰਗ ਵਿੱਚ ਮਦਦ ਕਰਨਗੇ, ਉਹਨਾਂ ਵਿੱਚ 100% ਬੋਨਸ ਡੈਪਰੀਸੀਏਸ਼ਨ ਉਪਾਅ ਦੀ ਬਹਾਲੀ ਸ਼ਾਮਲ ਹੈ, ਜੋ ਸਾਲ ਦੇ ਅੰਤ ਵਿੱਚ ਖਤਮ ਹੋਣ ਵਾਲਾ ਸੀ। ਇਸ ਵਿਸਤਾਰ ਦਾ ਮਤਲਬ ਹੈ ਕਿ ਟਰੱਕਾਂ ਅਤੇ ਟ੍ਰੇਲਰਾਂ ਵਰਗੇ ਸਾਜ਼ੋ-ਸਮਾਨ ਨੂੰ ਸਾਜ਼ੋ-ਸਮਾਨ ਦੀ ਪੂਰੀ ਮਿਆਦ ਦੌਰਾਨ ਟੈਕਸ ਰਾਹਤ ਫੈਲਾਉਣ ਦੀ ਬਜਾਏ ਸ਼ੁਰੂਆਤ ਵਿੱਚ ਹੀ ਟੈਕਸ ਲਾਭ ਮਿਲ ਸਕਦਾ ਹੈ।

ਬਿੱਲ ਜਾਇਦਾਦ ਟੈਕਸ (estate tax) ਨੂੰ \$13.9 ਬਿਲੀਅਨ ਤੋਂ ਵਧਾ ਕੇ \$15 ਬਿਲੀਅਨ ਕਰਦਾ ਹੈ, ਜੋ ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਦੀ ਦੌਲਤ ਨੂੰ ਵਧੇਰੇ ਬਰਕਰਾਰ ਰੱਖਣ ਵਿੱਚ ਮਦਦ ਕਰੇਗਾ। ਇਹ 20% ਕੁਆਲੀਫਾਈਡ ਬਿਜ਼ਨਸ ਇਨਕਮ (QBI) ਕਟੌਤੀ ਨੂੰ ਵੀ ਜਾਰੀ ਰੱਖਦਾ ਹੈ।

QBI ਕਟੌਤੀ ਟਰੱਕਿੰਗ ਕੰਪਨੀਆਂ ਅਤੇ ਹੋਰ ਕਾਰੋਬਾਰਾਂ, ਜਿਨ੍ਹਾਂ ਨੂੰ ਸੋਲ ਪ੍ਰੋਪਰਾਈਟਰਸ਼ਿਪਾਂ (sole proprietorships), ਭਾਈਵਾਲੀਆਂ (partnerships), ਜਾਂ ਐਸ ਕਾਰਪੋਰੇਸ਼ਨਾਂ (S

corporations) ਵਜੋਂ ਸ਼੍ਰੇਣੀਬੱਧ ਕੀਤਾ ਗਿਆ ਹੈ, ਨੂੰ ਵੱਡੀਆਂ ਕਟੌਤੀਆਂ ਵਾਲੀਆਂ ਵੱਡੀਆਂ ਕਾਰਪੋਰੇਸ਼ਨਾਂ ਦੇ ਮੁਕਾਬਲੇ ਟੈਕਸ ਸੰਬੰਧੀ ਨੁਕਸਾਨ ਤੋਂ ਬਚਣ ਦੇ ਯੋਗ ਬਣਾਉਂਦੀ ਹੈ। ਨਵਾਂ ਥਰੀ ਪ੍ਰਬੰਧ ਕਟੌਤੀ ਲਈ ਯੋਗਤਾ ਦਾ ਵਿਸਤਾਰ ਕਰਦਾ ਹੈ ਅਤੇ ਕੁਝ ਖਾਸ ਥਰੀ ਪੱਧਰਾਂ ਵਾਲੇ ਕਾਰੋਬਾਰਾਂ ਨੂੰ \$400 ਦੀ ਮਹਿੰਗਾਈ ਅਨੁਸਾਰ ਵਿਵਸਥਿਤ ਕੀਤੀ ਗਈ ਘੱਟੋ-ਘੱਟ ਕਟੌਤੀ ਦਿੰਦਾ ਹੈ।

H.R. 1 ਸਿੱਖਿਆ ਬਚਤ ਯੋਜਨਾਵਾਂ ਦਾ ਵਿਸਤਾਰ ਕਰਕੇ, ਟਰੱਕ ਡਰਾਈਵਰ ਸਿਖਲਾਈ ਦੇ ਖਰਚਿਆਂ ਨੂੰ ਕਵਰ ਕਰਨ ਲਈ, ਨਵੇਂ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਲਈ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰ ਲਾਇਸੈਂਸ (CDL) ਪ੍ਰਾਪਤ ਕਰਨਾ ਵੀ ਆਸਾਨ ਬਣਾਉਂਦਾ ਹੈ।

ਉਦਯੋਗ ਦੇ ਆਗੂ ਲਗਭਗ ਸਰਬਸੰਮਤੀ ਨਾਲ ਨਵੀਂ ਕਾਨੂੰਨਸ਼ਾਹੀ ਦੀ ਸ਼ਲਾਘਾ ਕਰ ਰਹੇ ਸਨ। ਹਾਲਾਂਕਿ, ਓਨਰ-ਓਪਰੇਟਰਜ਼ ਇੰਡੀਪੈਂਡੈਂਟ ਡਰਾਈਵਰਜ਼ ਐਸੋਸੀਏਸ਼ਨ (OIDA) ਨੇ ਨਿਰਾਸ਼ਾ ਪ੍ਰਗਟਾਈ ਕਿ ਡਰਾਈਵਰਾਂ ਨੂੰ “ਓਵਰਟਾਈਮ ‘ਤੇ ਕੋਈ ਟੈਕਸ ਨਹੀਂ” ਨਿਯਮ ਵਿੱਚ ਸ਼ਾਮਲ ਨਹੀਂ ਕੀਤਾ ਗਿਆ ਜੋ ਬਿੱਲ ਵਿੱਚ ਸ਼ਾਮਲ ਹੈ।

ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਓਵਰਟਾਈਮ ਦੀ ਕੋਈ ਲੋੜ ਨਹੀਂ ਹੈ, ਅਤੇ ਇਹ ਬਿੱਲ ਉਸ ਓਵਰਟਾਈਮ ‘ਤੇ ਟੈਕਸ ਲਗਾਉਣਾ ਨਹੀਂ ਰੋਕਦਾ ਜੋ ਮਾਲਕ ਆਪਣੀ ਮਰਜ਼ੀ ਨਾਲ ਅਦਾ ਕਰਦੇ ਹਨ।

“ਬਦਕਿਸਮਤੀ ਨਾਲ, ਟਰੱਕਰ ‘ਦਿ ਵਨ ਬਿੱਗ ਬਿਊਟੀਫੁੱਲ ਬਿੱਲ’ ਵਿੱਚ ਇਸ ਮੁੱਖ ਪ੍ਰਬੰਧ ਤੋਂ ਲਾਭ ਪ੍ਰਾਪਤ ਨਹੀਂ ਕਰਨਗੇ। ਕਾਂਗਰਸ ਲਈ ਇਹ ਸਮਾਂ ਹੈ ਕਿ ਉਹ ਦੋ-ਪੱਖੀ ਘੋਨ ਟਰੱਕਰ ਐਕਟ ਪਾਸ ਕਰਕੇ ਲਗਭਗ ਸਦੀ ਪੁਰਾਣੀ ਗਲਤੀ ਨੂੰ ਸੁਧਾਰੇ ਅਤੇ ਇਹ ਯਕੀਨੀ ਬਣਾਵੇ ਕਿ ਟਰੱਕਰ ਓਵਰਟਾਈਮ ਤਨਖਾਹ ਅਤੇ ਦੂਜੇ ਬਲੂ-ਕਾਲਰ ਵਰਕਰਾਂ (blue-collar workers) ਨੂੰ ਦਿੱਤੀ ਗਈ ਟੈਕਸ ਰਾਹਤ ਦੋਵਾਂ ਲਈ ਯੋਗ ਹੋਣ,” OOIDA ਦੇ ਪ੍ਰਧਾਨ ਟੌਡ ਸਪੈਂਸਰ (Todd Spencer) ਨੇ ਇੱਕ ਪ੍ਰੈਸ ਰਿਲੀਜ਼ ਵਿੱਚ ਕਿਹਾ।

ਅਮੈਰੀਕਨ ਟਰੱਕਿੰਗ ਐਸੋਸੀਏਸ਼ਨਜ਼ (ATA) ਨੇ ਕਾਨੂੰਨਸ਼ਾਹੀ ਦਾ ਸਮਰਥਨ ਕੀਤਾ। ATA ਕੈਰੀਅਰਾਂ, ਮੂਵਿੰਗ ਅਤੇ ਸਟੋਰੇਜ ਕੰਪਨੀਆਂ, ਅਤੇ ਟਰੱਕਿੰਗ ਸਪਲਾਇਰਾਂ ਦੀ ਪ੍ਰਤੀਨਿਧਤਾ ਕਰਦਾ ਹੈ।

ATA ਦੇ ਪ੍ਰਧਾਨ ਚਿਰਸ ਸਪੀਅਰ (Chirs Spear) ਕਾਨੂੰਨਸ਼ਾਹੀ ਤੋਂ ਖੁਸ਼ ਸਨ। ਇੱਕ ਪ੍ਰੈਸ ਰਿਲੀਜ਼ ਵਿੱਚ, ਉਨ੍ਹਾਂ ਕਿਹਾ, “ਮੋਟਰ ਕੈਰੀਅਰਾਂ (Motor carriers), ਜਿਨ੍ਹਾਂ ਵਿੱਚੋਂ ਬਹੁਤ ਵੱਡੀ ਬਹੁਗਿਣਤੀ ਛੋਟੇ ਕਾਰੋਬਾਰ ਹਨ ਜੋ ਦਸ ਜਾਂ ਇਸ ਤੋਂ ਘੱਟ ਟਰੱਕ ਚਲਾਉਂਦੇ ਹਨ, ਕੋਲ ਹੁਣ ਭਵਿੱਖ ਲਈ ਯੋਜਨਾ ਬਣਾਉਣ, ਚੰਗੀਆਂ ਤਨਖਾਹਾਂ ਵਾਲੀਆਂ ਨੌਕਰੀਆਂ ਪ੍ਰਦਾਨ ਕਰਨਾ ਜਾਰੀ ਰੱਖਣ, ਅਤੇ ਸਾਜ਼ੋ-ਸਮਾਨ ਨੂੰ ਅੱਪਗ੍ਰੇਡ ਕਰਨ ਦੀ ਸਮਰੱਥਾ ਹੋਵੇਗੀ।”



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Big Beautiful Bill Tax Provisions Could Boost Trucking Industry Investment

New tax policies and a permanent extension of existing tax cuts highlight the passage of President Donald Trump's cornerstone legislation, The One Big Beautiful Bill Act, H.R. 1, which was signed into law in July. Analysts believe the bill will spur investment in the trucking industry.

Among the provisions that will help trucking is the restoration of a 100% bonus depreciation measure, which would have ended at the end of the year. The extension means that equipment such as trucks and trailers can get an upfront tax break rather than having tax relief spread out over the life of the equipment.

The bill increases the estate tax from \$13.9 billion to \$15 billion, which will help retain more of the trucking industry's wealth. It also continues the 20% qualified business income (QBI) deduction.

The QBI deduction enables trucking companies and other businesses

classified as sole proprietorships, partnerships, or S corporations to avoid a tax disadvantage compared to large corporations with larger deductions. The new QBI provision expands eligibility for the deduction and gives businesses with certain QBI levels an inflation-adjusted minimum deduction of \$400.

H.R. 1 also makes it easier for new truck drivers to obtain a commercial driver's license by expanding education savings plans to cover expenses for truck driver training.

Industry leaders were almost unanimous in applauding the new legislation. However, the Owner-Operators Independent Drivers Association (OOIDA) expressed disappointment that drivers were not included in the "no tax on overtime" rule that is included in the bill.

The trucking industry does not have an overtime requirement, and the bill does not stop taxation on overtime that

employers voluntarily pay.

"Unfortunately, truckers won't benefit from this key provision in the One Big Beautiful Bill. It's time for Congress to fix a nearly century-old oversight by passing the bipartisan GOT Truckers Act and ensure truckers are eligible for both overtime pay and the tax relief extended to other blue-collar workers," said OOIDA President Todd Spencer in a press release.

The American Trucking Associations (ATA) supported the legislation. ATA represents carriers, moving and storage companies, and trucking suppliers.

ATA President Chris Spear was pleased with the legislation. In a press release, he said, "Motor carriers, the overwhelming majority of which are small businesses that operate ten trucks or fewer, will now have the ability to plan for the future, continue to provide good-paying jobs, and upgrade equipment."



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C.H. ROBINSON

C.H. Robinson Asks SCOTUS for Clarity on Broker Liability Issue

Freight logistics company C.H. Robinson is once again looking to the U.S. Supreme Court (SCOTUS) to finally settle the issue of broker liability by filing a response in the case of *Montgomery v. Caribe Transport II LLC*, asking the high court to affirm federal preemption of state negligent selection claims against brokers.

In other words, C.H. Robinson wants the court to decide once and for all whether third-party brokers can be held liable when a carrier they hired is involved in an accident. They argue that such claims are preempted by the Federal Aviation Administration Authorization Act (FAAAA) of 1994

which prohibits states from enforcing laws that interfere with a carrier's price, route or service.

“Preemption of state negligent selection claims against freight brokers is consistent with federal law—its text, legislative history, and prior decisions of the Supreme Court,” the company said in its filing. “It preserves competition in the industry and ensures the free flow of interstate commerce.”

The *Montgomery* case involves a 2017 crash in Illinois between a motorist and a truck driven by Caribe that was brokered by Robinson. The injured driver, Shawn Montgomery sued Robinson, claiming the company

should be held liable because of an alleged agency relationship between Robinson and Caribe.

Two courts, including the U.S. District Court for the Southern District of Illinois and the U.S. Court of Appeals for the 7th Circuit, disagreed with Montgomery's argument, finding that Caribe operated as an independent contractor and not as Robinson's agent. They ruled that a broker had no control over the manner of delivery of freight, an important element in establishing agency.

Judge Staci M. Yandle of the district court wrote that “undisputed evidence shows that Caribe and [its driver]

Varela-Mojena were not Robinson's agents and vicarious liability does not attach."

The decisions from the courts reaffirmed previous judgements protecting brokers from state liability claims under the FAAAA. But since the appeals court had already ruled similarly in another case, the decision did not create a nationwide precedent, which is why Robinson is asking the high court to finally clarify the issue.

Currently there can be no precedent because different appeals courts have ruled differently on similar cases. Both the 7th and 11th Circuits have usually sided with brokers while the 9th Circuit has viewed the FAAAA skeptically and have not given preemption to brokers.

In *Montgomery v. Caribe*, both

plaintiff and defendant have expressed interest in having the Court make a final decision on the issue. Their petition joins other cases like *Gauthier v. TQL*, that still lack clarity.

A similar case occurred in Georgia when freight broker Total Quality Logistics selected motor carrier Hard to Stop LLC and its driver Ronald Bernard Shingles to carry farm products to a customer.

Distracted and driving a truck with faulty brakes, Mr. Shingles missed his turn into the plant and when he made an illegal U-turn on the highway he blocked several lanes of traffic. Peter Gauthier, who was driving on that Georgia road at the same time, was unable to avoid hitting the truck and died because of his injuries.

Gauthier's wife sued Total Quality, claiming they hired the driver and should be held liable for the accident. A district court dismissed the case, arguing the FAAAA preempted the broker's liability. The 11th Circuit ended up concurring with the decision.

If the Supreme Court does decide to review the F4A, the justices would not be asked to rule on the heart of the law: the requirement that states take no action that would impact a transportation "price, route or service," also known as the preemption clause. There are no conflicting circuit decisions on that part of the law.

"Now is the time for this Court to provide certainty to the industry by resolving the conflict between the circuits," said C.H. Robinson in its filing.



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NMFTA Framework Looks to Combat Cyber-Enabled Cargo Theft

Ever increasing sophistication in the ways thieves digitally steal cargo from truckers has prompted a more serious discussion within the trucking industry leading the National Motor Freight Traffic Association (NMFTA) to issue a framework to help carriers and brokers thwart such attempts.

The Cybersecurity Cargo Crime Reductions Framework provides a guide for industry stakeholders to look for red flags to reduce theft risk with a focus on the use of layered

security and collaboration. The group notes the framework was created as a collaborative effort among many groups in the industry.

“We dealt with a lot of people—whether they were previous contacts, law enforcement, friends—that have been around the industry and understand what the problem is,” said Artie Crawford, cybersecurity director at NMFTA. “We solicited a lot of background information just so we could wrap our head around the problem.”

The 34-page document has sections on several topics including the role of organized crime, identity theft and the exploitation of telematics and technology in thefts. The conclusion is optimistic that with increased diligence and staying one step ahead of thieves the industry can mitigate the problem.

In the report’s conclusion, NMFTA says, “Cyber-enabled cargo theft is a dynamic and complex threat, but it is not insurmountable. This guide has illustrated that effective prevention requires a holistic, layered

defense encompassing cybersecurity, operational safeguards, and physical security measures.”

Important to the framework are best practices for recognizing fraud such as fake carrier profiles or misleading dispatches. It also covers implementation of layered defenses across telematics, authentication and personnel training. Collaboration with other partners to track threats and report incidents is primary to the framework.

“In the framework, we talk about something called convergence,” said Crawford. “We talk about the convergence between cybersecurity, operational security and physical security. Each one of those, by itself, won’t solve the problem. For instance—and I’ll just take the most obvious one—we can have the best gates, guards and guns in physical security. We’re still going to lose loads because we didn’t take advantage of the other two.”

Cargo theft in recent years has drawn scrutiny from the federal government with bipartisan House and Senate investigations. A recent bill sponsored by Charles Grassley (R-Iowa) and Catherine Cortez Masto (D-Nevada) looks “to crack down on flash mob robberies and intricate retail theft schemes.”

“Retail crime has cost Iowa billions, and it’s even worse across the nation. Organized theft rings deploy innovative tactics to pilfer goods, and it’s causing financial harm to businesses, putting employees and consumers at risk and funding transnational criminal organizations throughout the world. It’s time for the law to catch up and prevent criminals from exploiting the internet and online marketplaces. Our bill improves the federal response to organized retail crime and establishes new tools to recover stolen goods and illicit proceeds, and deter future attacks on American retailers,” said Grassley.

Recent data shows that cargo theft has increased with a 27% jump in 2024 with an estimated \$455 million in losses. Much of that is driven by more sophisticated cybersecurity crimes. Asset monitoring company GearTrack and fleet management specialist Truckstop have developed tools and more detailed reports to help their customers battle the problem.

“Cargo theft is no longer confined to stolen trailers or broken seals,” said

Joe Ohr, chief operating officer for NMFTA. “Criminals are increasingly using cyber tactics to impersonate drivers, falsify load documents, exploit digital load boards and reroute shipments. These tech-driven schemes are harder to detect—and far more costly.”

The NMFTA framework can be downloaded from the organization’s website.

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Trump Administration Deregulation of Emissions Standards Creates Uncertainty in the Electric Truck Market

A push for deregulation and a drawing back of efforts to mitigate climate change have left the movement toward battery-electric trucks (EVs) in limbo. The markets were only beginning to emerge as several manufacturers moved to build electric vehicles on a broader scale. Elon Musk's Tesla was even starting to put more of its EV Semis on the road.

President Trump's One Big Beautiful Bill has moved away from any federal government subsidies for the purchasing of EVs, though some

manufacturing tax credits remain, and has cut Biden era emissions standards that had been slowly taking effect.

The administration has been successful in eliminating California's Clean Air Act waiver which allowed stronger vehicle emissions standards and an electric vehicle sales mandate in the state. In May, Congress ruled that California would be unable to set its own standards.

At the time, EPA director Lee Zeldin said, "We are glad to see that Congress recognized the truth, that

EPA's California waivers are rules that would create a negative impact on all Americans by driving up costs while limiting consumer choice, and acted accordingly."

The American Trucking Associations (ATA) support the deregulation. "The Advanced Clean Truck rule was really setting the industry up for failure," said Patrick Kelly, ATA's vice president of energy and environmental affairs. "There's just not the infrastructure or the ability for trucking fleets to adopt that many electric trucks."

California, and other states that follow its lead on the environment, have sued the Trump administration over those emissions regulations.

Not all is lost, however, in the EV world. The legislation didn't cut the tax credits for manufacturers that were part of Biden era legislation, as some had forecasted. These tax incentives have brought down prices for automakers, battery builders, and critical mineral miners who are all part of creating electric vehicles on a mass scale.

But, according to analysts, the bill does make some changes to the manufacturing credit program that increase requirements for domestically manufactured components, which will likely make it harder for some in the EV supply chain to qualify because many parts are produced overseas.

Before the One Big Beautiful Bill, Trump's day-one executive order, "Unleashing American Energy," began the process of eliminating electric vehicle mandates and promoting "true consumer choice."

The executive order directed the EPA to reconsider its climate change endangerment findings in 2009 that climate change was a danger to the U.S. and cutting fossil fuel usage was essential. If those findings are overturned, greenhouse gas emissions would no longer be considered pollutants and no longer would be regulated by EPA under the Clean Air Act.

The regulatory changes have left major trucking companies and fleet managers uncertain about how to proceed. Either continue to modernize with new EVs or scrap those ideas and buy only diesel or some variation of the two approaches. For many carriers the decision will be easy considering conventional trucks cost

far less than their EV contemporaries.

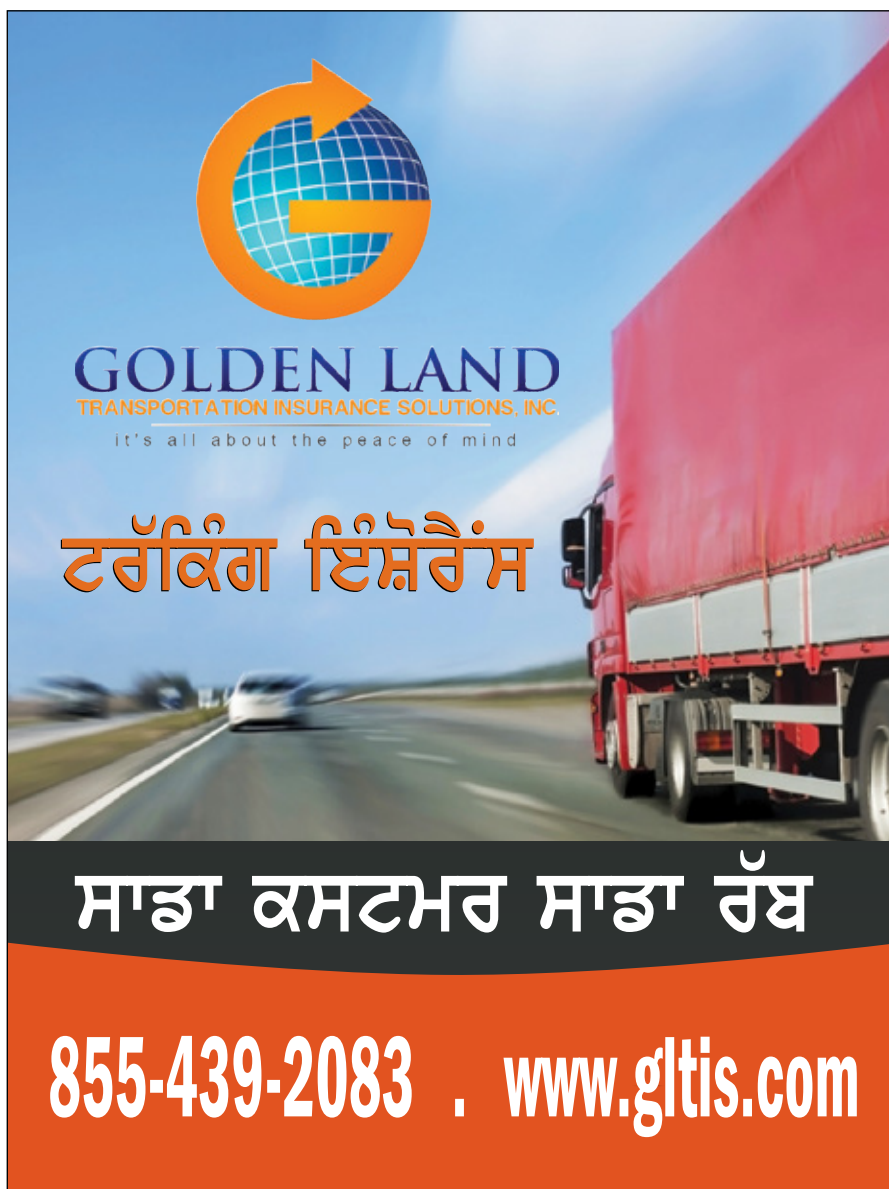
Some analysts believe the industry supports the regulatory moves and that fleets who have introduced EVs will limit them in number. But several engine manufacturers said they will continue plans to develop electric models.

Daimler Truck North America, maker of the heavy-duty Freightliner eCascadia and other electric models, continue the goals they have set on decarbonization.

"All previously communicated plans remain unchanged," said a

statement from the company. "We are committed to adhering to the requirements established by the EPA and will continue to develop our product strategy in alignment with these standards, providing a robust lineup of engines that meet both GHG [greenhouse gas] and NOx regulations."

Likewise, Volvo Group North America continues investments in battery-electric, hydrogen fuel cell electric and combustion engine vehicles "regardless of the pace of regulatory change," said John Mies, vice president of communications.



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FMCSA Administrator Nominee Derek Barrs Makes First Congressional Appearance



In a closely watched hearing this week, Derek Barrs, nominee for Administrator of the Federal Motor Carrier Safety Administration (FMCSA), made his first formal appearance before Congress. Barrs, a former state trooper and veteran commercial vehicle enforcement official, outlined his vision for improving highway safety while balancing the needs of America’s trucking industry.

During his testimony, Barr emphasized a “common-sense enforcement approach” focused on addressing high-risk carriers, tackling freight fraud, and improving driver safety programs. He pledged

to modernize FMCSA technology systems and enhance data accuracy in carrier safety ratings, long-standing concerns for many trucking stakeholders.

Lawmakers pressed Barrs on rising concerns in the industry, including:

Double brokering scams and carrier identity theft

High driver turnover and mental health challenges

Small fleet impacts from new emissions and insurance mandates.

Barrs acknowledged the

economic pressures facing drivers and small carriers, promising greater transparency in FMCSA rulemaking and closer dialogue with industry leaders.

“Safe highways and a strong trucking economy are not opposing goals — we can achieve both,” Barrs told the committee.

If confirmed, Barrs is expected to lead FMCSA at a pivotal time, as the agency tackles issues like autonomous trucking, broker transparency reform, and E-commerce-driven freight shifts. A confirmation vote is expected in the coming weeks.



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Pro-Trucker Package' Addresses Parking and Unlawful Brokering

A program from the Department of Transportation (DOT) seeks to improve trucking through deregulation and addressing driver concerns. “The Pro-Trucker Package,” announced in late June, includes tackling important issues such as truck parking, unlawful brokering, and hours-of-service flexibility.

Truck Parking

Parking has long been a problem for drivers on the nation’s highways

and governments have been slow to deal with the issue with only occasional improvements. In 2012, Jason’s Law, passed after the death of Jason Rivenburg, who was murdered while parked at an abandoned gas station, created a driver survey that showed there was not enough parking available.

Despite that, little has been done. That may be changing, however, with renewed support for a bill first

proposed in 2020 which commits significant new money toward parking. The Truck Parking Safety Improvement Act spends \$755 million on projects for public parking access for truck drivers. The bill, however, has lingered in Congress.

The bipartisan bill has been reintroduced by its author, Mike Bost (R-Illinois) with co-sponsorship from Rep. Angie Craig (D-Minnesota), Pete Stauber (R-Minnesota) and Salud

Carbajal (D-California).

"I grew up in a family trucking business," said Bost. "I know firsthand how difficult, and oftentimes dangerous, it can be when America's truckers are forced to push that extra mile in search of a safe place to park. By expanding access to parking options for truckers, we are making our roads safer for all commuters and ensuring that goods and supplies are shipped to market in the most efficient way possible. This is a matter of public safety for everyone; and I'm committed to do all I can to drive this legislation over the finish line."

Unlawful Brokering

Another area of concern for truckers is the ongoing fight against unlawful brokering. DOT said it was committed to rulemaking that would enforce broker transparency rules.

"To promote fairness and stability of the industry, FMCSA is renewing its focus on combating unlawful double brokering—a practice that directly harms drivers," said DOT. "That includes reviewing the entire portfolio of regulatory actions listed in the Fall 2024 Unified Agenda (regulatory future actions), including the broker transparency rulemaking proposal."

The Owner-Operator Independent Drivers Association (OOIDA) has long been an advocate for increasing broker transparency and OOIDA Executive Vice President Lewie Pugh has been a regular in congressional hearings on the issue.

"As motor carriers are increasingly victimized by freight fraud, unpaid claims, dubious charges, unpaid loads and double brokered loads, the current lack of transparency has left them little to no means to defend themselves from these schemes," said Pugh at a recent Congressional hearing.

Pugh said that small business truckers are sometimes "swindled by

unscrupulous brokers." He blames these problems on several factors including low freight rates, over capacity and increased competition.

"Advanced technology and lack of federal oversight and enforcement has also created an environment where fraudulent actors can thrive. Unfortunately, small trucker businesses are particularly susceptible



to fraud and are unlikely to recover from it," continued Pugh.

Under the Biden administration, the Federal Motor Carrier Safety Administration (FMCSA) issued a notice of proposed rulemaking regarding broker transparency last year. That comment period ended in March with about 6,900 comments. Truckers said that broker transparency would promote fairness, while brokers argued that the regulations are outdated and "un-American."

According to current DOT officials, the broker transparency rulemaking is still on the agenda for future action.

Hours-of-Service Flexibility

Trucking organizations, including the OOIDA have been pressing for federal action on making hours-of-

service rules more flexible. They want provisions that would allow truck drivers to pause their clock for up to three hours and use split sleeper berth options of 6/4 and 5/5.

In a March hearing, Pugh said, "This 'split-duty period' would provide truckers greater flexibility to rest when they're tired and avoid factors that make driving unsafe. A split-duty period would not increase maximum driving time, maximum on-duty time or decrease minimum off-duty rest periods between shifts.

Additionally, drivers would have more chances to get sufficient rest and would not be as pressured to beat the 14-hour clock. This would result in positive outcomes for driver health and highway safety."

To that end, DOT has announced plans to launch two pilot programs that will test those specifics.

"To improve driver working conditions and quality of life, FMCSA is launching two new pilot programs to study increased flexibility in hours-of-service regulations," said DOT. "The goal for each pilot is to gather data on whether giving drivers more control over their schedules can improve rest and enhance safety."

OOIDA would also like to see passage of the Guaranteeing Overtime for Truckers Act to stop shippers and receivers from trying to take advantage of drivers' inability to pause their clock by making them wait for hours. OOIDA said that for the provisions to work properly, drivers must be in control of when they can pause their clock.

The Pro-Trucker Package also includes initiatives aimed at withdrawing speed limiter rulemaking, improving FMCSA's driver resource page, reform DataQ's, modernize the National Consumer Complaint Database, and maintaining the exemption for pre-2000 engines.



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Texas Hold'Em Program Cracks Down on Drivers Smuggling Drugs and People

A partnership between U.S. Customs and Border Protection (CBP) and the Texas Department of Public Safety has resulted in over 1,000 truck drivers losing their commercial driver's licenses (CDLs) because of smuggling people and drugs across the border with Mexico.

The Texas Hold'Em Initiative began in 2008. Under the initiative, when a holder of a CDL from any state is convicted by the feds of smuggling drugs or people or both into the U.S. their CDL is revoked for the rest of

their life.

"It does not matter what state the CDL was issued, if they are caught and convicted of smuggling in the state of Texas, they lose their CDL for life," said Tomas Carrillo Jr., a CBP supervisor in Laredo. Already in 2025, 141 drivers have permanently lost their CDLs for smuggling. Carrillo noted that Texas is the only state with such a program because of a provision in the state's laws.

According to CBP, the program was created "to improve border security by implementing consequences on

commercial drivers convicted of human and/or narcotic smuggling." Laredo is a key checkpoint for goods entering or leaving the U.S. with more than 40% of commercial trade between the U.S. and Mexico crossing there.

"Due to Laredo being one of the busiest land ports, there are commercial drivers that come from all over the United States," said Carrillo. "These drivers may or may not be aware of transnational criminal organizations trying to recruit them to smuggle. This is why outreach and education about the Texas Hold'Em

Initiative is paramount.”

The Laredo CBP at Laredo has canceled 1,053 CDLs since the program’s beginning. 848 because of convictions for human smuggling, while the rest came from drivers smuggling drugs. Drivers from states such as Alabama, Arkansas, California, Florida, Georgia, Kansas, Louisiana, Michigan, Mississippi, Nebraska, New Mexico, North Carolina, Ohio, Oklahoma, South Carolina and Tennessee as well as Texas have lost their CDL’s.

Criminals, traffickers and smugglers often approach drivers in rest areas or truck stops and attempt to lure them into smuggling for them. Agents for CBP provide weekly outreach to truckers with educational information about how to avoid dealing with smugglers and the penalties such

interactions can carry.

“An increase in communication and shared information between law enforcement agencies and transportation stakeholders has proven to be a great success for the program,” said CBP.

Often smugglers will attempt to deceive a driver and place drugs or people into a truck without the driver’s knowledge. New imaging equipment used by CBP can detect humans inside a truck or trailer.

CBP advises drivers to follow these procedures if they plan on crossing the border:

Check bills and bills of lading to verify all information is correct.

Pay attention during daily

inspections to trailer weight and any discrepancies that could indicate suspicious activity with the vehicle.

Always padlock trailers, even when empty.

Before departure, inspect toolboxes, side cab compartments, external storage areas and external windjammer openings for signs of disruption, such as smudges or footprints.

Lock all doors, including cabin doors, before leaving a cab unattended.

When returning to a vehicle, check closets, storage compartments, cabinets, under-bed storage and bunk bed areas. Any disturbed or missing items could signal an intruder has entered a truck cab.



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DOT to Implement AI to Fight Trucking Industry Fraud

Targeting issues such as double brokering, virtual addresses, and illegal sale of motor carrier numbers, the Department of Transportation (DOT) has announced an initiative to help prevent carrier identity fraud with new AI (artificial intelligence) tools.

The new initiative is part of an executive order, “Enforcing Common Sense Rules of the Road for America’s Truck Drivers,” signed by President Trump, which also supports a nationwide audit of non-domiciled CDLs to fight fraudulent CDL licensing practices.

Perpetrators of identity fraud exploit the current system and use stolen credentials and fake documents to get motor carrier individual numbers, which enables them to engage in double brokering by posing as legitimate carriers to subcontract loads, leaving legitimate businesses unpaid.

Double brokering in the trucking industry, which is the illegal practice

of re-brokering a load without proper authorization, can cost the industry millions of dollars annually. While the direct financial losses from individual scams can vary, the aggregate cost is substantial and can involve fines, legal fees and reputational damage.

This type of fraud is widespread, with criminals stealing carriers’ profiles to divert payments or secure contracts. The lack of biometric or multi-factor authentication, which has become commonplace in banking and e-commerce, is hampering the industry, allowing repeat offenders to re-enter under different names.

There are new ways to combat such fraud. Private companies have developed innovative solutions such as real-time carrier monitoring and fraud detection software. Other software provides onboarding and risk assessment to verify a motor carrier’s identity.

But while these tools are helpful, the federal system needs upgrading.

To this end, new Department of Labor Secretary Sean Duffy has advocated for a focus on AI for safety and efficiency. He believes AI can significantly improve safety and operational efficiency within the transportation industry, particularly in areas like detecting and analyzing patterns related to freight fraud.

Duffy further argues that AI can help modernize aging transportation infrastructure, citing its potential to accelerate the review of grant agreements and streamline bureaucratic processes within the Department of Transportation.

Duffy’s strategy aims to anticipate future threats by integrating AI, enhancing data security, and collaborating with law enforcement to establish new fraud prevention standards. According to Duffy, the use of AI, law enforcement partnerships, and reform of outdated regulations or those that harm trucking companies will be addressed.



ਆਵਾਜਾਈ ਵਿਭਾਗ (DOT) ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਨ ਲਈ ਅੀ ਲਾਗੂ ਕਰੇਗਾ

ਡਬਲ ਬ੍ਰੇਕਿੰਗ, ਵਰਚੁਅਲ ਪਤੇ, ਅਤੇ ਮੋਟਰ ਕੈਰੀਅਰ ਨੰਬਰਾਂ ਦੀ ਗੈਰ-ਕਾਨੂੰਨੀ ਵਿਕਰੀ ਵਰਗੇ ਮੁੱਦਿਆਂ ਨੂੰ ਨਿਸ਼ਾਨਾ ਬਣਾਉਂਦੇ ਹੋਏ, ਆਵਾਜਾਈ ਵਿਭਾਗ (Department of Transportation - DOT) ਨੇ ਨਵੇਂ ਅੀ (ਨਕਲੀ ਬੁੱਧੀ) ਟੂਲਜ਼ ਨਾਲ ਕੈਰੀਅਰ ਪਛਾਣ ਧੋਖਾਧੜੀ ਨੂੰ ਰੋਕਣ ਵਿੱਚ ਮਦਦ ਕਰਨ ਲਈ ਇੱਕ ਪਹਿਲਕਦਮੀ ਦਾ ਐਲਾਨ ਕੀਤਾ ਹੈ।

ਇਹ ਨਵੀਂ ਪਹਿਲਕਦਮੀ ਰਾਸ਼ਟਰਪਤੀ ਟਰੰਪ ਦੁਆਰਾ ਹਸਤਾਖਰ ਕੀਤੇ ਗਏ ਕਾਰਜਕਾਰੀ ਆਦੇਸ਼ "ਅਮਰੀਕਾ ਦੇ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਲਈ ਸੜਕ ਦੇ ਆਮ ਨਿਯਮਾਂ ਨੂੰ ਲਾਗੂ ਕਰਨਾ" ਦਾ ਹਿੱਸਾ ਹੈ, ਜੋ ਧੋਖਾਧੜੀ ਵਾਲੇ CDL ਲਾਇਸੈਂਸਿੰਗ ਅਮਲਾਂ ਨਾਲ ਲੜਨ ਲਈ ਗੈਰ-ਨਿਵਾਸੀ CDLs ਦੇ ਦੇਸ਼ ਵਿਆਪੀ ਆਡਿਟ ਦਾ ਵੀ ਸਮਰਥਨ ਕਰਦਾ ਹੈ।

ਪਛਾਣ ਧੋਖਾਧੜੀ ਕਰਨ ਵਾਲੇ ਮੌਜੂਦਾ ਪ੍ਰਣਾਲੀ ਦਾ ਫਾਇਦਾ ਉਠਾਉਂਦੇ ਹਨ ਅਤੇ ਚੋਰੀ ਹੋਏ ਪ੍ਰਮਾਣ ਪੱਤਰਾਂ ਅਤੇ ਜਾਅਲੀ ਦਸਤਾਵੇਜ਼ਾਂ ਦੀ ਵਰਤੋਂ ਕਰਕੇ ਮੋਟਰ ਕੈਰੀਅਰ ਦੇ ਵਿਅਕਤੀਗਤ ਨੰਬਰ ਪ੍ਰਾਪਤ ਕਰਦੇ ਹਨ, ਜੋ ਉਨ੍ਹਾਂ ਨੂੰ ਜਾਇਜ਼ ਕੈਰੀਅਰਾਂ ਵਜੋਂ ਪੇਸ਼ ਹੋ ਕੇ ਲੋਡਾਂ ਨੂੰ ਅੱਗੇ ਠੇਕੇ

'ਤੇ ਦੇ ਕੇ ਡਬਲ ਬ੍ਰੇਕਿੰਗ ਵਿੱਚ ਸ਼ਾਮਲ ਹੋਣ ਦੇ ਯੋਗ ਬਣਾਉਂਦਾ ਹੈ, ਜਿਸ ਨਾਲ ਜਾਇਜ਼ ਕਾਰੋਬਾਰਾਂ ਨੂੰ ਭੁਗਤਾਨ ਨਹੀਂ ਮਿਲਦਾ।

ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਡਬਲ ਬ੍ਰੇਕਿੰਗ, ਜੋ ਕਿ ਸਹੀ ਅਧਿਕਾਰ ਤੋਂ ਬਿਨਾਂ ਕਿਸੇ ਲੋਡ ਨੂੰ ਮੁੜ-ਬ੍ਰੇਕਰ ਕਰਨ ਦਾ ਗੈਰ-ਕਾਨੂੰਨੀ ਅਮਲ ਹੈ, ਕਾਰਨ ਉਦਯੋਗ ਨੂੰ ਸਾਲਾਨਾ ਲੱਖਾਂ ਡਾਲਰਾਂ ਦਾ ਨੁਕਸਾਨ ਹੋ ਸਕਦਾ ਹੈ। ਹਾਲਾਂਕਿ ਵਿਅਕਤੀਗਤ ਧੋਖਾਧੜੀ ਤੋਂ ਸਿੱਧੇ ਵਿੱਤੀ ਨੁਕਸਾਨ ਵੱਖ-ਵੱਖ ਹੋ ਸਕਦੇ ਹਨ, ਕੁੱਲ ਲਾਗਤ ਮਹੱਤਵਪੂਰਨ ਹੁੰਦੀ ਹੈ ਅਤੇ ਇਸ ਵਿੱਚ ਜੁਰਮਾਨੇ, ਕਾਨੂੰਨੀ ਫੀਸਾਂ ਅਤੇ ਸਾਖ ਨੂੰ ਨੁਕਸਾਨ ਸ਼ਾਮਲ ਹੋ ਸਕਦਾ ਹੈ।

ਇਸ ਕਿਸਮ ਦੀ ਧੋਖਾਧੜੀ ਵਿਆਪਕ ਹੈ, ਜਿਸ ਵਿੱਚ ਅਪਰਾਧੀ ਭੁਗਤਾਨਾਂ ਨੂੰ ਮੋੜਨ ਜਾਂ ਠੇਕੇ ਪ੍ਰਾਪਤ ਕਰਨ ਲਈ ਕੈਰੀਅਰਾਂ ਦੇ ਪ੍ਰੋਫਾਈਲ ਚੋਰੀ ਕਰਦੇ ਹਨ। ਬਾਇਓਮੈਟ੍ਰਿਕ ਜਾਂ ਮਲਟੀ-ਫੈਕਟਰ ਪ੍ਰਮਾਣੀਕਰਨ ਦੀ ਕਮੀ, ਜੋ ਬੈਂਕਿੰਗ ਅਤੇ ਈ-ਕਾਮਰਸ ਵਿੱਚ ਆਮ ਹੋ ਗਈ ਹੈ, ਉਦਯੋਗ ਲਈ ਰੁਕਾਵਟ ਬਣ ਰਹੀ ਹੈ, ਜਿਸ ਨਾਲ ਦੁਹਰਾਉਣ ਵਾਲੇ ਦੇਸ਼ੀਆਂ ਨੂੰ ਵੱਖ-ਵੱਖ ਨਾਵਾਂ ਹੇਠ ਦੁਬਾਰਾ ਦਾਖਲ ਹੋਣ ਦੀ ਇਜਾਜ਼ਤ ਮਿਲਦੀ ਹੈ।

ਹਾਲਾਂਕਿ, ਅਜਿਹੀ ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਨ ਦੇ ਨਵੇਂ ਤਰੀਕੇ ਹਨ। ਨਿੱਜੀ ਕੰਪਨੀਆਂ ਨੇ ਨਵੀਨਤਾਕਾਰੀ ਹੱਲ ਵਿਕਸਿਤ ਕੀਤੇ ਹਨ ਜਿਵੇਂ ਕਿ ਰੀਅਲ-ਟਾਈਮ ਕੈਰੀਅਰ ਨਿਗਰਾਨੀ ਅਤੇ ਧੋਖਾਧੜੀ ਦਾ ਪਤਾ ਲਗਾਉਣ ਵਾਲਾ ਸਾਫਟਵੇਅਰ। ਹੋਰ ਸਾਫਟਵੇਅਰ ਮੋਟਰ ਕੈਰੀਅਰ ਦੀ ਪਛਾਣ ਦੀ ਪੁਸ਼ਟੀ ਕਰਨ ਲਈ ਆਨਬੋਰਡਿੰਗ ਅਤੇ ਜੋਖਮ ਮੁਲਾਂਕਣ ਪ੍ਰਦਾਨ ਕਰਦੇ ਹਨ।

ਪਰ ਜਦੋਂ ਕਿ ਇਹ ਟੂਲ ਮਦਦਗਾਰ ਹਨ, ਸੰਘੀ ਪ੍ਰਣਾਲੀ ਨੂੰ ਅੱਪਗ੍ਰੇਡ ਕਰਨ ਦੀ ਲੋੜ ਹੈ। ਇਸ ਲਈ, ਕਿਰਤ ਵਿਭਾਗ (Department of Labor) ਦੇ ਨਵੇਂ ਸਕੱਤਰ ਸੀਨ ਡਫੀ ਨੇ ਸੁਰੱਖਿਆ ਅਤੇ ਕਾਰਜਕੁਸ਼ਲਤਾ ਲਈ ਅੀ 'ਤੇ ਧਿਆਨ ਕੇਂਦਰਿਤ ਕਰਨ ਦੀ ਵਕਾਲਤ ਕੀਤੀ ਹੈ। ਉਨ੍ਹਾਂ ਦਾ ਮੰਨਣਾ ਹੈ ਕਿ ਅੀ ਆਵਾਜਾਈ ਉਦਯੋਗ ਦੇ ਅੰਦਰ ਸੁਰੱਖਿਆ ਅਤੇ ਕਾਰਜਕਾਰੀ ਕੁਸ਼ਲਤਾ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਸੁਧਾਰ ਕਰ ਸਕਦਾ ਹੈ, ਖਾਸ ਕਰਕੇ ਫਰੇਟ ਧੋਖਾਧੜੀ ਨਾਲ ਸਬੰਧਤ ਪੈਟਰਨਾਂ ਦਾ ਪਤਾ ਲਗਾਉਣ ਅਤੇ ਵਿਸ਼ਲੇਸ਼ਣ ਕਰਨ ਵਰਗੇ ਖੇਤਰਾਂ ਵਿੱਚ।



New ATRI Report Shows Average Costs Decline Slightly as Freight Recession Continues

Driven by stabilized fuel costs, the average cost of operating a commercial truck in 2024 fell by 0.4% but when fuel costs were excluded, marginal costs increased 3.6%, according to an American Transportation Research Institute (ATRI).

ATRI's report, *An Analysis of the Operational Costs of Trucking*, found that the overall cost of operating a truck was \$2.260 per mile but the marginal cost jumped by the highest rate ATRI had ever seen to \$1.779.

Amid a freight recession that has persisted since 2022 when many pandemic era restrictions began to loosen, carriers experienced higher costs for line-items in 2024 such truck and trailer payments, rising by 8.3% to a record \$0.390 per mile and increased driver benefit costs, up 4% to \$0.197 per mile

The report indicated that “carrier profitability suffered across all industry sectors under these pressures, as the findings show in stark detail. Average operating margins were below 2 percent in every sector aside from LTL, and the truckload sector had an average operating margin of -2.3 percent.

“The trucking industry is facing the most challenging freight market in years, with loads down and costs increasing,” said Groendyke Transport, Inc. President and CEO Greg Hodgen. “ATRI's Operational Costs data and the customized benchmarking report that compares us to similar fleets are more critical than ever as we navigate rising costs and decreasing margins in this adverse environment.”

Other findings by the report showed that driver wages rose by only a modest 2.4% last year, a half percent lower than the rate of inflation which stabilized last year but still came in at about 2.9%.

Overall trucking capacity after major expansions from 2021-2022 fell by 2.2% as carriers sold trucks and several firms filed bankruptcy or went out of business permanently.

The report further noted that carrier profitability fell across all industry sectors, as average operating margins were less than 2% in every sector except less-than-truckload. The number of drivers per truck fell to 0.93 and the average operating for full truckload carriers was negative 2.3%.

“While parts of the U.S. economy maintained positive growth rates, those sectors lacked the catalyst necessary to reverse the multi-year trucking downturn that followed the post-pandemic boom,” said the report. “Unfortunately, in trucking and specifically in the dry van, flatbed and refrigerated sectors, nationwide contract and spot freight rates continued to slide over the year.”

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New Public Notice Wants More Comments on DataQs System

The Federal Motor Carrier Safety Administration (FMCSA) has issued a notice on the federal register seeking more comments on ways to improve the DataQs system that provides carriers a way to challenge inaccurate data in state and federal records.

The DataQs system is an online

portal for the trucking industry to track and review state and federal crash inspection data that is kept by the FMCSA.

“This system is critical to allowing users to ensure the data FMCSA maintains on them is accurate and complete,” said the notice which was posted on June 30.

“Users can review their own data and request corrections to erroneous or incomplete data records.”

The same notice seeking comments was published in 2023, receiving 54 comments, including those from motor carriers, drivers, owner-operators, safety advocates, other trucking organizations and law

enforcement. The period to comment on the system is open until Sept. 2.

As with many federal responsibilities under the Trump administration, the FMCSA is looking to transfer more of the responsibility for the system to the states. Many of the original comments on the earlier notice focused on the appeals process to strike inaccurate information about a motor carrier.

“The majority of the [public] comments were balanced in tone and supportive of FMCSA’s proposal to develop and implement a federal appeals process for requests for data reviews,” said FMCSA. “Many of the commenters provided suggestions on improving the proposed appeals process and DataQs program more broadly.”

The agency also said it is looking for revisions to the Motor Carrier Safety Assistance Program Grant requirements. “These revised requirements would provide necessary guardrails for the request for data review process, accountability for states and empower states to take more complete ownership of their DataQs programs,” the agency said.

In general, commenters wanted more impartiality, uniformity and transparency in the request for data review (RDR) process, but the agency found that FMCSA determined its initial proposal for a federal-level appeals process would not completely address due process concerns that are part of state-reviewed RDRs.

“Instead, FMCSA is proposing an approach to improve the fundamental

fairness of the RDR process by implementing sufficient process guardrails for states,” said FMCSA. “Changes would benefit users by ensuring appeals are reviewed in an independent, impartial, uniform and transparent manner, as well as providing timelines for the initial request and appeals process.”

In addition, suggestions to remove data related to pending RDRs from public view has not been implemented. “Removing this data creates opportunities for requesters to improve their safety records in the short term by submitting frivolous RDRs, which would impact the efficacy of the DataQs program and other FMCSA safety programs,” said FMCSA.



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Freight Fraud on the Rise: A Growing Threat to the Trucking Industry

In recent years, freight fraud has quietly become one of the fastest-growing threats to the trucking and logistics industry. What used to be an occasional risk has now turned into a widespread problem affecting carriers, brokers, shippers, and drivers alike, costing the industry hundreds of millions of dollars annually.

What Is Freight Fraud?

Freight fraud comes in many forms but typically involves scammers posing as legitimate carriers, brokers, or shippers to steal loads, payments, or sensitive business information. It can also include cargo theft, double brokering schemes, and identity theft involving DOT numbers and MC authorities.

Common examples include:

Double Brokering: A fraudster accepts a load from a broker and illegally rebrokers it to another carrier, often leaving the end carrier unpaid.

Identity Theft: Scammers impersonate legitimate trucking companies by stealing carrier identities and securing freight under pretenses.

Ghost Loads: Fraudulent brokers offer nonexistent loads to real carriers, collect advance fees or fuel advances, and then disappear.

Why Is Freight Fraud Increasing?

Several factors have contributed to

the surge in freight fraud:

High market volatility since 2020 has created opportunities for scammers.

Easy access to public carrier data through the FMCSA websites.

Remote work trends have made it easier for scammers to impersonate legitimate businesses.

Lack of proper vetting by inexperienced brokers and shippers during busy seasons.

The Cost of Trucking

Freight fraud can cause severe financial harm:

Carriers end up hauling loads without getting paid.

Shippers suffer lost products and delayed deliveries.

Brokers lose money and credibility when fraudsters vanish after payment.

Insurance costs increase, and legal battles drag on for months.

In some cases, small trucking companies have been forced out of business after falling victim to elaborate scams.

How to Protect Yourself

The good news is, there are steps the industry can take to reduce risk:

- Verify all business contacts through trusted platforms and double-check FMCSA records.
- Beware of rate offers that seem “too good to be true.”
- Avoid advance payments or fuel advances unless through established, verified relationships.
- Use technology tools like carrier monitoring services and fraud detection software.

Industry Push for Crackdown

Several industry groups, including the TIA, Owner-Operator Independent Drivers Association (OOIDA), and NAPTA, are advocating for regulators to strengthen enforcement and enhance identity verification in the trucking sector. FMCSA has acknowledged the problem but progress remains slow, leaving many carriers to fend for themselves.

Conclusion

Freight fraud isn't just an inconvenience — it's a growing crisis impacting the financial health and trust within the trucking industry. Staying vigilant, properly vetting partners, and sharing information within the industry are key defenses until stronger regulatory safeguards are in place.

A 35% Tariff on Canada? Trucking Can't Afford This War

The recent announcement of a proposed 35% tariff on Canadian imports starting August 1 signals more than just political posturing—it threatens to upend North America's most critical trade corridor. For trucking companies already struggling with overcapacity, insurance hikes, and high operating costs, this tariff risks triggering an unnecessary freight recession.

Canada is America's largest trading partner for everything from lumber and auto parts to produce and industrial goods. Truckers don't just haul freight—they move the pulse of cross-border commerce. This tariff means fewer loads, longer delays at borders, and higher costs for businesses and consumers alike.

At a time when the trucking industry

needs stability and fair freight markets, such a drastic measure risks punishing hardworking drivers and small fleets while creating more chaos in an already fragile supply chain.

It's time to stop using truckers and trade as political weapons. North American trucking depends on cooperation, not confrontation.



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DOT Review to Focus on Issuance of Non-Domiciled CDLs

New Department of Transportation Secretary Sean Duffy recently warned states they should make sure they are issuing non-domiciled commercial driver's licenses (CDLs) according to Trump administration rules.

To determine non-compliance, the department is launching a nationwide audit. Duffy warned that states should not just “rubber stamp” applications for CDLs that will allow unqualified drivers to be on the road.

“The open borders policies of the

last administration allowed millions to flood our country, leading to serious allegations that the trucking licensing system is being exploited,” said Duffy in the announcement.

“Today, we are launching a nationwide audit to get to the bottom

of this. Our audit is about protecting the safety of families on the road and upholding the integrity of CDLs held by America's truckers," said Duffy.

A non-domiciled CDL is a license issued by a state to an individual who is not a resident of that state. It's typically issued to individuals who are not U.S. citizens or lawful permanent residents, but who are authorized to work in the U.S. These individuals often come from foreign countries, excluding Canada and Mexico, and must meet specific requirements to obtain this type of license. Canadian and Mexican drivers are excluded because their commercial licensing standards are deemed comparable to those of the U.S.

While the exact numbers for non-domiciled CDLs in the nation is not known, the data suggests a substantial number of non-domiciled CDLs are issued across various states, including Texas, which issued over 50,000 CDLs between 2015 and 2024. California, Illinois, Oregon, Washington, South Carolina, and Maine have also issued many of them. In recent years evidence suggests there has been a significant rise in the number of non-domiciled CDLs issued in the U.S.

The audit is part of President



Trump's March executive order on "Enforcing Common Sense Rules of the Road for America's Truck Drivers." Under the audit, the Federal Motor Carrier Safety Administration (FMCSA) will send compliance teams to each state to examine application files, interview licensing staff and compare procedures with federal standards.

"Every state must follow federal regulations and ensure only qualified, properly documented drivers are getting behind the wheel of a truck," said Duffy.

Earlier in the year, Duffy announced tougher regulations on English-language standards for commercial drivers, requiring officers at roadside checkpoints to place any driver who cannot communicate in English out of service.

In January, Trump issued an executive order mandating that commercial drivers in the U.S. be proficient in speaking and reading English, directing the federal government to closely monitor commercial driver licenses issued by states to individuals who do not reside in the U.S.



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ਆਵਾਜਾਈ ਵਿਭਾਗ (DOT) ਦੀ ਸਮੀਖਿਆ: ਗੈਰ-ਨਿਵਾਸੀ (Non Doimicled CDLs) ਜਾਰੀ ਕਰਨ 'ਤੇ ਕੇਂਦਰਿਤ

ਆਵਾਜਾਈ ਵਿਭਾਗ (Department of Transportation) ਦੇ ਨਵੇਂ ਸਕੱਤਰ ਸੀਨ ਡਫੀ (Sean Duffy) ਨੇ ਹਾਲ ਹੀ ਵਿੱਚ ਰਾਜਾਂ ਨੂੰ ਚੇਤਾਵਨੀ ਦਿੱਤੀ ਹੈ ਕਿ ਉਨ੍ਹਾਂ ਨੂੰ ਇਹ ਯਕੀਨੀ ਬਣਾਉਣਾ ਚਾਹੀਦਾ ਹੈ ਕਿ ਉਹ ਟਰੱਪ ਪ੍ਰਸ਼ਾਸਨ ਦੇ ਨਿਯਮਾਂ ਅਨੁਸਾਰ ਗੈਰ-ਨਿਵਾਸੀ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰ ਲਾਇਸੈਂਸ (CDLs) ਜਾਰੀ ਕਰ ਰਹੇ ਹਨ।

ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਨਾ ਕਰਨ ਦਾ ਪਤਾ ਲਗਾਉਣ ਲਈ, ਵਿਭਾਗ ਇੱਕ ਦੇਸ਼ ਵਿਆਪੀ ਆਡਿਟ ਸ਼ੁਰੂ ਕਰ ਰਿਹਾ ਹੈ। ਡਫੀ ਨੇ ਚੇਤਾਵਨੀ ਦਿੱਤੀ ਕਿ ਰਾਜਾਂ ਨੂੰ CDLs ਲਈ ਅਰਜ਼ੀਆਂ ਨੂੰ ਸਿਰਫ "ਬਿਨਾਂ ਜਾਂਚੇ-ਪਰਖੇ ਮਨਜ਼ੂਰੀ" (rubber stamp) ਨਹੀਂ ਦੇਣੀ ਚਾਹੀਦੀ ਜੋ ਗੈਰ-ਯੋਗ ਡਰਾਈਵਰਾਂ ਨੂੰ ਸੜਕ 'ਤੇ ਆਉਣ ਦੇਣਗੀਆਂ।

ਐਲਾਨ ਵਿੱਚ ਡਫੀ ਨੇ ਕਿਹਾ, “ਪਿਛਲੇ ਪ੍ਰਸ਼ਾਸਨ ਦੀਆਂ ਖੁੱਲ੍ਹੀਆਂ ਸਰਹੱਦਾਂ ਦੀਆਂ ਨੀਤੀਆਂ ਨੇ ਲੱਖਾਂ ਲੋਕਾਂ ਨੂੰ ਸਾਡੇ ਦੇਸ਼ ਵਿੱਚ ਆਉਣ ਦੀ ਇਜਾਜ਼ਤ ਦਿੱਤੀ, ਜਿਸ ਕਾਰਨ ਗੰਭੀਰ ਦੇਸ਼ ਲੱਗ ਰਹੇ ਹਨ ਕਿ ਟਰੱਕਿੰਗ ਲਾਇਸੈਂਸਿੰਗ ਪ੍ਰਣਾਲੀ ਦੀ ਦੁਰਵਰਤੋਂ ਕੀਤੀ ਜਾ ਰਹੀ ਹੈ।”

ਡਫੀ ਨੇ ਕਿਹਾ, “ਅੱਜ, ਅਸੀਂ ਇਸ ਦੀ ਤਹਿਤ ਤੱਕ ਜਾਣ ਲਈ ਇੱਕ ਦੇਸ਼ ਵਿਆਪੀ ਆਡਿਟ ਸ਼ੁਰੂ ਕਰ ਰਹੇ ਹਾਂ। ਸਾਡਾ ਆਡਿਟ ਸੜਕ 'ਤੇ ਪਰਿਵਾਰਾਂ ਦੀ ਸੁਰੱਖਿਆ ਦੀ ਰੱਖਿਆ ਕਰਨ ਅਤੇ ਅਮਰੀਕਾ ਦੇ ਟਰੱਕਰਾਂ ਦੁਆਰਾ ਰੱਖੇ ਗਏ CDLs ਦੀ ਵਿਸ਼ਵਾਸਯੋਗਤਾ (integrity) ਨੂੰ ਬਰਕਰਾਰ ਰੱਖਣ ਬਾਰੇ ਹੈ।”

ਇੱਕ ਗੈਰ-ਨਿਵਾਸੀ CDL ਉਹ ਲਾਇਸੈਂਸ ਹੈ ਜੋ ਕਿਸੇ ਰਾਜ ਦੁਆਰਾ ਉਸ ਵਿਅਕਤੀ ਨੂੰ ਜਾਰੀ ਕੀਤਾ ਜਾਂਦਾ ਹੈ ਜੋ ਉਸ ਰਾਜ ਦਾ ਨਿਵਾਸੀ ਨਹੀਂ ਹੈ। ਇਹ ਆਮ ਤੌਰ 'ਤੇ ਉਨ੍ਹਾਂ ਵਿਅਕਤੀਆਂ ਨੂੰ ਜਾਰੀ ਕੀਤਾ ਜਾਂਦਾ ਹੈ ਜੋ ਅਮਰੀਕੀ ਨਾਗਰਿਕ ਜਾਂ ਕਾਨੂੰਨੀ ਸਥਾਈ ਨਿਵਾਸੀ (lawful permanent residents) ਨਹੀਂ ਹਨ, ਪਰ ਜੋ ਅਮਰੀਕਾ ਵਿੱਚ ਕੰਮ ਕਰਨ ਲਈ ਅਧਿਕਾਰਤ ਹਨ। ਇਹ ਵਿਅਕਤੀ ਅਕਸਰ ਵਿਦੇਸ਼ੀ ਦੇਸ਼ਾਂ ਤੋਂ ਆਉਂਦੇ ਹਨ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਕੈਨੇਡਾ ਅਤੇ ਮੈਕਸੀਕੋ ਸ਼ਾਮਲ ਨਹੀਂ ਹਨ, ਅਤੇ ਇਸ ਕਿਸਮ ਦਾ ਲਾਇਸੈਂਸ ਪ੍ਰਾਪਤ ਕਰਨ ਲਈ ਖਾਸ ਲੋੜਾਂ ਪੂਰੀਆਂ ਕਰਨੀਆਂ ਪੈਂਦੀਆਂ ਹਨ। ਕੈਨੇਡੀਅਨ ਅਤੇ ਮੈਕਸੀਕਨ ਡਰਾਈਵਰਾਂ ਨੂੰ ਇਸ ਲਈ ਛੋਟ ਦਿੱਤੀ ਗਈ ਹੈ ਕਿਉਂਕਿ ਉਨ੍ਹਾਂ ਦੇ ਕਮਰਸ਼ੀਅਲ ਲਾਇਸੈਂਸਿੰਗ ਮਾਪਦੰਡ ਅਮਰੀਕਾ ਦੇ ਮਾਪਦੰਡਾਂ ਦੇ ਤੁਲਨਾਯੋਗ ਮੰਨੇ ਜਾਂਦੇ ਹਨ।

ਹਾਲਾਂਕਿ ਦੇਸ਼ ਵਿੱਚ ਗੈਰ-ਨਿਵਾਸੀ ਡਰਾਈਵਰਾਂ ਦੀ ਸਹੀ ਗਿਣਤੀ ਪਤਾ ਨਹੀਂ ਹੈ, ਅੰਕੜੇ ਦੱਸਦੇ ਹਨ ਕਿ ਵੱਖ-ਵੱਖ ਰਾਜਾਂ ਵਿੱਚ ਵੱਡੀ ਗਿਣਤੀ ਵਿੱਚ ਗੈਰ-ਨਿਵਾਸੀ CDLs ਜਾਰੀ ਕੀਤੇ ਗਏ ਹਨ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਟੈਕਸਾਸ ਵੀ ਸ਼ਾਮਲ ਹੈ, ਜਿਸਨੇ 2015 ਅਤੇ 2024 ਦਰਮਿਆਨ 50,000 ਤੋਂ ਵੱਧ CDLs ਜਾਰੀ ਕੀਤੇ ਹਨ। ਕੈਲੀਫੋਰਨੀਆ, ਇਲੀਨੋਇਸ, ਓਰੇਗਨ, ਵਾਸ਼ਿੰਗਟਨ, ਦੱਖਣੀ ਕੈਰੋਲੀਨਾ, ਅਤੇ ਮੇਨ ਨੇ ਵੀ ਬਹੁਤ ਸਾਰੇ ਜਾਰੀ ਕੀਤੇ ਹਨ। ਹਾਲ ਹੀ ਦੇ ਸਾਲਾਂ ਵਿੱਚ ਸਬੂਤ ਦੱਸਦੇ ਹਨ ਕਿ ਅਮਰੀਕਾ ਵਿੱਚ ਜਾਰੀ ਕੀਤੇ ਗਏ ਗੈਰ-ਨਿਵਾਸੀ CDLs ਦੀ ਗਿਣਤੀ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਵਾਧਾ ਹੋਇਆ ਹੈ।

ਇਹ ਆਡਿਟ ਰਾਸ਼ਟਰਪਤੀ ਟਰੱਪ ਦੇ ਮਾਰਚ ਦੇ ਕਾਰਜਕਾਰੀ ਆਦੇਸ਼ "ਅਮਰੀਕਾ ਦੇ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਲਈ ਸੜਕ ਦੇ ਆਮ ਨਿਯਮਾਂ ਨੂੰ ਲਾਗੂ ਕਰਨਾ" ("Enforcing Common Sense Rules of the Road for America's Truck Drivers") ਦਾ ਹਿੱਸਾ ਹੈ। ਆਡਿਟ ਦੇ ਤਹਿਤ, ਫੈਡਰਲ ਮੋਟਰ ਕੈਰੀਅਰ ਸੇਫਟੀ ਐਡਮਿਨਿਸਟ੍ਰੇਸ਼ਨ (FMCSA) ਹਰ ਰਾਜ ਵਿੱਚ ਪਾਲਣਾ ਟੀਮਾਂ ਭੇਜੇਗੀ ਤਾਂ ਜੋ ਅਰਜ਼ੀ ਫਾਈਲਾਂ ਦੀ ਜਾਂਚ ਕੀਤੀ ਜਾ ਸਕੇ, ਲਾਇਸੈਂਸ ਦੇਣ ਵਾਲੇ

ਸਟਾਫ ਨਾਲ ਇੰਟਰਵਿਊ ਕੀਤੀ ਜਾ ਸਕੇ ਅਤੇ ਸੰਘੀ ਮਾਪਦੰਡਾਂ ਨਾਲ ਪ੍ਰਕਿਰਿਆਵਾਂ ਦੀ ਤੁਲਨਾ ਕੀਤੀ ਜਾ ਸਕੇ।

ਡਫੀ ਨੇ ਕਿਹਾ, “ਹਰ ਰਾਜ ਨੂੰ ਸੰਘੀ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਕਰਨੀ ਚਾਹੀਦੀ ਹੈ ਅਤੇ ਇਹ ਯਕੀਨੀ ਬਣਾਉਣਾ ਚਾਹੀਦਾ ਹੈ ਕਿ ਸਿਰਫ ਯੋਗ, ਸਹੀ ਦਸਤਾਵੇਜ਼ਾਂ ਵਾਲੇ ਡਰਾਈਵਰ ਹੀ ਟਰੱਕ ਦੇ ਪਹੀਏ ਦੇ ਪਿੱਛੇ ਹੋਣ।”

ਸਾਲ ਦੇ ਸ਼ੁਰੂ ਵਿੱਚ, ਡਫੀ ਨੇ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰਾਂ ਲਈ ਅੰਗਰੇਜ਼ੀ ਭਾਸ਼ਾ ਦੇ ਮਾਪਦੰਡਾਂ 'ਤੇ ਸਖ਼ਤ ਨਿਯਮਾਂ ਦਾ ਐਲਾਨ ਕੀਤਾ ਸੀ, ਜਿਸ ਤਹਿਤ ਸੜਕ ਕਿਨਾਰੇ ਚੌਕੀਆਂ 'ਤੇ ਅਧਿਕਾਰੀਆਂ ਨੂੰ ਕਿਸੇ ਵੀ ਡਰਾਈਵਰ ਨੂੰ ਜੋ ਅੰਗਰੇਜ਼ੀ ਵਿੱਚ

ਗੱਲਬਾਤ ਨਹੀਂ ਕਰ ਸਕਦਾ, ਉਸਨੂੰ ਸੇਵਾ ਤੋਂ ਬਾਹਰ (out of service) ਕਰਨ ਦੀ ਲੋੜ ਹੈ।

ਜਨਵਰੀ ਵਿੱਚ, ਟਰੱਪ ਨੇ ਇੱਕ ਕਾਰਜਕਾਰੀ ਆਦੇਸ਼ ਜਾਰੀ ਕੀਤਾ ਸੀ ਜਿਸ ਵਿੱਚ ਇਹ ਲਾਜ਼ਮੀ ਕੀਤਾ ਗਿਆ ਸੀ ਕਿ ਅਮਰੀਕਾ ਵਿੱਚ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਅਤੇ ਪੜ੍ਹਨ ਵਿੱਚ ਨਿਪੁੰਨ (proficient) ਹੋਣ, ਅਤੇ ਸੰਘੀ ਸਰਕਾਰ ਨੂੰ ਰਾਜਾਂ ਦੁਆਰਾ ਅਜਿਹੇ ਵਿਅਕਤੀਆਂ ਨੂੰ ਜਾਰੀ ਕੀਤੇ ਗਏ ਕਮਰਸ਼ੀਅਲ ਡਰਾਈਵਰ ਲਾਇਸੈਂਸਾਂ ਦੀ ਨੇੜਿਓਂ ਨਿਗਰਾਨੀ ਕਰਨ ਦਾ ਨਿਰਦੇਸ਼ ਦਿੱਤਾ ਗਿਆ ਸੀ ਜੋ ਅਮਰੀਕਾ ਵਿੱਚ ਨਿਵਾਸ ਨਹੀਂ ਕਰਦੇ।

ਆਪਣੀ ਰਿਪੋਰਟਿੰਗ ਅਤੇ ਟੈਸਟਿੰਗ ਲੋੜਾਂ ਨੂੰ ਜਾਣੋ

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ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਕਰੋ।



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Del Monte Foods Files Chapter 11 Bankruptcy in New Jersey

Walnut Creek, California-based Del Monte Foods recently announced it had filed for voluntary Chapter 11 bankruptcy. Chapter 11 is a reorganization bankruptcy that allows for restructuring of debt while the company continues to operate.

Del Monte entered into a lender-backed restructuring support agreement that calls for the food producer to sell its assets in bankruptcy court. The company has enough financing to fund its Chapter 11 case, giving them \$165 million in exchange for protection for about \$1.245 billion in existing debt.

The company has blamed its downfall on an overstocking of inventory during the pandemic and the rising costs of carrying debt because of high interest rates. Supply chain disruptions and confusion over recent tariff policy also contributed to the company's instability.

In its July 1 filing, they noted that among its unsecured debt was more than \$10 million owed to transportation firms Uber Freight and Saddle Creek Logistics.

"This is a strategic step forward for Del Monte Foods," President and CEO Greg Longstreet said.

"After a thorough evaluation of all available options, we determined a court-supervised sale process is the most effective way to accelerate our turnaround and create a stronger and enduring Del Monte Foods. With an improved capital structure, enhanced financial position, and new ownership, we will be better positioned for long-term success," he continued.

The 139-year-old company is one of the leading producers of canned goods and other items under the Del Monte, Contidina, Kitchen Basics, College Inn, JOYBA and S&W brands.

The company filed for protection in the U.S. Bankruptcy Court for the District of New Jersey.

"While we have faced challenges intensified by a dynamic macroeconomic environment, Del Monte Foods has nourished families for nearly 140 years, and we remain committed to our mission of expanding access to nutritious, great-tasting food for all," Longstreet said.

Del Monte joins a group of food related companies who have recently filed for bankruptcy protection. In March, restaurant chain Hooters filed Chapter 11 in Texas agreeing to a 90-120 day restructuring that would preserve the brand.

In addition, another chain restaurant company Red Lobster, filed bankruptcy last year, but appears to be on its way to fulfilling the qualifications for restructuring it agreed to in court.

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