

PUNJABI Trucking

ਟਰੱਕਰਾਂ ਦੀ ਬੁਲੰਦ ਆਵਾਜ਼

Vol.9 Issue 1, January - March 2026

*Audit Exposes More Problems
in California Agencies and
Infrastructure*

*Clean Truck Check
rules: EPA says no,
California says yes*



OFFICIAL MAGAZINE OF



For Franchise Opportunity, please email us at info@DrugTestingSites.com

WE DO

DOT & NON-DOT Drug Testing

- ✓ Pre-Employment
- ✓ Random
- ✓ Post-Accident
- ✓ Reasonable Suspicion
- ✓ Breath Alcohol Test
- ✓ Follow up

We can manage your *Random Consortium and D&A Clearinghouse*
(Over 10,000 Locations in USA)

PRIME
DRUG TESTING

CORPORATE OFFICE:

143 Darcy Parkway, **209-417-6300**
Lathrop, CA 95330 Lathrop@DrugTestingSites.com

NEW LOCATIONS:

SACRAMENTO, CA (OPEN NOW)

4237 S Market Ct Ste D
Sacramento, CA 95834

916-270-6300

natomas@drugtestingsites.com

BAKERSFIELD, CA

8500 Harris Rd Unit D
Bakersfield, CA 93311

661-833-3700

BFL@DrugTestingSites.com

GREENWOOD, IN

98 S Park Blvd Building 2
Greenwood, ID 46143

317-900-1515

info2@TheDriverServices.com

SNOHOMISH, WA

16027 Broadway Ave,
Snohomish WA 98296

(206) 960-5854

SEA@DrugTestingSites.com

COMING SOON: Fresno, CA

Prime DQ Files for all your driver hiring needs. www.PrimeDQFiles.com a full driver hiring software suite. Pull PSP & MVR reports with in the software.

Golden State Peterbilt

FRESNO

4390 SOUTH BAGLEY, AVE.
FRESNO, CA 93725
TEL (800) 462-1863

PORTERVILLE

15243 ROAD 192
PORTERVILLE, CA 93257
TEL (800) 421-0117

BAKERSFIELD

1450 SOUTH UNION AVE.
BAKERSFIELD, CA 93307
TEL (800) 936-4567



2024 PETERBILT 389

Day Cab

X15, 525 HP, 6 Spd,
Air Trac Susp,
14.6K FA, 46K RA
Stk# 679379
Call for Pricing

2024 PETERBILT 579

44" Low Roof Sleeper

X15, 500 HP 12 Spd,
12.5K FA, 23K RA
Stk# 679509
Call for Pricing

2024 PETERBILT 579

Ultraloft 80" Sleeper

MX-13, 485 HP, 244" WB,
13.2 K FA, 40 K RA
1,607 miles
Stk# 600945
\$179,950



www.emtharp.com



FROM THE EDITOR

Raman S. Dhillon

"A THANK YOU – AND A NEW ROAD AHEAD"

For more than 12 years, Punjabi Trucking Magazine has been honored to ride alongside you.

What began as a simple idea—to give Punjabi truckers a voice, reliable information, and a platform that truly understood our community—grew into something far bigger than we ever imagined. From the first issue to today, you welcomed us into your trucks, your offices, your gurdwaras, and your businesses. You trusted us to tell your stories, highlight your challenges, and stand up for this industry when it mattered most.

To our loyal readers: Thank you.

Your support, feedback, and belief in our mission kept this magazine alive through economic downturns, regulatory shifts, and an industry that never slows down. Many of you have been with us since day one. Some of you learned about compliance, safety, insurance, hiring, and business growth through these pages. Others simply found comfort in reading something that felt familiar, honest, and written for you. We are deeply grateful.

As the trucking industry evolves, so must we.

Today, we are proud to announce that Punjabi Trucking Magazine is transitioning to a fully digital platform and will be winding down its print edition. This

decision was not made lightly. Print served us well—but the future demands speed, accessibility, and precision. Digital allows us to reach you faster, update information in real time, expand our reach across North America, and meet you where you already are: on your phone, tablet, and computer.

To our valued vendors and advertisers: this next chapter is for you, too.

Our digital platform will deliver a more efficient, measurable, and result-oriented experience. Expect better targeting, stronger engagement, clearer performance insights, and more meaningful connections with fleet owners, drivers, and decision-makers. We are committed to helping you get real value, not just visibility.

This is not an ending—it's an upgrade.

The same voice. The same commitment to the Punjabi trucking community. A stronger, smarter platform built for the road ahead.

Thank you for believing in us for over a decade. We invite you to join us as we continue this journey—now digital, more powerful, and more connected than ever.

See you online.



Official Magazine of:
North America Punjabi Trucking Association

Published quarterly by Primetime Multimedia Company LLC
143 Darcy Parkway, Lathrop, CA 95330
Tel: 001 877 806 2525 | Email: info@punjabitruckingusa.com

All Rights Reserved. No material herein or portions thereof may be printed without the written consent of the publisher.

DISCLAIMER: Primetime Multimedia Company LLC assumes all advertisers to be reliable and responsible for any and all liability for their claims. The publisher reserves the right to refuse any advertisement it may find unfit for publication. The opinions expressed in articles and features are of the writers and may not be those of the publisher.

THE PUBLISHER ASSUMES NO RESPONSIBILITY OF ANY KIND.

EDITOR

Raman S. Dhillon
press@punjabitruckingusa.com

CONTENT MANAGER

Rupinder Kaur

ADVERTISING & SALES

Raman S. Dhillon
sales@punjabitruckingusa.com

MAGAZINE LAYOUT

Ranjit Singh Bhamra

GRAPHIC DESIGN

Orangebox Media Group

TRANSLATIONS

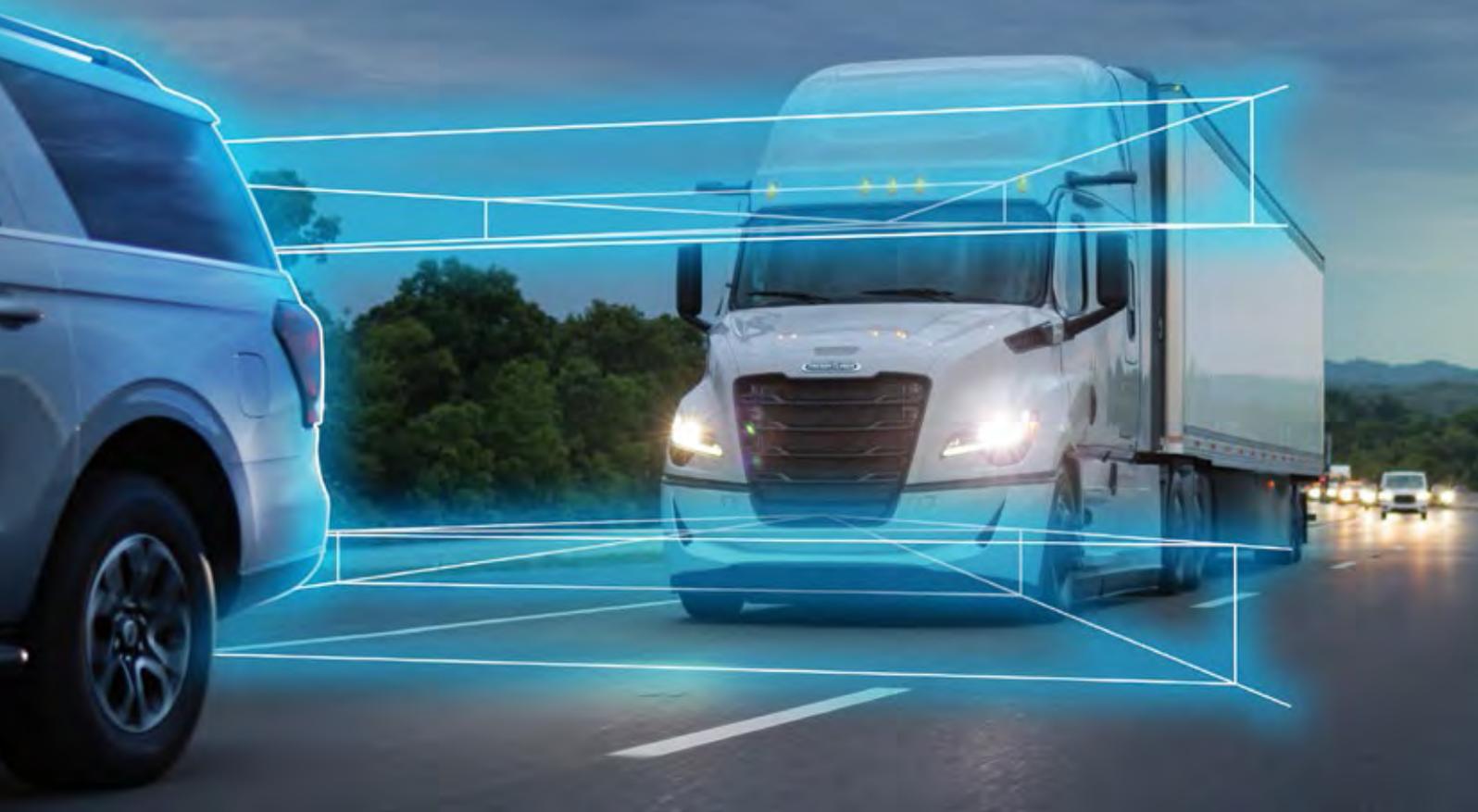
Orangebox Media Group

CONTRIBUTORS

Rhea Randhawa
Pash Brar
Michael Smith
Ravinder Dhillon
Rupinder Kaur

CIRCULATION MANAGER

Jessie Dhillon



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 Brake Assist 6 ਨਾਲ ਵਾਲ ਵਾਲ ਬਰਣ ਦੀਆਂ ਸਥਿਤੀਆਂ ਨੂੰ ਘਟਾਓ ਅਤੇ ਵਿਕਲਪਿਕ ਮਿਰਰਕੈਮ MirrorCam ਸਿਸਟਮ ਅਤੇ ਇੰਟੈਲੀਜੈਂਟ ਬ੍ਰੇਕਿੰਗ ਕੰਟਰੋਲ ਸਿਸਟਮ ਨਾਲ ਨਿਰਿਵਘਨ ਸਟਾਪਾਂ ਦਾ ਅਨੁਭਵ ਕਰੋ। ਸਵੇਰ ਤੋਂ ਦੇਰ ਰਾਤ ਤੱਕ, ਪੰਜਵੀਂ ਪੀੜ੍ਹੀ ਦਾ ਕੈਸਕੇਡੀਆ ਹਮੇਸ਼ਾ ਅੱਗੇ ਕੀ ਹੈ ਲਈ ਤਿਆਰ ਰਹਿੰਦਾ ਹੈ।



ਫਿਫਥ ਜੈਨਰੇਸ਼ਨ
CASCADIA



ਜਾਣੋ ਕਿ ਅਸੀਂ ਹਰੇਕ ਮੀਲ ਵਿੱਚ
ਸੁਰੱਖਿਆ ਕਿਵੇਂ ਲੈ ਕੇ ਆਉਂਦੇ ਹਾਂ

FREIGHTLINER

CONTENTS

Connect with Us



4 State Trucks	19
Automann	47
Axestrack	46
Big Rig Tires & Alignment	09
BP Lab Services	43
CabCard	33
Champion Transport	17
CDL Jobs Guru	39
Firestone	07
Freightliner	05
Golden State Peterbilt	03
Golden Land Trans. Insurance	21
Jagdeep Singh Insurance Agency	29
Load Broker 411	23
Lotus Benefits Corp	15
Loves	37
NAPTA	13
Prime Drug Testing	02
Punjabi Trucking 360	27
Sidhu Truck Line	15
Sunrise Trucking	35
Volvo Trucks	48



ARTICLES

08

ਆਡਿਟ ਰਿਪੋਰਟ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਦੀਆਂ ਸਰਕਾਰੀ ਏਜੰਸੀਆਂ ਅਤੇ ਬੁਨਿਆਦੀ ਢਾਂਚੇ ਦੀਆਂ ਵੱਡੀਆਂ ਖਾਮੀਆਂ ਦਾ ਕੀਤਾ ਖੁਲਾਸਾ

14

Trump Administration Rescinds Independent Contractor Law but What's Next is Unclear

16

States Look to Pass Tougher English Proficiency Laws for Truck Drivers

18

Safety Groups Ask FMCSA to End SDAP

22

Aurora Trucks Now Fully Integrated with McLeod Software for Booking

31

ਟਰੱਕਰ ਬਨਾਮ ਲੋਜਿਸਟਿਕਸ ਕੰਪਨੀ: ਜਦੋਂ ਇੱਕ ਵਿਅਕਤੀ ਨੇ 8 ਅਰਬ ਡਾਲਰ ਦੀ ਕੰਪਨੀ 'ਠਥਲ' ਨੂੰ ਪਾਈਆਂ ਭਾਜੜਾਂ

32

Florida Starts Crackdown on Immigrant Truck Drivers

36

Daimler Introduces New Long-Haul Hydrogen Fuel Cell Truck

44

USPS Contractors Under Scrutiny to Fire Non-Domiciled CDL Drivers



ਆਪਣੇ ਸਰਬੋਤਮ ਨੂੰ ਬਿਹਤਰ ਬਣਾਉਣ ਲਈ

ਨਵਾਂ FS592 ਆਪਣੇ ਵਧੀਆ ਪ੍ਰਦਰਸ਼ਨ ਨਾਲ
FS591 ਨੂੰ ਪਛਾੜ ਦੇਵੇਗਾ

FS592 ਲੰਬੀ ਦੂਰੀ ਦਾ ਟਾਇਰ FS591 ਦੀ ਸਫਲਤਾ ਤੋਂ ਬਣਿਆ ਹੈ। ਇਹ 18k ਮੀਲ ਲੰਬੇ ਸਮੇਂ ਤੱਕ ਚੱਲਣ ਵਾਲੀ ਵੀਅਰ ਲਾਈਫ ਦੇ ਨਾਲ ਆਉਂਦਾ ਹੈ, * ਧੁੰਨਵਾਦ 32 ਵੀਂ ਡੂੰਘੀ ਚੱਲਣ ਵਾਲੀ ਡੂੰਘਾਈ ਅਤੇ ਫੁੱਟਪਰਫੋਮੈਂਟ ਦਾ। ਮੁੱਕਦੀ ਗੱਲ ਹੈ, ਅਸੀਂ ਆਈਕਾਨ ਨੂੰ ਹੋਰ ਵੀ ਬਿਹਤਰ ਬਣਾਇਆ।

*17% ਲੰਬੀ ਉਮਰ ਦੇ ਨਾਲ, ਜੋ ਕਿ ਐਂਸਟਰਨ 18 ਹਜ਼ਾਰ ਮੀਲ ਜੁਆਇੰਟ ਦੂਰੀ ਪ੍ਰਦਾਨ ਕਰੇਗਾ, ਇਸਦੇ ਪੂਰਵਗਾਮੀ, ਫਾਇਰਸਟੋਨ FS591 ਦੇ ਮੁਕਾਬਲੇ, ਫਾਇਰਸਟੋਨ FS592 ਤੁਹਾਡੀ ਫਲੀਟ ਨੂੰ ਹੋਰ ਅੱਗੇ ਵਧਾਉਣ ਵਿੱਚ ਮਦਦ ਕਰਦਾ ਹੈ।

Firestone



ਡੀਲਰ ਲੱਭੋ





ਆਡਿਟ ਰਿਪੋਰਟ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਦੀਆਂ ਸਰਕਾਰੀ ਏਜੰਸੀਆਂ ਅਤੇ ਬੁਨਿਆਦੀ ਢਾਂਚੇ ਦੀਆਂ ਵੱਡੀਆਂ ਖਾਮੀਆਂ ਦਾ ਕੀਤਾ ਖੁਲਾਸਾ

ਅਜਿਹੇ ਸਮੇਂ ਜਦੋਂ ਕੈਲੀਫੋਰਨੀਆ ਰਾਜ ਮਾਲੀ ਸਾਲ 2025-26 ਲਈ 12 ਬਿਲੀਅਨ ਡਾਲਰ ਦੇ ਭਾਰੀ ਬਜਟ ਘਾਟੇ ਦਾ ਸਾਹਮਣਾ ਕਰ ਰਿਹਾ ਹੈ, 'ਕੈਲੀਫੋਰਨੀਆ ਸਟੇਟ ਆਡਿਟਰ' ਵੱਲੋਂ ਦਸੰਬਰ ਵਿੱਚ ਜਾਰੀ ਕੀਤੀ ਗਈ ਇੱਕ ਤਾਜ਼ਾ ਰਿਪੋਰਟ ਨੇ ਪ੍ਰਸ਼ਾਸਨ ਲਈ ਹੋਰ ਮੁਸ਼ਕਲਾਂ ਖੜ੍ਹੀਆਂ ਕਰ ਦਿੱਤੀਆਂ ਹਨ।

ਆਡਿਟ ਤੋਂ ਪਤਾ ਲੱਗਦਾ ਹੈ ਕਿ ਰਾਜ

ਦੀਆਂ ਕਈ ਅਹਿਮ ਏਜੰਸੀਆਂ, ਜਿਵੇਂ ਕਿ 'ਕੈਲੀਫੋਰਨੀਆ ਡਿਪਾਰਟਮੈਂਟ ਆਫ ਸੋਸ਼ਲ ਸਰਵਿਸਿਜ਼' (CDSS), ਅਤੇ ਬੁਨਿਆਦੀ ਢਾਂਚੇ ਤੇ ਪਾਣੀ ਦੀ ਸਪਲਾਈ ਵਰਗੇ ਪ੍ਰਣਾਲੀਆਂ ਵਿੱਚ ਅਜਿਹੀਆਂ ਗੰਭੀਰ ਖਾਮੀਆਂ ਹਨ ਜੋ ਰਾਜ ਅਤੇ ਇਸ ਦੇ ਨਿਵਾਸੀਆਂ ਲਈ "ਵੱਡੇ ਨੁਕਸਾਨ ਦਾ ਖਤਰਾ" ਪੈਦਾ ਕਰਦੀਆਂ ਹਨ। 'ਹਾਈ-ਰਿਸਕ ਰਿਪੋਰਟ ਪ੍ਰੋਗਰਾਮ' ਨਾਮਕ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿੱਚ ਡੇਟਾ ਦੀ ਸ਼ੁੱਧਤਾ, ਯੋਗਤਾ ਦੀ ਪੁਸ਼ਟੀ,

ਵਿੱਤੀ ਰਿਪੋਰਟਿੰਗ, ਸੂਚਨਾ ਸੁਰੱਖਿਆ, ਅਤੇ ਸੁਧਾਰਾਤਮਕ ਕਾਰਵਾਈਆਂ ਵਿੱਚ ਹੋਣ ਵਾਲੀ ਦੇਰੀ ਵੱਲ ਇਸ਼ਾਰਾ ਕੀਤਾ ਗਿਆ ਹੈ।

ਟਰੱਕਿੰਗ ਖੇਤਰ 'ਤੇ ਪੈ ਸਕਦਾ ਹੈ ਅਸਰ

ਹਾਲਾਂਕਿ ਰਿਪੋਰਟ ਵਿੱਚ ਸਿੱਧੇ ਤੌਰ 'ਤੇ ਟਰੱਕਿੰਗ ਖੇਤਰ ਦਾ ਜ਼ਿਕਰ ਨਹੀਂ ਕੀਤਾ ਗਿਆ, ਪਰ ਮਾਹਰਾਂ ਦਾ ਮੰਨਣਾ ਹੈ ਕਿ ਇਸ ਦੇ ਪ੍ਰਭਾਵ ਕਾਫੀ ਵਿਆਪਕ ਹੋ ਸਕਦੇ ਹਨ। ਖਾਸ ਕਰਕੇ

ਮਾਲ ਦੀ ਢੋਆ-ਢੁਆਈ (freight) ਦੇ ਨਿਯਮਾਂ ਨੂੰ ਲਾਗੂ ਕਰਨ ਅਤੇ ਲਾਇਸੈਂਸ ਪ੍ਰਕਿਰਿਆ ਵਿੱਚ ਦਿੱਤੀਆਂ ਆ ਸਕਦੀਆਂ ਹਨ। ਰਿਪੋਰਟ ਮੁੱਖ ਤੌਰ 'ਤੇ ਉਨ੍ਹਾਂ ਪ੍ਰਣਾਲੀਗਤ ਮੁੱਦਿਆਂ 'ਤੇ ਕੇਂਦਰਿਤ ਹੈ ਜਿਨ੍ਹਾਂ ਨੂੰ ਆਡਿਟਰ ਨੇ ਰਾਜ ਦੀ ਭਲਾਈ ਲਈ "ਉੱਚ-ਜੋਖਮ" (High-Rsk) ਵਜੋਂ ਸ਼੍ਰੇਣੀਬੱਧ ਕੀਤਾ ਹੈ।

ਵਿੱਤੀ ਬਰਬਾਦੀ ਅਤੇ ਪ੍ਰਬੰਧਕੀ ਗਲਤੀਆਂ

ਆਡਿਟ ਅਨੁਸਾਰ, 'ਕੈਲਫ੍ਰੈਸ਼' (CalFresh) ਭੋਜਨ ਲਾਭਾਂ ਦੀ ਵੰਡ ਵਿੱਚ ਵੱਡੀਆਂ ਗਲਤੀਆਂ ਕਾਰਨ ਸਮਾਜਿਕ ਸੇਵਾਵਾਂ ਵਿਭਾਗ ਨੂੰ ਉੱਚ-ਜੋਖਮ ਵਾਲੀ ਸੂਚੀ ਵਿੱਚ ਸ਼ਾਮਲ ਕੀਤਾ ਗਿਆ ਹੈ। ਚੇਤਾਵਨੀ ਦਿੱਤੀ ਗਈ ਹੈ ਕਿ ਜੇਕਰ ਇਨ੍ਹਾਂ ਸਮੱਸਿਆਵਾਂ ਨੂੰ ਜਲਦ ਹੱਲ ਨਾ ਕੀਤਾ ਗਿਆ, ਤਾਂ 2026 ਤੱਕ ਰਾਜ ਨੂੰ 2.5 ਬਿਲੀਅਨ ਡਾਲਰ ਤੱਕ ਦਾ ਜੁਰਮਾਨਾ ਜਾਂ ਵਾਧੂ ਖਰਚਾ ਪੈ ਸਕਦਾ ਹੈ।

ਬੁਨਿਆਦੀ ਢਾਂਚੇ ਦੇ ਸਬੰਧ ਵਿੱਚ, ਰਿਪੋਰਟ ਵਿੱਚ ਕਈ ਡੈਮਾਂ ਦੀ ਹਾਲਤ "ਮਾੜੀ" ਜਾਂ "ਅਸੰਤੋਸ਼ਜਨਕ" ਦੱਸੀ ਗਈ ਹੈ। ਨਾਲ ਹੀ ਇਹ ਵੀ ਕਿਹਾ ਗਿਆ ਹੈ ਕਿ ਜੇਕਰ ਸੁਧਾਰ ਨਾ ਕੀਤੇ ਗਏ, ਤਾਂ ਅਗਲੇ 20 ਸਾਲਾਂ ਵਿੱਚ ਪਾਣੀ

ਦੀ ਸਪਲਾਈ ਸਮਰੱਥਾ ਵਿੱਚ 25% ਤੱਕ ਦੀ ਗਿਰਾਵਟ ਆ ਸਕਦੀ ਹੈ।

ਇਸ ਤੋਂ ਇਲਾਵਾ, 'ਇੰਪਲਾਇਮੈਂਟ ਡਿਵੈਲਪਮੈਂਟ ਡਿਪਾਰਟਮੈਂਟ' (EDD) ਵੱਲੋਂ ਲਗਭਗ 4.6 ਮਿਲੀਅਨ ਡਾਲਰ ਦੀ ਵਿੱਤੀ ਬਰਬਾਦੀ ਦਾ ਮਾਮਲਾ ਵੀ ਸਾਹਮਣੇ ਆਇਆ ਹੈ, ਜਿੱਥੇ 6,200 ਤੋਂ ਵੱਧ ਅਣਵਰਤੇ ਸੈੱਲ ਫੋਨਾਂ ਅਤੇ ਹੋਟਸਪੌਟਸ ਲਈ ਭੁਗਤਾਨ ਕੀਤਾ ਗਿਆ। ਰਿਪੋਰਟ ਇਹ ਵੀ ਸੰਕੇਤ ਦਿੰਦੀ ਹੈ ਕਿ ਰਾਜ ਨੇ 285 ਬਿਲੀਅਨ ਡਾਲਰ ਦੇ ਸੰਘੀ ਕੋਵਿਡ-19 ਫੰਡਾਂ ਦੇ ਪ੍ਰਬੰਧਨ ਅਤੇ ਵੰਡ ਵਿੱਚ ਵੀ ਲਾਪਰਵਾਹੀ ਵਰਤੀ ਹੈ।

ਗਵਰਨਰ ਦਫ਼ਤਰ ਦਾ ਪ੍ਰਤੀਕਰਮ

ਗਵਰਨਰ ਗੇਵਿਨ ਨਿਊਜ਼ਮ ਦੇ ਦਫ਼ਤਰ ਨੇ ਰਿਪੋਰਟ 'ਤੇ ਪ੍ਰਤੀਕਿਰਿਆ ਦਿੰਦਿਆਂ ਮੌਜੂਦਾ ਪ੍ਰਸ਼ਾਸਨ ਦਾ ਬਚਾਅ ਕੀਤਾ ਹੈ। ਉਨ੍ਹਾਂ ਕਿਹਾ ਕਿ ਗਵਰਨਰ ਨੂੰ ਮਹਾਂਮਾਰੀ ਅਤੇ ਸ਼ੇਅਰ ਬਾਜ਼ਾਰ ਦੀ ਅਸਥਿਰਤਾ ਕਾਰਨ "ਬੇਮਿਸਾਲ ਉਥਲ-ਪੁਥਲ" ਦਾ ਸਾਹਮਣਾ ਕਰਨਾ ਪਿਆ। ਉਨ੍ਹਾਂ ਇਹ ਵੀ ਸਪੱਸ਼ਟ ਕੀਤਾ ਕਿ ਹਾਲ ਹੀ ਵਿੱਚ ਪੇਸ਼ ਕੀਤਾ ਗਿਆ ਬਜਟ ਇਸ ਘਾਟੇ ਨੂੰ ਸੰਤੁਲਿਤ ਕਰਨ ਲਈ ਤਿਆਰ ਕੀਤਾ ਗਿਆ ਹੈ।

ਸੁਰੱਖਿਆ ਅਤੇ ਜਾਂਚ ਪ੍ਰਣਾਲੀ ਵਿੱਚ ਚੁਣੌਤੀਆਂ

ਬਜਟ ਵਿੱਚ ਕਟੌਤੀ ਦਾ ਸਿੱਧਾ ਅਸਰ 'ਮੋਟਰ ਕੈਰੀਅਰ ਸੇਫਟੀ ਅਸਿਸਟੈਂਸ ਪ੍ਰੋਗਰਾਮ' (MCSAP) 'ਤੇ ਪੈ ਸਕਦਾ ਹੈ, ਜੋ ਵਪਾਰਕ ਵਾਹਨਾਂ ਦੀ ਜਾਂਚ ਲਈ ਫੰਡ ਮੁਹੱਈਆ ਕਰਵਾਉਂਦਾ ਹੈ। ਜੇਕਰ MCSAP ਫੰਡਾਂ ਵਿੱਚ ਚੋਰੀ ਹੁੰਦੀ ਹੈ, ਤਾਂ ਕੈਲੀਫੋਰਨੀਆ ਹਾਈਵੇਅ ਪੈਟਰੋਲ (CHP) ਦੇ ਅਫਸਰਾਂ ਵੱਲੋਂ ਕੀਤੀ ਜਾਣ ਵਾਲੀ ਜਾਂਚ ਅਤੇ ਸੜਕਾਂ 'ਤੇ ਨਿਗਰਾਨੀ ਘਟ ਸਕਦੀ ਹੈ। ਇਸ ਨਾਲ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਵਿੱਚ ਅਨਿਸ਼ਚਿਤਤਾ ਵਧੇਗੀ ਅਤੇ ਟਰੱਕਿੰਗ ਕੰਪਨੀਆਂ ਨੂੰ ਬੀਮਾ ਸਬੰਧੀ ਮੁਸ਼ਕਲਾਂ ਦਾ ਸਾਹਮਣਾ ਕਰਨਾ ਪੈ ਸਕਦਾ ਹੈ।

ਅੰਤ ਵਿੱਚ, ਸਾਈਬਰ ਸੁਰੱਖਿਆ ਦੇ ਮਾਮਲੇ ਵਿੱਚ ਵੀ ਰਾਜ ਦਾ ਪ੍ਰਦਰਸ਼ਨ ਨਿਰਾਸ਼ਾਜਨਕ ਰਿਹਾ ਹੈ। ਏਜੰਸੀਆਂ ਦਾ ਔਸਤ ਸਾਈਬਰ ਸੁਰੱਖਿਆ ਸਕੋਰ 4 ਵਿੱਚੋਂ ਸਿਰਫ 1.6 ਰਿਹਾ ਹੈ, ਜੋ ਕਿ ਰਾਜ ਦੇ ਆਪਣੇ ਘੱਟੋ-ਘੱਟ ਮਿਆਰਾਂ ਤੋਂ ਬਹੁਤ ਹੇਠਾਂ ਹੈ। ਇਹ ਕਮੀਆਂ ਅਜਿਹੇ ਸਮੇਂ ਵਿੱਚ ਹੋਰ ਵੀ ਖਤਰਨਾਕ ਹਨ ਜਦੋਂ ਕਾਰਗੋ ਚੋਰੀ ਅਤੇ ਬਰੋਕਰ ਧੋਖਾਧੜੀ ਦੀਆਂ ਘਟਨਾਵਾਂ ਸਿਖਰਾਂ 'ਤੇ ਹਨ।



Ramanpreet Singh
 email: bigrigtiresandalignment@gmail.com
CALL : 559-499-0195











Authorized Dealer for 

FREE*
**ALIGNMENT &
 INSTALLATION
 OF 10 TIRES**

**Truck & Trailer Repairs & Alignment
 Shocks - Brakes - New & Used Tires**
CALL : 559-905-9595

*PURCHASE OF 10 TIRES IS MUST. CONDITIONS APPLY

2881 E Jensen Ave. Fresno CA 93706

www.punjabitruckingusa.com

January - March 2026

9



Audit Exposes More Problems in California Agencies and Infrastructure

At a time when California is facing a \$12 billion budget deficit for fiscal year 2025-26, a report released in December by the California State Auditor adds further issues.

The audit shows that several of the state's agencies, such as the California Department of Social Services, and statewide systems, such as infrastructure and water supply, have problems that present a “substantial risk of serious detriment to the state or its residents.”

The document, High-Risk Report Program, indicates frequent failures in data accuracy, eligibility verification, financial reporting, information security, and corrective action timelines.

While trucking in the state is not mentioned in the report, the implications for the sector could be widespread, with potential problems in freight enforcement and licensing. The report focuses on systemic issues the auditor classifies as “High-Risk” to the state’s well-being.

In this report, the auditor added the Social Services department to the high-risk list due to a high rate of errors in the management and distribution of CalFresh food benefits, which are for people with low incomes who meet federal income eligibility rules. The report warns that if problems are not fixed, federal penalties and the need to compensate benefits could cost the state up to \$2.5 billion in 2026.

The report also points out infrastructure and water concerns,

including deteriorating dams that have been labeled “poor” or “unsatisfactory,” as well as water-delivery capabilities, which could decrease by nearly 25% over the next 20 years if infrastructure isn’t improved.

Part of the report, “Investigations of Improper Activities uncovered financial waste and mismanagement. It shows that the Employment Development Department wasted approximately \$4.6 million paying for over 6,200 cell phones and hotspots that were never used. The report also indicates the state may have mismanaged \$285 billion in federal COVID-19 funds, with problems in how that money was distributed and tracked.

Ongoing issues addressed by the report included eligibility issues for Medi-Cal, the state’s Medicaid

program, ongoing vulnerabilities in the state's information security, and in the timeliness and transparency of the state's financial reporting.

The office of Governor Gavin Newsom quickly responded to the report with a defense of the current administration, noting that the governor had to manage "unprecedented turmoil" due to the pandemic and volatility in the stock market. It also points out that the state has recently released a budget which addresses the deficit and has "balanced the books over two years instead of one."

Trucking could be affected in several ways as the state tightens its budget to address these problems. One area could be the Motor Carrier Safety Assistance Program (MCSAP), a federal program that provides funding for commercial vehicle enforcement across the U.S. MCSAP funds roadside inspections, terminal audits, hazardous-materials enforcement, and passenger-carrier oversight.

That money is an important part of

the California Highway Patrol's (CHP) commercial enforcement operations and the Public Utilities Commission's passenger-carrier inspection programs.

The High-Risk report shows that California has problems that place federal grants at risk, including inaccurate data, delayed corrective action plans, weak verification controls, and late or incomplete federal reporting.

Federal regulations indicate that MCSAP funds can be withheld, reduced, or delayed. This is quite possible, given that the Trump administration has shown a willingness to target California for denying federal funds.

If MCSAP funding is disrupted or delayed, there will be fewer CHP officers conducting commercial enforcement, fewer roadside inspections, and reduced passenger-carrier oversight.

Enforcement will not disappear but will become less predictable. The

inspections that do take place will seem more random, and companies that rely on uniform rule application could face insurance issues.

Weaknesses in the state's Employment Development Department could hurt drivers with benefit or eligibility issues, with resolution times stretching several weeks or months. That might increase job volatility, making California a more difficult place to recruit drivers.

Finally, the state's struggles with technology and data systems have a direct impact on trucking, especially at a time when cargo theft and broker fraud are at an all-time high. State information technology and cybersecurity infrastructure remains on the high-risk list.

The auditor reports that agencies average a 1.6 (out of 4) cybersecurity score, which is well below the state's own minimum standard, suggesting incomplete implementation of basic security practices.

DRIVER QUALIFICATION File Management System

The FMCSA requires drivers and fleets to maintain a proper driver qualification record or file. The driver file is a complex document with multiple parts that need to meet the guideline and standards as outlined by FMCSA.

Driver Files Must Be Maintained For The Life Of Employment & 3 Years After Termination. We at DrugTestingSites guide our customers through this process and make sure to keep them compliant for the next audit.

ENROLL NOW

**PRIME
DQ FILES**

Call: +1 (209) 417-6300
www.drugtestingsites.com



ਟਰੰਪ ਪ੍ਰਸ਼ਾਸਨ ਵੱਲੋਂ 'ਇੰਡੀਪੈਂਡੈਂਟ ਕੰਟਰੈਕਟਰ' ਕਾਨੂੰਨ ਰੱਦ, ਪਰ ਭਵਿੱਖ ਦੀ ਰੂਪ-ਰੇਖਾ ਅਜੇ ਅਸਪਸ਼ਟ

ਸੰਘੀ ਸਰਕਾਰ ਵੱਲੋਂ 'ਇੰਡੀਪੈਂਡੈਂਟ ਕੰਟਰੈਕਟਰ' (ਸੁਤੰਤਰ ਠੇਕੇਦਾਰ) ਦੀ ਸ਼੍ਰੇਣੀਬੱਧਤਾ ਨੂੰ ਲੈ ਕੇ ਚੱਲ ਰਹੀ ਲੰਬੀ ਬਹਿਸ ਹੁਣ ਖਤਮ ਹੋਣ ਦੇ ਨੇੜੇ ਜਾਪਦੀ ਹੈ। ਟਰੰਪ ਪ੍ਰਸ਼ਾਸਨ 'ਫੇਅਰ ਲੇਬਰ ਸਟੈਂਡਰਡਜ਼ ਐਕਟ' (FLSA) ਦੇ ਤਹਿਤ ਬਾਈਡਨ ਕਾਲ ਦੇ ਉਨ੍ਹਾਂ ਨਿਯਮਾਂ ਨੂੰ ਰੱਦ ਕਰਨ ਲਈ ਤਿਆਰ ਹੈ, ਜਿਨ੍ਹਾਂ ਨੇ ਕਾਮਿਆਂ ਨੂੰ ਸੁਤੰਤਰ ਠੇਕੇਦਾਰ ਵਜੋਂ ਸ਼੍ਰੇਣੀਬੱਧ ਕਰਨਾ ਮੁਸ਼ਕਲ ਬਣਾ ਦਿੱਤਾ ਸੀ। ਹਾਲਾਂਕਿ, ਨਵੇਂ ਨਿਯਮਾਂ ਦੇ ਵੇਰਵੇ ਅਜੇ ਸਾਹਮਣੇ ਆਉਣੇ ਬਾਕੀ ਹਨ।

ਟਰੰਪ ਪ੍ਰਸ਼ਾਸਨ ਦੇ ਕਿਰਤ ਵਿਭਾਗ (DOL) ਦਾ ਨਵਾਂ ਪੱਖ ਇਹ ਹੈ ਕਿ ਉਹ ਹੁਣ ਪੁਰਾਣੇ (ਬਾਈਡਨ ਦੇ) ਨਿਯਮਾਂ ਨੂੰ ਲਾਗੂ ਨਹੀਂ ਕਰੇਗਾ। ਵਿਸ਼ਲੇਸ਼ਕਾਂ ਦਾ ਕਹਿਣਾ ਹੈ ਕਿ ਇਸ ਤਬਦੀਲੀ ਨਾਲ ਰੁਜ਼ਗਾਰਦਾਤਾਵਾਂ ਨੂੰ ਕਾਮਿਆਂ ਦੀ ਸ਼੍ਰੇਣੀਬੱਧਤਾ ਵਿੱਚ ਵਧੇਰੇ ਸਪਸ਼ਟਤਾ ਅਤੇ ਲਚਕਤਾ ਮਿਲੇਗੀ।

'ਇਕਨਾਮਿਕ ਰਿਐਲਿਟੀ' ਬਨਾਮ 'ਟੈਟੈਲਿਟੀ ਆਫ ਸਰਕਮਸਟੈਂਸਿਜ਼'
ਸਾਲ 2024 ਵਿੱਚ ਜਾਰੀ ਕੀਤੇ ਗਏ ਮੌਜੂਦਾ

ਨਿਯਮਾਂ ਵਿੱਚ "ਟੈਟੈਲਿਟੀ ਆਫ ਸਰਕਮਸਟੈਂਸਿਜ਼" (ਹਾਲਾਤਾਂ ਦੀ ਸਮੁੱਚਤਾ) ਟੈਸਟ ਨੂੰ ਅਪਣਾਇਆ ਗਿਆ ਸੀ। ਪਰ ਰੁਜ਼ਗਾਰਦਾਤਾਵਾਂ ਲਈ ਇਹ ਚੁਣੌਤੀਪੂਰਨ ਸੀ ਕਿਉਂਕਿ ਇਸ ਕਾਰਨ ਉਨ੍ਹਾਂ ਨੂੰ ਕਈ ਕਾਮਿਆਂ ਨੂੰ ਪੱਕੇ ਤੌਰ 'ਤੇ ਰੱਖਣਾ ਪੈਂਦਾ ਸੀ ਅਤੇ ਉਹ 'ਠੇਕੇਦਾਰ' ਲੇਬਲ ਦੀ ਵਰਤੋਂ ਨਹੀਂ ਸੀ ਕਰ ਸਕਦੇ।

ਪੂਰੀ ਸੰਭਾਵਨਾ ਹੈ ਕਿ ਨਵਾਂ ਕਿਰਤ ਵਿਭਾਗ ਟਰੰਪ ਦੇ ਪਹਿਲੇ ਕਾਰਜਕਾਲ ਵਾਲੇ "ਇਕਨਾਮਿਕ ਰਿਐਲਿਟੀ" (ਆਰਥਿਕ ਹਕੀਕਤ) ਟੈਸਟ ਵੱਲ ਵਾਪਸ ਪਰਤੇਗਾ। 2020 ਦੇ ਅਖੀਰ ਵਿੱਚ ਪੁਸ਼ਟੀ ਕੀਤੇ ਗਏ ਇਸ ਨਿਯਮ ਵਿੱਚ ਸ਼੍ਰੇਣੀਬੱਧਤਾ ਲਈ ਦੋ ਮੁੱਖ ਕਾਰਕ ਸਨ:

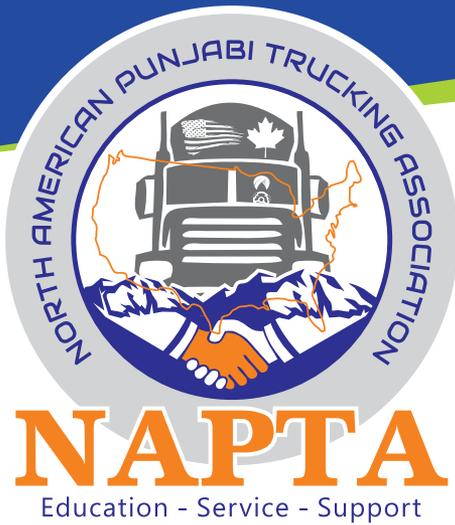
- ਕੰਮ ਉੱਤੇ ਕਾਮੇ ਦੇ ਨਿਯੰਤਰਣ ਦੀ ਪ੍ਰਕਿਰਤੀ ਅਤੇ ਡਿਗਰੀ।
- ਕਾਮੇ ਦੀ ਆਪਣੀ ਪਹਿਲਕਦਮੀ ਜਾਂ ਨਿਵੇਸ਼ ਦੇ ਅਧਾਰ 'ਤੇ ਮੁਨਾਫਾ ਜਾਂ ਨੁਕਸਾਨ ਹੋਣ ਦੀ ਸੰਭਾਵਨਾ।

ਰਾਜਾਂ ਦੇ ਆਪਣੇ ਸਖ਼ਤ ਨਿਯਮ
ਭਾਵੇਂ ਸੰਘੀ ਪੱਧਰ 'ਤੇ ਨਿਯਮ ਬਦਲ ਰਹੇ

ਹਨ, ਪਰ ਕਈ ਅਮਰੀਕੀ ਰਾਜਾਂ ਵਿੱਚ ਕਾਮਿਆਂ ਦੀ ਸ਼੍ਰੇਣੀਬੱਧਤਾ ਲਈ ਵਧੇਰੇ ਸਖ਼ਤ ਟੈਸਟ ਲਾਗੂ ਹਨ। ਕੈਲੀਫੋਰਨੀਆ ਵਿੱਚ "ABC" ਟੈਸਟ ਦੀ ਵਰਤੋਂ ਕੀਤੀ ਜਾਂਦੀ ਹੈ, ਜੋ ਇਹ ਤੈਅ ਕਰਦਾ ਹੈ ਕਿ ਕੋਈ ਕਾਮਾ ਸੁਤੰਤਰ ਠੇਕੇਦਾਰ ਹੈ ਜਾਂ ਕਰਮਚਾਰੀ। ਇਸੇ ਤਰ੍ਹਾਂ ਦੇ ਸਖ਼ਤ ਨਿਯਮ ਇਲੀਨੋਇਸ, ਮੈਸਾਚੂਸਟਸ ਅਤੇ ਨਿਊ ਜਰਸੀ ਵਰਗੇ ਰਾਜਾਂ ਵਿੱਚ ਵੀ ਲਾਗੂ ਹਨ।

ਟਰੰਪ ਪ੍ਰਸ਼ਾਸਨ ਨੇ 2025 ਵਿੱਚ ਅਹੁਦਾ ਸੰਭਾਲਦੇ ਹੀ ਬਾਈਡਨ ਦੇ ਨਿਯਮਾਂ ਨੂੰ ਲਾਗੂ ਨਾ ਕਰਨ ਦੇ ਹੁਕਮ ਦਿੱਤੇ ਸਨ। ਹਾਲਾਂਕਿ ਨਵੇਂ ਨਿਯਮਾਂ ਦੀ ਪੂਰੀ ਇਬਾਰਤ ਅਜੇ ਸਪਸ਼ਟ ਨਹੀਂ ਹੈ, ਪਰ ਵਿਭਾਗ ਦੇ ਤਾਜ਼ਾ ਰੁਖ ਤੋਂ ਸੰਕੇਤ ਮਿਲਦਾ ਹੈ ਕਿ ਉਹ "ਆਰਥਿਕ ਹਕੀਕਤ" ਟੈਸਟ ਨੂੰ ਹੀ ਮੁੜ ਬਹਾਲ ਕਰਨਗੇ।

ਇਸ ਤਬਦੀਲੀ ਦੇ ਬਾਵਜੂਦ, ਸੁਤੰਤਰ ਠੇਕੇਦਾਰਾਂ ਅਤੇ ਕੰਪਨੀਆਂ ਦੇ ਸਬੰਧਾਂ ਨੂੰ ਲੈ ਕੇ ਅਦਾਲਤੀ ਮੁਕੱਦਮੇਬਾਜ਼ੀ ਅਤੇ ਸਰਕਾਰੀ ਚੁਣੌਤੀਆਂ ਜਾਰੀ ਰਹਿਣ ਦੀ ਉਮੀਦ ਹੈ।



NAPTA MISSION STATEMENT

NAPTA promotes professional growth, prosperity, education, training, highway and driver safety for our members. We advocate the highest standards of service, conduct, safe, efficient and profitable trucking industry across all sectors and industry types, regardless of size, domicile or type of operation.

INTRODUCING NEW VENDORS

CabCard
FUEL CONTROL IN YOUR CAB!



PRIME
DRUG TESTING

LegalShield

AXESTRACK



Prime DQ Files for all your driver hiring needs. www.PrimeDQFiles.com a full driver hiring software suite. Pull PSP & MVR reports with in the software.

join now www.GoNAPTA.org

For more information, call at (877) 622-1313 or email us at info@gonapta.org



www.facebook.com/gonapta



Trump Administration Rescinds Independent Contractor Law but What's Next is Unclear

The debate over the federal government's position on independent contractor classification may finally end as the Trump administration appears poised to rescind Biden-era rules under the Fair Labor Standards Act (FLSA) that made it more difficult to classify workers as independent contractors. Details of the new rule, however, are few.

The new position under the Trump administration's Department of Labor (DOL) is that it would no longer enforce the old rule. Analysts say this change will give employers more certainty and flexibility in classifying workers.

The current independent contractor rule, issued in 2024, adopted the multifactor "totality of the circumstances" test that has been used by the courts for years. The Biden rule, however, presented challenges for employers who would need to hire more workers permanently and could not use the contractor label because of job circumstances.

It is likely the new DOL will return

to the rule as it was in Trump's first term which uses the "economic reality" test. The rule, confirmed in late 2020 didn't last long as the Biden administration immediately altered it. The old rule set-up two "core factors" for classification:

- The nature of and degree of a worker's control over their work.
- The worker's opportunity for profit or loss based on initiative, investment or both.

Other factors in the old rule included the amount of skill required for the work, the degree of permanence of the relationship of an employee with the employer and whether the work was part of an integrated unit of production.

The Biden-era's rule utilized a multifactor, "totality-of-the-circumstances analysis" of many of the same factors as the 2021 rule but without placing particular emphasis on any one factor.

This rule took effect in 2024 but faced a series of legal challenges and immediately after Trump took office in 2025, DOL ordered that the rule should

not be enforced. Later that year, the agency announced that it would revisit independent contractor regulations as part of its regulatory agenda.

As of now, there are few details of what the new rule will say, but in a recent opinion piece DOL appeared to grant independent contractor status under the FLSA to service providers for a virtual marketplace company. The letter made repeated mentions of the "economic reality" test used under the old rule.

Regardless of what the rule entails, independent contractor relationships will continue to face litigation in the courts as well as being challenged by government agencies.

In fact, several states impose stricter tests for worker classification, notably in California where the "ABC" test determines classification under that state's gig worker law. Other states are also using a similar ABC test, including Illinois, Massachusetts, and New Jersey, among others.

www.sidhutruckline.com



- 24/7 Customer Service
- Asset Based Company
- Reefers and Dry Vans Service
- Drop Trailers Available
- Experienced and Trained Drivers

Get access to industry-leading technologies, a fleet of trucks, a broad infrastructure of warehouses, and talented transportation and logistics experts.

- ➔ Refrigerator and Dry Van Services
- ➔ Truck Parking
- ➔ Cross Docking / Warehouse
- ➔ Full Truck Repair Shop



4711 Commercial St., Bakersfield, CA
661-735-1111 • kevin@sidhu.com

OCCUPATIONAL ACCIDENT COVERAGE for Owner Operators and 1099 Employees



CHECK OUT OUR PROGRAM

Benefits Included: AD&D, Accident Medical Expense, Temporary & Permanent Disability and Emergency Travel, Optional Contingent Liability, & More.

Multiple Coverage Levels - Nationwide - 'A' Rated Carriers



1(855) GoLotus (465-6887) | 805-915-4770
1919 Williams Street, Ste 301, Simi Valley CA 93065

CA LICENSE # OM73517 www.lotusbenefits.com info@lotusbenefits.com



LOTUS BENEFITS CORP.



States Look to Pass Tougher English Proficiency Laws for Truck Drivers

Legislators in three states are currently debating new laws that would require a certain level of English-language proficiency skills for truck drivers. The new laws would levy fines for drivers who drive without proof of those skills and companies who are repeat offenders by employing those drivers.

At a time when the federal government is cracking down on immigrants, both those here illegally and those who have employment-based visas, lawmakers in Missouri, Oklahoma and Wyoming have introduced tougher laws and penalties for drivers who cannot read English road signs or speak the language proficiently.

At the beginning of last year, the Federal Motor Carrier Safety Administration (FMCSA) reintroduced English-language proficiency requirements for drivers with increased enforcement of out-of-service rules.

These three states, however, have potential new laws that would greatly increase fines and, in some cases, add jail time for drivers as well as increased penalties for companies that use drivers without proper skills.

Both the federal government and several states have been focusing on enforcement of English-language proficiency. In September, 130 drivers were arrested for lacking citizenship and not having language proficiency.

If passed, these laws would allow authorities to more easily identify repeat offenders in their records because FMCSA requires out-of-service violations to be reported to state motor vehicle departments or state police.

Missouri

In Missouri, a bill introduced by Rep. Carolyn Caton changes commercial driver's license (CDL) requirements for foreign drivers seeking licenses to require stricter English-language proficiency skills.

First-time offenders can be found guilty of a Class D misdemeanor with a potential fine of up to \$500. Convictions for repeat offenses would be considered a Class B misdemeanor

with a penalty of up to six months in jail and a \$1,000 fine.

Companies with drivers who are convicted would be fined \$3,000 per violation. The law would also allow motor carriers to be notified to recover their vehicles if a driver is in violation of the law. Motor carriers would then have 12 hours to pay a fine and use a compliant driver to get the vehicle.

If a company cannot pay the fine, the shipper of the cargo on that truck would be notified to plan for the transfer of that cargo to another truck. "Neither the state nor the owner of such cargo shall be liable for any reasonable action to transfer such cargo," the bill says.

Wyoming

Lawmakers in the state House Transportation, Highways and Military Affairs Committee sponsored a new law which requires driver proficiency and, as a result, Wyoming law enforcement, in partnership with federal officials, have set up dragnets

to target noncompliant drivers.

The law, however, has yet to be passed by the full legislature and signed by the governor, but will likely go into effect this summer.

The legislation requires a \$1,000 fine for commercial drivers without English-language proficiency. Those violators would also be banned from driving a commercial truck until proficiency is proven. Repeat offenders could get up to 90 days in jail.

The proposed legislation would authorize law enforcement, except for the highway patrol, to enforce the law. Therefore, violators who avoid interstates traveled by highway patrol could be stopped and cited by sheriffs or city police.

Oklahoma

Like Wyoming's law, a new bill introduced in Oklahoma would mandate that truck drivers meet English-language proficiency requirements. Violators would be

banned from driving until they demonstrate proficiency as well as a potential \$3,000 fine for each violation.

Noncompliant drivers found operating a truck in Oklahoma would be guilty of a misdemeanor and fined up to \$1,000 with a possible 90-day jail sentence. Money from these fines would be deposited in the Trauma Care Assistance Revolving Fund.

Carriers would have 12 hours to provide a qualified driver or plan to transfer the cargo of a truck.

In Alabama, part of a newly proposed bill would require driver's license exams be conducted exclusively in English. "An applicant may not use a translation dictionary, an electronic device or an interpreter to assist with the administration of the examination," the bill states.

A similar law has also been proposed in Missouri.



CHAMPION TRANSPORT
Dedicated Fleet Services

Good Pay Family Environment Dedicatrd Route

CALL: Jaskaran Dhillon
(800) 317-9217 | (209) 8717-754



Safety Groups Ask FMCSA to End SDAP

Three highway safety advocate groups are asking the Federal Motor Carrier Safety Administration (FMCSA) to stop the extension of a program to allow drivers under age 21 to get interstate commercial driver's licenses.

The Truck Safety Coalition, Citizens for Reliable and Safe Highways and Parents Against Tired Truckers filed a formal letter in January to the FMCSA arguing that

the Safe Driver Apprenticeship Pilot (SDAP) program has failed and asking the agency to deny the American Trucking Association's (ATA) request to extend the SDAP.

The letter from safety advocates says, "This boondoggle of a pet-project, produced by decade-long lobbying by the ATA, has accomplished nothing of substance and been a tremendous waste of federal staff time and resources."

The ATA has claimed there is sufficient data proving the program should continue. But the advocates write, "It is time for FMCSA, consistent with Congressional intent, to end this ill-conceived and abysmally performing program."

Over the last few years, the ATA has consistently reported a significant truck driver shortage, driven by high demand, an aging workforce, and regulatory barriers, with estimates

fluctuating but pointing to a need to hire more drivers.

The organization, which represents several large trucking companies, has urged Congress to spend money on training different groups, including young people and women. More recently, the ATA has pushed for programs to train military veterans as drivers.

Along with the three safety groups, the Owner-Operator Independent Drivers Association has argued against ATA's claim that more drivers are needed. They believe training drivers under age 18 is a major safety issue.

"Teens and trucks are a lethal combination affirmed by decades of research and data," says the letter. Using data from the Insurance Institute for Highway Safety the letter claims that truck drivers aged 19-20 are six times more likely to be involved in fatal crashes than older drivers.

The letter also cites Bureau of Labor Statistics data that lists truck driving as one of the most dangerous professions in the U.S.

"Recruiting the worst driving demographic in the country into what is already one of the deadliest jobs available with inadequate safeguards defies common sense," says the letter.

It continues, "Truck crash fatalities are unacceptably high, with nearly 5,500 killed in the last year on record and more than 150,000 injured. Since 2009, truck crash deaths have increased by a disturbing 62%. Now more than ever, America needs FMCSA to prioritize common-sense, high-impact solutions that improve

truck safety. The SDAP fails on all counts."

Anecdotal evidence tends to suggest the program has had lukewarm results with very few candidates in the age group interested in driving a truck. At a time when the federal government is eliminating large groups of drivers as part of immigration reform, it is unclear

whether driving shortages will increase or stabilize.

FMCSA is currently reviewing the SDAP and has a deadline of March 10 to report to Congress. The report will either extend the program, as ATA has argued, or end it, as safety groups have asked.

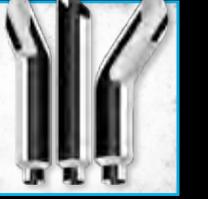
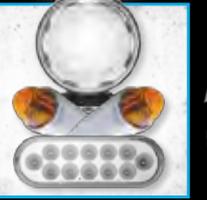


15% OFF
YOUR FIRST PURCHASE
Use Code: **PT15Q125**
Expires 04/30/2025



Scan QR Code To Visit Our Website

YOUR ONE STOP SHOP
Truck & Trailer Parts When You Need Them!

			
Bumpers	Cargo Control	Engine Cooling	Exhausts
			
Fuel Tanks	Hoods & Grilles	Lighting	Visors

4 STATE Trucks
WWW.4STATETRUCKS.COM
888.875.7787 JOPLIN, MISSOURI I-44 AT EXIT 4



U.S. Solicitor General Files Brief and Will Make Oral Argument in SCOTUS Broker Liability Case

Adding to its resumé of government intervention in the U.S. economy, the Trump administration is throwing its weight behind third-party logistics (3PL) provider C.H. Robinson in the U.S. Supreme Court case involving broker liability.

Not only has the U.S. Solicitor General's office filed an amicus brief in the case *Montgomery vs. Caribe*, but it will also provide an oral argument defending C.H. Robinson's use of

the Federal Aviation Administration Authorization Act (F4A) which the company has used to avoid liability in a case where it hired a sketchy trucking company that wound up crashing and injuring another truck driver.

The current solicitor general has said it is not unusual for the federal government to get involved in cases where the F4A is a component. As recently as 2013, the Obama Administration involved itself in several cases.

At that time, courts were actively navigating how the F4A, which prohibits states from enacting laws related to the "price, route, or service" of motor carriers, applied to state labor laws. Before now, the issue of broker liability, or lack thereof, was not a concern of the executive branch.

C.H. Robinson has argued the F4A "preempts" them from having any liability in the case. The U.S. Court of Appeals for the Seventh Circuit

decided the so-called safety exception of the F4A, which allows a state tort (a tort is a civil wrong that causes someone else to suffer loss or harm) against a transportation company involved in interstate commerce, did not apply to brokers such as C.H. Robinson.

Two other courts made the same ruling, but in the cases Miller vs. C.H. Robinson and Cox vs. TQL, the courts in those decisions disagreed and found the safety exception could find that a broker was guilty of negligence or liability and that the F4A did not protect 3PLs.

Analysts say it is long overdue for the high court to get involved in the issue and make a precedent setting ruling on whether 3PLs can indeed be held liable in such cases.

The main goal of the Trump administration's involvement could be to continue its goal of making the federal government dominant over the states and disallowing any unilateral efforts from states to regulate commerce.

"The United States has a substantial interest in the resolution of the question presented here," the solicitor general's brief says. F4A was enacted, according to the brief, "to prevent States from undermining federal deregulation of the prices, routes, and services of motor carriers, brokers, and freight forwarders."

It continues, "The United States therefore has a substantial interest in an interpretation of (F4A) that protects and appropriately balances the Act's deregulatory, pro-competitive purposes; the federal government's duties and responsibilities with respect to commercial motor vehicle safety; and the States' safety regulatory authority."

The Transportation Intermediaries Association (TIA), representing 1,500 freight brokers and intermediaries, has also filed a brief in the case.

Representing the TIA are attorneys Marc Blubaugh and Nicholas Lacey of the Benesch Law Firm's transportation section. They argue that considering a 3PL to be subject to a state action such as a lawsuit is asking the industry to take on a role that is already the responsibility of the federal government.

"No valid way exists for a broker to compare and contrast motor carrier safety records in any consistent and meaningful way in order to yield uniform outcomes necessary for efficient interstate commerce," the TIA brief says.

The TIA makes the case that brokers, many being small businesses

with few resources, do not have the ability to second guess a carrier for the hiring of a particular driver.

"Little imagination is required to understand how impractical it would be for a small broker employing a handful of employees to begin evaluating the hiring practices of tens of thousands of motor carriers across the country and to reach sound decisions as to whether the motor carrier has 'safe enough' hiring practices," continues the TIA brief.

Oral arguments in front of the nine justices will take place March 4 with a decision likely coming at some point in the late spring or summer.

GOLDEN LAND
TRANSPORTATION INSURANCE SOLUTIONS, INC.
It's all about the peace of mind

ਟਰੱਕਿੰਗ ਇੰਸ਼ੁਰੈਂਸ

ਸਾਡਾ ਕਸਟਮਰ ਸਾਡਾ ਰੱਬ

855-439-2083 . www.gltis.com



Aurora Trucks Now Fully Integrated with McLeod Software for Booking

Birmingham, Alabama-based McLeod Software recently announced it has completed software integration with self-driving truck company Aurora Innovation. The integration enables trucking businesses to book and manage autonomous truck loads using their existing McLeod transportation management systems.

McLeod and Aurora announced their partnership last year. McLeod is a supplier of transportation management and trucking software for carriers, brokers, 3PL providers, and shippers.

Aurora is a self-driving vehicle technology company based in Pittsburgh, Pennsylvania. Aurora has developed the Aurora Driver, a computer system that can be integrated into cars and trucks for autonomous driving.

“In a market that demands constant innovation, we are proud to be the first TMS to put the power of autonomous trucking directly into the hands of our customers,” McLeod Software founder and CEO Tom McLeod said in the Jan. 15 announcement.

The integration of McLeod software was completed ahead of schedule and allows carriers to access it through their existing McLeod platforms, including LoadMaster. The LoadMaster system supports adding over 100 integration products.

McLeod users can tender autonomous loads directly on their current platforms. Dispatchers receive real-time location tracking and automatic status updates from Aurora Drivers to improve transparency and help ensure the timely pickup and delivery of loads.

“We’ve turned driverless trucking technology into a practical, everyday service,” Aurora President Ossa Fisher said. “By embedding the Aurora Driver directly into the McLeod ecosystem, we are enabling carriers to easily adopt driverless trucks and immediately start optimizing their networks.”

Truckers who have moved to the new system have found an important efficiency improvement. Rami Abdeljaber, executive vice president and chief operations officer at Russell

Transport, said, “We are seeing efficiency gains without disrupting our operations. The integration is seamless, real-time, and operationally effective.”

After several years of testing its technology, Aurora began autonomous trucking services last year with regular runs between Dallas and Houston on Interstate 45 in Texas, which has been a proving ground for testing autonomous trucks.

It has also recently expanded with a route from Fort Worth to El Paso on I-20. Aurora still uses observers in the cabs of its trucks, but the Aurora system performs all of the driving without human assistance.

Aurora operates its own trucks but will be supplying its virtual driving technology to trucking companies through a subscription-based, driver-as-a-service model. Aurora has also partnered with truck makers Paccar Inc. and Volvo and suppliers such as Continental spinoff Aumovio and Nvidia to deploy its technology in the trucking sector.



IS YOUR BROKER NOT PAYING YOU AS PROMISED

01 Not Paying for
Detention Time

02 Not Paying TONU

03 File a "Dispatch Guard Report"

04 Not paying for holding
your equipment

We help recovering your money via collection Or just post a reviews about your broker, Check Credit Scores for future brokers.

- Recover your money
- Share broker reviews
- Check credit score of future brokers
- Days to Pay, Bond info
- Calculate per mile cost
- Diesel Prices & Fuel Surcharge

SIGN UP TODAY FOR
2 MONTH FREE FULL ACCESS



www.loadbroker411.com



info@loadbroker411.com



Tennessee Law Would Levy \$1 Million Penalty for Companies Using Undocumented Drivers

A Tennessee state bill would impose civil and criminal penalties, as well as steep fines, on trucking companies that would allow undocumented workers to drive a commercial vehicle. The bill would add misdemeanor charges and strict liability on drivers or companies involved in accidents if it is proven the driver is not a citizen.

The law would make it an offense for a person to knowingly allow a person unlawfully present in the United States to operate a commercial motor vehicle (CMV) in the state.

The bill makes it a crime for an undocumented driver to operate a CMV in Tennessee. Violations would be considered Class A misdemeanors, applying to both the person who hired the driver as well as the driver.

It would also impose extremely costly fines on those who break the law.

According to the text of the law, “An employer who knowingly allows a person unlawfully present in the United States to operate a commercial motor vehicle, and any official or employee of any state who issues a commercial driver license to a person knowing that the person is unlawfully present in the United States, shall be strictly, absolutely, jointly, and severally liable to any person who suffers personal injury or property damage caused by the unlawfully present person’s operation of a commercial motor vehicle. A person so injured is entitled to recover compensatory damages, ...punitive damages of not less than one million dollars and court costs and reasonable attorney’s fees.”

The law also says that if a law enforcement officer arrests a person for unlawfully operating a CMV, the officer’s agency must immediately notify federal immigration authorities. This is noteworthy as state officials have not always notified federal

agencies but have instead allowed violators to post bond and appear in court.

The bill also authorizes civil penalties. The state attorney general can sue employers or state officials and their employees for violations, with civil penalties of at least \$1 million per violation, along with other compensation.

Private citizens can also file a lawsuit on behalf of the state against alleged violators, even if no formal criminal charges are in place. If successful, the plaintiff is entitled to receive between 25% and 50% of the recovered proceeds, depending on whether the attorney general takes over the case.

Because Tennessee has a majority of Republicans in its legislature, it seems likely this legislation will pass and become state law in the near future.

ਟੈਨੇਸੀ: ਗੈਰ-ਦਸਤਾਵੇਜ਼ੀ ਡਰਾਈਵਰਾਂ ਨੂੰ ਕੰਮ 'ਤੇ ਰੱਖਣ ਵਾਲੀਆਂ ਕੰਪਨੀਆਂ ਨੂੰ ਹੋ ਸਕਦਾ ਹੈ 10 ਲੱਖ ਡਾਲਰ ਦਾ ਜੁਰਮਾਨਾ; ਨਵਾਂ ਬਿੱਲ ਪੇਸ਼

ਅਮਰੀਕਾ ਦੇ ਰਾਜ ਟੈਨੇਸੀ ਵਿੱਚ ਇੱਕ ਨਵਾਂ ਬਿੱਲ ਪੇਸ਼ ਕੀਤਾ ਗਿਆ ਹੈ, ਜਿਸ ਤਹਿਤ ਉਨ੍ਹਾਂ ਟਰੱਕਿੰਗ ਕੰਪਨੀਆਂ ਵਿਰੁੱਧ ਸਖ਼ਤ ਸਿਵਲ ਅਤੇ ਫੌਜਦਾਰੀ ਕਾਰਵਾਈ ਦੇ ਨਾਲ-ਨਾਲ ਭਾਰੀ ਜੁਰਮਾਨੇ ਲਗਾਉਣ ਦੀ ਤਜਵੀਜ਼ ਹੈ ਜੋ ਗੈਰ-ਦਸਤਾਵੇਜ਼ੀ (undocumented) ਕਾਮਿਆਂ ਨੂੰ ਵਪਾਰਕ ਵਾਹਨ ਚਲਾਉਣ ਦੀ ਇਜਾਜ਼ਤ ਦਿੰਦੀਆਂ ਹਨ। ਇਸ ਬਿੱਲ ਅਨੁਸਾਰ, ਜੇਕਰ ਇਹ ਸਾਬਤ ਹੋ ਜਾਂਦਾ ਹੈ ਕਿ ਡਰਾਈਵਰ ਅਮਰੀਕੀ ਨਾਗਰਿਕ ਨਹੀਂ ਹੈ, ਤਾਂ ਦੁਰਘਟਨਾ ਦੀ ਸੂਰਤ ਵਿੱਚ ਡਰਾਈਵਰ ਜਾਂ ਕੰਪਨੀ 'ਤੇ ਸਖ਼ਤ ਦੇਣਦਾਰੀ (strict liability) ਅਤੇ ਫੌਜਦਾਰੀ ਦੋਸ਼ ਲਾਗੂ ਹੋਣਗੇ।

ਨਵਾਂ ਕਾਨੂੰਨ ਅਤੇ ਸਜ਼ਾਵਾਂ

ਇਸ ਕਾਨੂੰਨ ਤਹਿਤ, ਕਿਸੇ ਵੀ ਵਿਅਕਤੀ ਵੱਲੋਂ ਜਾਣਬੁੱਝ ਕੇ ਅਜਿਹੇ ਵਿਅਕਤੀ ਨੂੰ ਵਪਾਰਕ ਮੋਟਰ ਵਾਹਨ (CMV) ਚਲਾਉਣ ਦੀ ਇਜਾਜ਼ਤ ਦੇਣਾ ਅਪਰਾਧ ਮੰਨਿਆ ਜਾਵੇਗਾ, ਜੋ ਅਮਰੀਕਾ ਵਿੱਚ ਗੈਰ-ਕਾਨੂੰਨੀ ਤਰੀਕੇ ਨਾਲ ਰਹਿ ਰਿਹਾ ਹੈ। ਟੈਨੇਸੀ ਵਿੱਚ ਗੈਰ-ਦਸਤਾਵੇਜ਼ੀ ਡਰਾਈਵਰ ਵੱਲੋਂ ਵਪਾਰਕ ਵਾਹਨ ਚਲਾਉਣਾ ਹੁਣ ਇੱਕ ਅਪਰਾਧ ਹੋਵੇਗਾ। ਇਨ੍ਹਾਂ ਨਿਯਮਾਂ ਦੀ ਉਲੰਘਣਾ ਨੂੰ 'ਸ਼੍ਰੇਣੀ ਏ ਮਿਸਡੀਮੀਨਰ' (Class A misdemeanor) ਮੰਨਿਆ ਜਾਵੇਗਾ, ਜੋ ਡਰਾਈਵਰ ਅਤੇ ਉਸ ਨੂੰ ਰੱਖਣ ਵਾਲੇ ਮਾਲਕ ਦੋਵਾਂ 'ਤੇ ਲਾਗੂ ਹੋਵੇਗਾ।

ਭਾਰੀ ਜੁਰਮਾਨੇ ਅਤੇ ਹਰਜਾਨਾ

ਕਾਨੂੰਨ ਦੇ ਖਰੜੇ ਅਨੁਸਾਰ, ਜੇਕਰ ਕੋਈ ਮਾਲਕ ਜਾਣਬੁੱਝ ਕੇ ਗੈਰ-ਦਸਤਾਵੇਜ਼ੀ ਵਿਅਕਤੀ ਨੂੰ ਵਾਹਨ ਚਲਾਉਣ ਦਿੰਦਾ ਹੈ, ਜਾਂ ਕੋਈ ਸਰਕਾਰੀ ਅਧਿਕਾਰੀ ਜਾਣਬੁੱਝ ਕੇ ਅਜਿਹੇ ਵਿਅਕਤੀ ਨੂੰ ਵਪਾਰਕ ਡਰਾਈਵਿੰਗ ਲਾਇਸੈਂਸ (CDL) ਜਾਰੀ ਕਰਦਾ ਹੈ, ਤਾਂ ਉਹ ਕਿਸੇ ਵੀ ਜਾਨੀ ਜਾਂ ਮਾਲੀ ਨੁਕਸਾਨ ਲਈ ਪੂਰੀ ਤਰ੍ਹਾਂ ਜ਼ਿੰਮੇਵਾਰ ਹੋਣਗੇ।

ਪੀੜਤ ਪੱਖ ਨਾ ਸਿਰਫ਼ ਮੁਆਵਜ਼ੇ ਦਾ ਹੱਕਦਾਰ ਹੋਵੇਗਾ, ਸਗੋਂ ਉਸ ਨੂੰ 10 ਲੱਖ ਡਾਲਰ (1 ਮਿਲੀਅਨ) ਤੋਂ ਘੱਟ ਦਾ ਦੰਡਕਾਰੀ ਹਰਜਾਨਾ (punitive damages), ਅਦਾਲਤੀ ਖਰਚੇ ਅਤੇ ਵਕੀਲ ਦੀ ਫੀਸ ਵੀ ਮਿਲੇਗੀ।

ਇਮੀਗ੍ਰੇਸ਼ਨ ਅਧਿਕਾਰੀਆਂ ਨੂੰ ਸੂਚਨਾ ਦੇਣਾ ਲਾਜ਼ਮੀ

ਇਸ ਬਿੱਲ ਵਿੱਚ ਇੱਕ ਅਹਿਮ ਨੁਕਤਾ ਇਹ ਹੈ ਕਿ ਜੇਕਰ ਕੋਈ ਪੁਲਿਸ ਅਧਿਕਾਰੀ ਕਿਸੇ ਵਿਅਕਤੀ ਨੂੰ ਗੈਰ-ਕਾਨੂੰਨੀ ਤਰੀਕੇ ਨਾਲ

ਵਪਾਰਕ ਵਾਹਨ ਚਲਾਉਂਦੇ ਹੋਏ ਗ੍ਰਿਫ਼ਤਾਰ ਕਰਦਾ ਹੈ, ਤਾਂ ਉਸ ਏਜੰਸੀ ਲਈ ਤੁਰੰਤ ਸੰਘੀ ਇਮੀਗ੍ਰੇਸ਼ਨ ਅਧਿਕਾਰੀਆਂ ਨੂੰ ਸੂਚਿਤ ਕਰਨਾ ਲਾਜ਼ਮੀ ਹੋਵੇਗਾ। ਇਸ ਤੋਂ ਪਹਿਲਾਂ ਕਈ ਵਾਰ ਅਧਿਕਾਰੀ ਅਜਿਹੇ ਮਾਮਲਿਆਂ ਵਿੱਚ ਜ਼ਮਾਨਤ

ਇਲਾਵਾ, ਆਮ ਨਾਗਰਿਕ ਵੀ ਰਾਜ ਵੱਲੋਂ ਕਥਿਤ ਦੋਸ਼ੀਆਂ ਵਿਰੁੱਧ ਮੁਕੱਦਮਾ ਦਾਇਰ ਕਰ ਸਕਦੇ ਹਨ, ਭਾਵੇਂ ਕੋਈ ਰਸਮੀ ਫੌਜਦਾਰੀ ਕੇਸ ਦਰਜ ਨਾ ਵੀ ਹੋਇਆ ਹੋਵੇ। ਜੇਕਰ ਮੁਕੱਦਮਾ ਸਹੀ ਸਾਬਤ ਹੁੰਦਾ ਹੈ, ਤਾਂ ਸ਼ਿਕਾਇਤਕਰਤਾ ਨੂੰ ਵਸੂਲੀ



ਦੇ ਕੇ ਉਲੰਘਣਾ ਕਰਨ ਵਾਲਿਆਂ ਨੂੰ ਛੱਡ ਦਿੰਦੇ ਸਨ, ਪਰ ਹੁਣ ਅਜਿਹਾ ਨਹੀਂ ਹੋਵੇਗਾ।

ਸਿਵਲ ਕਾਰਵਾਈ ਅਤੇ ਨਿੱਜੀ ਮੁਕੱਦਮੇ

ਰਾਜ ਦਾ ਅਟਾਰਨੀ ਜਨਰਲ ਉਲੰਘਣਾ ਕਰਨ ਵਾਲੇ ਮਾਲਕਾਂ ਜਾਂ ਸਰਕਾਰੀ ਅਧਿਕਾਰੀਆਂ ਵਿਰੁੱਧ ਸਿਵਲ ਮੁਕੱਦਮੇ ਦਰਜ ਕਰ ਸਕਦਾ ਹੈ, ਜਿਸ ਵਿੱਚ ਪ੍ਰਤੀ ਉਲੰਘਣਾ ਘੱਟੋ-ਘੱਟ 10 ਲੱਖ ਡਾਲਰ ਦਾ ਜੁਰਮਾਨਾ ਹੋ ਸਕਦਾ ਹੈ। ਇਸ ਤੋਂ

ਗਈ ਰਕਮ ਦਾ 25% ਤੋਂ 50% ਤੱਕ ਹਿੱਸਾ ਮਿਲ ਸਕਦਾ ਹੈ।

ਟੈਨੇਸੀ ਦੀ ਵਿਧਾਨ ਸਭਾ ਵਿੱਚ ਰਿਪਬਲਿਕਨ ਪਾਰਟੀ ਦੇ ਬਹੁਮਤ ਨੂੰ ਦੇਖਦੇ ਹੋਏ, ਇਹ ਪੂਰੀ ਸੰਭਾਵਨਾ ਹੈ ਕਿ ਇਹ ਬਿੱਲ ਜਲਦੀ ਹੀ ਪਾਸ ਹੋ ਕੇ ਕਾਨੂੰਨ ਬਣ ਜਾਵੇਗਾ।



SCOTUS Will Finally Decide Broker Liability Issue

With several years of federal court cases under its belt, logistics company C.H. Robinson will finally have its day in the most important court in the nation, the U.S. Supreme Court, which has decided to hear the liability case of *Montgomery vs. Caribe*.

In 2017, truck driver Shawn Montgomery was struck and injured by a truck owned by Caribe Transportation, who had been hired by C.H. Robinson to carry a brokered load. Montgomery sued both Caribe and Robinson.

The broker ultimately came out victorious in two separate federal courts who ruled that federal law prohibited C.H. Robinson from being held negligent in the hiring of Caribe. Those decisions, however, conflicted with rulings by other federal courts who said that a broker could be held liable.

Finally, the Supreme Court has decided the conflict between federal circuit courts by granting certiorari in the case. Both Robinson and Montgomery have already filed briefs with the court, and both appear to make the same arguments as before.

The question of broker liability has usually revolved around whether the

safety exemption of the 1994 Federal Aviation Administration Authorization Act (F4A) allows or disallows a broker to be held liable or negligent when a brokered truck is involved in a crash.

In both the U.S. District Court for the Southern District of Illinois and the Seventh Circuit Court of Appeals, justices have ruled that the F4A did exempt Robinson from liability. In other circuits, however, judges have found no such exemption.

The core argument appears to be what the exemption means when it says it covers the safety authority of a state “with respect to motor vehicles.” In its brief, Robinson says, “Every textual feature of (the safety exemption) confirms that its limited scope covers only those state laws with a direct connection to motor vehicles.”

Robinson argues that motor carriers are required to maintain liability insurance for accidents, but that brokers have no such requirement. It further argues that if Congress wanted brokers to be held liable for negligence, it would have set a minimum insurance requirement.

“It is implausible that Congress would have intended for brokers to be held liable for personal injuries, yet

merely ‘hoped’ they would be able to satisfy judgments,” the C.H. Robinson brief argues.

“That is especially so given that Congress enacted a measure to guarantee that motor carriers could pay such claims. The only plausible inference is that Congress never intended brokers to be liable for personal injury claims at all,” it continues.

“For nearly a century, federal law has provided one clear set of rules for how freight moves across the country. That clarity matters for safety and for the economy,” said Dorothy Capers, Chief Legal Officer at C.H. Robinson. “Our brief asks the Court to reaffirm that framework, so responsibilities remain where they belong—and goods keep moving reliably for families and businesses nationwide.”

Montgomery has consistently argued that Robinson should have vetted the carriers it was using and was therefore liable for the actions of that carrier. As of recently, Caribe Transport reported only one truck in service.

It is unclear how the justices will rule but history indicates that the conservative leaning court often sides with big business.



PUNJABI TRUCKING 360

NEW EPISODES, EVERY WEEK



THE
**RAMAN
 DHILLON**
Show










For Advertisement and Sponsorships

Send inquiries to info@ramandhillonshow.com
(559) 701-8000



New Jersey Resumes Issuing Non-Domiciled CDLs While Other States Scramble to Comply with Federal Rule

While several states across the U.S. have been thrown into chaos after the Department of Transportation's (DOT) attempt to stop the issuance of non-domiciled commercial driver licenses (CDL), at least one state has restarted its issuance process.

Last year, DOT sought to pass an emergency rule to remove nearly 200,000 foreign drivers from the nation's roads. DOT also threatened several states with loss of funding if they did not comply.

In November, a federal court paused the interim federal rulemaking

(IFR) process, but that didn't stop DOT from individually blocking six states from issuing the licenses, including North Carolina, California, Colorado, New York, Pennsylvania and Minnesota.

In New Jersey, however, the state motor vehicle commission is

again issuing non-domiciled CDLs in compliance with federal laws. According to analysts, New Jersey may be the only state where a temporary work authorization is good enough to attain a CDL.

At the same time, states like Illinois, Indiana, and Missouri are considering bills to restrict non-US citizens from obtaining CDLs and require English proficiency. Some states are proposing heavy fines on trucking companies who hire non-citizen drivers.

In Tennessee, the state is considering legislation which would impose criminal and civil penalties on individual drivers and the companies who hire them. Companies could be liable for as much as \$1 million if they are out of compliance.

In Oregon, the state filed a comment on the Federal Register against the

IFR, saying that DOT could not provide evidence that non-domiciled drivers posed any more danger to the public than native born drivers. In addition, they argue that DOT may not have the legal authority to engage in immigration enforcement.

In the meantime, however, the state is not currently issuing non-domiciled CDLs and, according to state officials, has no plans to restart the process. Oregon is currently considering options for its non-domiciled CDL program while the federal rule is being held up in court.

In California, the state responded to DOT by saying that it did not interpret federal rules to prohibit CDLs that last longer than work authorizations, nor did it interpret federal rules as barring Mexican or Canadian citizens from holding U.S. CDLs. But, according to analysts, California is working with

DOT to come into compliance.

In Washington, particularly in King County, officials are scrambling to have the rule paused to allow several non-citizen bus drivers to go back to work. That has not yet happened, and the state is waiting for DOT to approve its new compliance plan. There is currently no timeline for this process.

In Colorado, DOT gave the state 30 days to repair what the agency called a “systemic breakdown” of non-domiciled CDL issuance. In the meantime, the state is not issuing such licenses.

In Pennsylvania, the process is still on pause, and the state has indicated it will go forward with an economic impact report of how the IFR will impact the state. The state initially had 30 days to come into compliance but has yet to once again issue non-domiciled CDLs.



JS

JS Truck Insurance Agency

Coverage for your most valuable possessions.

TRUCK AUTO HOME LIFE HEALTH BUSINESS

**Get a quote for
your truck insurance
today!**

HOURS
7:30AM to 5:30 PM

559-277-5580

4185 W Figarden Dr, Ste 101 Fresno, CA 93722 CA LIC# OH15013 www.jsinghagency.com



Trucker vs. Logistics Company: How One Man Battled TQL

Broker transparency and broker fraud in the U.S. trucking sector have long plagued the industry. A big problem is nonpayment of invoices owed to owner-operators. At least one trucker is taking the fight to the source.

After spending five months waiting for payment from TQL (Total Quality Logistics), Gabriel Scott, who owns a three-truck fleet, decided to spray paint "TQL PAY ME MY \$8,000" on the side of one of his reefer trailers and drove to the TQL offices in Ohio.

TQL is a large freight brokerage and third-party logistics (3PL) company that connects businesses needing to ship goods with carriers that have available truck space, creating supply chain efficiency through technology and a vast carrier network. Unfortunately, TQL does not have a great track record and has been boycotted by several trucking groups.

Scott's problems started last year when one of his drivers delivered TQL-brokered cargo to a customer and all seemed well until Scott heard from his factoring company who told him the customer complained they did not

receive the load and that Scott's trailer had a large hole in it.

Knowing this to be untrue, Scott called the driver and told him to take pictures of the non-damaged trailer. He then provided the pictures with full documentation indicating the load was successfully delivered.

Scott said he might not have worried about that delivery since it paid about \$2,000, but TQL's policy was to not pay any other claims to the same carrier if one is disputed. Therefore, Scott would be out \$8,000 considering other loads brokered by TQL.

For several months, over a series of phone calls back and forth, Scott attempted to collect the debt with no success. He finally decided to take his problem to the National Owner Operators Association, a newer group advocating for small companies like Scott's.

The association, however, had been boycotting TQL for the very reasons that Scott had recounted. TQL had long been stiffing drivers. Others in the group told Scott he was not alone and that many of them were owed money by TQL.

Finally in late October Scott seemed to be making progress with TQL to get his money. A representative from the company said he would personally oversee Scott's claim and make things right. More back and forth went on and the representative finally said that only \$6,000 of Scott's money would be paid.

But, after more paperwork, Scott still had not been paid and he reached his breaking point. He decided to paint the message on his trailer and drive to the TQL headquarters in Cincinnati.

When he showed up, TQL security called the police. Scott then decided to record the entire incident and stream it live on Facebook for the entire world to see how TQL had cheated him.

When the police showed up, he followed their instructions and moved his truck, but then something unexpected happened. TQL called him and asked that he delete the negative videos and he would be paid.

In the end, Scott received the full \$8,000 from TQL after his outrageous stunt that brought an \$8 billion company to its knees.



ਟਰੱਕਰ ਬਨਾਮ ਲੋਜਿਸਟਿਕਸ ਕੰਪਨੀ: ਜਦੋਂ ਇੱਕ ਵਿਅਕਤੀ ਨੇ 8 ਅਰਬ ਡਾਲਰ ਦੀ ਕੰਪਨੀ 'ਠਥਲ' ਨੂੰ ਪਾਈਆਂ ਭਾਜੜਾਂ

ਅਮਰੀਕਾ ਦੇ ਟਰੱਕਿੰਗ ਖੇਤਰ ਵਿੱਚ ਬ੍ਰੋਕਰਾਂ ਦੀ ਪਾਰਦਰਸ਼ਤਾ ਅਤੇ ਧੋਖਾਧੜੀ ਦੇ ਮੁੱਦੇ ਲੰਬੇ ਸਮੇਂ ਤੋਂ ਇੰਡਸਟਰੀ ਲਈ ਇੱਕ ਵੱਡੀ ਚੁਣੌਤੀ ਬਣੇ ਹੋਏ ਹਨ। ਇਸ ਵਿੱਚ ਸਭ ਤੋਂ ਵੱਡੀ ਸਮੱਸਿਆ ਓਨਰ-ਆਪਰੇਟਰਾਂ (ਮਾਲਕ-ਚਾਲਕਾਂ) ਨੂੰ ਉਨ੍ਹਾਂ ਦੇ ਬਕਾਇਆ ਪੈਸਿਆਂ ਦਾ ਭੁਗਤਾਨ ਨਾ ਕਰਨਾ ਹੈ। ਪਰ ਹੁਣ, ਇੱਕ ਟਰੱਕਰ ਨੇ ਇਸ ਬੇਇਨਸਾਫ਼ੀ ਵਿਰੁੱਧ ਸਿੱਧੀ ਜੰਗ ਛੇੜ ਦਿੱਤੀ ਹੈ।

ਤਿੰਨ ਟਰੱਕਾਂ ਦੇ ਮਾਲਕ, ਗੈਬਰੀਅਲ ਸਕਾਟ ਨੇ ਪਿਛਲੇ ਪੰਜ ਮਹੀਨਿਆਂ ਤੋਂ 'ਟੋਟਲ ਕੁਆਲਿਟੀ ਲੋਜਿਸਟਿਕਸ' (TQL) ਤੋਂ ਆਪਣਾ ਭੁਗਤਾਨ ਲੈਣ ਲਈ ਇੰਤਜ਼ਾਰ ਕੀਤਾ। ਜਦੋਂ ਸਬਰ ਦਾ ਬੰਨ੍ਹ ਟੁੱਟ ਗਿਆ, ਤਾਂ ਉਸ ਨੇ ਆਪਣੇ ਰੀਫਰ ਟ੍ਰੇਲਰ (reefer trailer) ਦੇ ਪਾਸੇ 'ਤੇ ਸਪਰੇਅ ਪੇਂਟ ਨਾਲ "TQL PAY ME MY \$8,000" (TQL ਮੇਰੇ 8,000 ਡਾਲਰ ਵਾਪਸ ਕਰੋ) ਲਿਖ ਦਿੱਤਾ ਅਤੇ ਸਿੱਧਾ ਓਹੀਓ ਵਿੱਚ ਕੰਪਨੀ ਦੇ ਮੁੱਖ ਦਫਤਰ ਪਹੁੰਚ ਗਿਆ।

ਕੀ ਹੈ ਪੂਰਾ ਮਾਮਲਾ?

TQL ਇੱਕ ਬਹੁਤ ਵੱਡੀ ਫਰੇਟ ਬ੍ਰੋਕਰੇਜ ਅਤੇ ਥਰਡ-ਪਾਰਟੀ ਲੋਜਿਸਟਿਕਸ (3PL) ਕੰਪਨੀ ਹੈ, ਜੋ ਸਾਮਾਨ ਭੇਜਣ ਵਾਲੀਆਂ ਕੰਪਨੀਆਂ ਅਤੇ ਖਾਲੀ ਟਰੱਕਾਂ ਵਾਲੇ ਕੈਰੀਅਰਾਂ ਵਿਚਕਾਰ ਤਾਲਮੇਲ ਬਣਾਉਂਦੀ ਹੈ। ਹਾਲਾਂਕਿ ਇਹ ਕੰਪਨੀ ਤਕਨਾਲੋਜੀ ਦੇ ਦਮ 'ਤੇ ਸਪਲਾਈ ਚੇਨ ਵਿੱਚ ਮਦਦ ਕਰਨ ਦਾ ਦਾਅਵਾ ਕਰਦੀ ਹੈ, ਪਰ ਕਈ ਟਰੱਕਿੰਗ ਸਮੂਹਾਂ ਵੱਲੋਂ ਇਸ ਦਾ ਬਾਈਕਾਟ ਕੀਤਾ ਗਿਆ ਹੈ।

ਸਕਾਟ ਦੀਆਂ ਮੁਸ਼ਕਲਾਂ ਪਿਛਲੇ ਸਾਲ ਸ਼ੁਰੂ

ਹੋਈਆਂ ਸਨ ਜਦੋਂ ਉਸ ਦੇ ਇੱਕ ਡਰਾਈਵਰ ਨੇ ਠਥਲ ਰਾਹੀਂ ਬੁੱਕ ਕੀਤਾ ਗਿਆ ਸਾਮਾਨ ਗਾਹਕ ਤੱਕ ਪਹੁੰਚਾਇਆ। ਸਭ ਕੁਝ ਠੀਕ ਲੱਗ ਰਿਹਾ ਸੀ, ਪਰ ਬਾਅਦ ਵਿੱਚ ਸਕਾਟ ਦੀ 'ਫੈਕਟਰਿੰਗ ਕੰਪਨੀ' ਨੇ ਦੱਸਿਆ ਕਿ ਗਾਹਕ ਨੇ ਸ਼ਿਕਾਇਤ ਕੀਤੀ ਹੈ ਕਿ ਉਨ੍ਹਾਂ ਨੂੰ ਸਾਮਾਨ ਨਹੀਂ ਮਿਲਿਆ ਅਤੇ ਸਕਾਟ ਦੇ ਟ੍ਰੇਲਰ ਵਿੱਚ ਇੱਕ ਵੱਡਾ ਸੁਰਾਖ (hole) ਸੀ।

ਸਕਾਟ ਜਾਣਦਾ ਸੀ ਕਿ ਇਹ ਇਲਜ਼ਾਮ ਬੁਠੇ ਹਨ। ਉਸ ਨੇ ਤੁਰੰਤ ਆਪਣੇ ਡਰਾਈਵਰ ਨੂੰ ਟ੍ਰੇਲਰ ਦੀਆਂ ਫੋਟੋਆਂ ਖਿੱਚਣ ਲਈ ਕਿਹਾ ਅਤੇ ਸਾਰੇ ਦਸਤਾਵੇਜ਼ਾਂ ਦੇ ਨਾਲ ਸਬੂਤ ਦਿੱਤਾ ਕਿ ਸਾਮਾਨ ਸਫਲਤਾਪੂਰਵਕ ਅਤੇ ਸਹੀ ਸਲਾਮਤ ਪਹੁੰਚਾਇਆ ਗਿਆ ਸੀ।

TQL ਦੀ ਸਖ਼ਤ ਪਾਲਿਸੀ ਨੇ ਵਧਾਈਆਂ ਮੁਸ਼ਕਲਾਂ

ਸਕਾਟ ਨੇ ਦੱਸਿਆ ਕਿ ਉਸ ਨੂੰ ਇਕੱਲੀ ਉਸ ਡਿਲੀਵਰੀ (ਜੋ ਕਿ 2,000 ਡਾਲਰ ਦੀ ਸੀ) ਦੀ ਚਿੰਤਾ ਨਹੀਂ ਸੀ, ਪਰ TQL ਦੀ ਪਾਲਿਸੀ ਹੈ ਕਿ ਜੇਕਰ ਕੋਈ ਇੱਕ ਕਲੇਮ ਵਿਵਾਦ ਵਿੱਚ ਹੋਵੇ, ਤਾਂ ਕੰਪਨੀ ਉਸ ਕੈਰੀਅਰ ਦੇ ਬਾਕੀ ਸਾਰੇ ਭੁਗਤਾਨ ਵੀ ਰੋਕ ਲੈਂਦੀ ਹੈ। ਇਸ ਕਾਰਨ ਸਕਾਟ ਦੇ ਕੁੱਲ 8,000 ਡਾਲਰ ਫਸੇ ਹੋਏ ਸਨ।

ਮਹੀਨਿਆਂ ਤੱਕ ਚੱਲੀ ਫੋਨ ਕਾਲਾਂ ਦੀ ਲੜੀ ਤੋਂ ਬਾਅਦ ਜਦੋਂ ਕੋਈ ਹੱਲ ਨਾ ਨਿਕਲਿਆ, ਤਾਂ ਸਕਾਟ ਨੇ 'ਨੈਸ਼ਨਲ ਓਨਰ ਆਪਰੇਟਰਜ਼ ਐਸੋਸੀਏਸ਼ਨ' ਨਾਲ ਸੰਪਰਕ ਕੀਤਾ। ਇਸ ਜਥੇਬੰਦੀ ਨੇ ਪਹਿਲਾਂ ਹੀ ਠਥਲ ਦਾ ਬਾਈਕਾਟ

ਕੀਤਾ ਹੋਇਆ ਸੀ ਕਿਉਂਕਿ ਕਈ ਹੋਰ ਡਰਾਈਵਰਾਂ ਦੇ ਪੈਸੇ ਵੀ ਇਸੇ ਤਰ੍ਹਾਂ ਮਾਰੇ ਗਏ ਸਨ।

ਅਨੋਖਾ ਪ੍ਰਦਰਸ਼ਨ ਅਤੇ ਜਿੱਤ

ਅਕਤੂਬਰ ਦੇ ਅਖੀਰ ਵਿੱਚ, TQL ਦੇ ਇੱਕ ਨੁਮਾਇੰਦੇ ਨੇ ਸਕਾਟ ਨੂੰ ਭਰੋਸਾ ਦਿੱਤਾ ਕਿ ਉਹ ਮਾਮਲਾ ਸੁਲਝਾ ਦੇਣਗੇ, ਪਰ ਅੰਤ ਵਿੱਚ ਸਿਰਫ 6,000 ਡਾਲਰ ਦੇਣ ਦੀ ਗੱਲ ਕਹੀ। ਆਪਣੀ ਮਿਹਨਤ ਦੀ ਪੂਰੀ ਕਮਾਈ ਨਾ ਮਿਲਦੀ ਦੇਖ, ਸਕਾਟ ਨੇ ਆਪਣੇ ਟ੍ਰੇਲਰ 'ਤੇ ਵਿਰੋਧ ਪ੍ਰਦਰਸ਼ਨ ਦਾ ਸੰਦੇਸ਼ ਲਿਖਿਆ ਅਤੇ ਸਿੱਧਾ ਸਿਨਸਿਨਾਟੀ ਸਥਿਤ ਕੰਪਨੀ ਦੇ ਹੈੱਡਕੁਆਰਟਰ ਜਾ ਧਮਕਿਆ।

ਉੱਥੇ ਪਹੁੰਚਣ 'ਤੇ TQL ਦੀ ਸੁਰੱਖਿਆ ਟੀਮ ਨੇ ਪੁਲਿਸ ਬੁਲਾ ਲਈ। ਸਕਾਟ ਨੇ ਸਮਝਦਾਰੀ ਦਿਖਾਉਂਦੇ ਹੋਏ ਸਾਰੀ ਘਟਨਾ ਨੂੰ ਫੇਸਬੁੱਕ 'ਤੇ ਲਾਈਵ ਸਟ੍ਰੀਮ ਕਰਨਾ ਸ਼ੁਰੂ ਕਰ ਦਿੱਤਾ ਤਾਂ ਜੋ ਦੁਨੀਆਂ ਦੇਖ ਸਕੇ ਕਿ ਉਸ ਨਾਲ ਕੀ ਧੱਕਾ ਹੋ ਰਿਹਾ ਹੈ।

ਪੁਲਿਸ ਦੇ ਆਉਣ 'ਤੇ ਜਦੋਂ ਸਕਾਟ ਆਪਣਾ ਟਰੱਕ ਹਟਾਉਣ ਲੱਗਾ, ਤਾਂ ਕੰਪਨੀ ਦਾ ਰੁਖ ਅਚਾਨਕ ਬਦਲ ਗਿਆ। TQL ਨੇ ਉਸ ਨੂੰ ਫੋਨ ਕਰਕੇ ਬੇਨਤੀ ਕੀਤੀ ਕਿ ਜੇਕਰ ਉਹ ਸੋਸ਼ਲ ਮੀਡੀਆ ਤੋਂ ਇਹ ਵੀਡੀਓਜ਼ ਹਟਾ ਦੇਵੇ, ਤਾਂ ਉਸ ਦੇ ਸਾਰੇ ਪੈਸੇ ਦੇ ਦਿੱਤੇ ਜਾਣਗੇ। ਅੰਤ ਵਿੱਚ, ਸਕਾਟ ਦੇ ਇਸ ਦਲੇਰਾਨਾ ਕਦਮ ਨੇ 8 ਅਰਬ ਡਾਲਰ ਦੀ ਕੰਪਨੀ ਨੂੰ ਝੁਕਣ ਲਈ ਮਜਬੂਰ ਕਰ ਦਿੱਤਾ ਅਤੇ ਉਸ ਨੂੰ ਆਪਣੇ ਪੂਰੇ 8,000 ਡਾਲਰ ਮਿਲ ਗਏ।

Florida Starts Crackdown on Immigrant Truck Drivers

Florida’s SB 86, a new law to crack down on immigrant commercial truck drivers, quickly passed a committee with no debate. The push for stricter rules is moving fast.

If passed, SB 86 would let police detain truck drivers who are in the country illegally, take their trucks, fine their employers \$50,000, and ban their companies from working in Florida. Florida is not alone. Similar laws may appear in other states soon. Trucking companies need to pay attention or risk costly problems. The push for these laws began after a deadly crash in Florida caused by a truck driver who was in the country illegally and failed an English test. That crash set off a chain reaction that’s still reverberating through state capitols and the halls of DOT. Florida leaders say the law targets not just the driver, but also companies that hire drivers who shouldn’t be on the road.

Drivers must be legally in the U.S., have a valid license, and be able to speak English. If not, they can be detained, their trucks taken, employers fined, and companies banned until they fix the problem. If the Governor signs the bill, it will become law in Florida on July 1, 2026. Other states are considering similar laws because they feel the federal government isn’t doing enough.

Oklahoma has acted aggressively by arresting many immigrant truck drivers in recent operations. Many had licenses from states with looser rules. Governor Kevin Stitt released a photo of what appeared to be a New York-issued CDL with “No Name Given” listed as the driver’s legal name. “If New York wants to hand out CDLs to illegal immigrants with ‘No Name Given,’ that’s on them,” Stitt said. “The moment they cross into Oklahoma, they answer to our laws.” Oklahoma followed up with another operation in late October, resulting in 70 additional arrests, including 26 drivers holding CDLs issued by California, Illinois, and New York. Eight additional drivers were operating commercial vehicles without a CDL.

Oklahoma is considering laws similar to Florida’s, including hefty fines and bans on certain drivers and companies.

Kentucky wants to ban undocumented

people from applying for jobs and require licenses to show if a person is a citizen or not.

Tennessee may make it a crime for undocumented people to drive trucks, and is now making drivers prove citizenship. Companies and officials can also face trouble if the rules aren’t followed.

Illinois may stop non-citizens from getting or renewing truck driving licenses.

Arizona wants to make using a fake trucking license a felony and take trucks from companies that break the law. Only people with legal status could drive trucks there.

Arkansas now requires truck drivers to prove they can speak English.

States are making their own strict rules without waiting for the federal government.

The Federal Backdrop and \$200 Million in Funding Already Gone

These new state laws come as the federal government is also increasing enforcement. A recent federal rule would have revoked licenses for almost all non-citizen truck drivers, but courts blocked it for now.

The D.C. Circuit Court of Appeals stayed that rule in November 2025, meaning the new restrictions aren’t currently in effect. But the stay didn’t stop FMCSA’s state-level enforcement actions, which have been devastating. California lost \$200 million in federal highway funds for failing to comply with new rules on truck driver licenses.

North Carolina is now staring down a \$50 million funding cut after FMCSA’s audit found 54% of sampled non-domiciled CDLs were issued illegally, licenses extending beyond lawful presence, licenses issued to Mexican nationals ineligible under existing rules, and licenses issued without verifying lawful presence at all. Many states are now at risk of losing federal money if they don’t follow the rules. Some have stopped giving new licenses to non-citizens while they review their process. The federal government can also stop states from issuing any trucking licenses if they break the rules.

How We Got Here

Non-domiciled CDLs began in 1988 to allow immigrants and nonresidents to

obtain commercial driver’s licenses if they met the requirements. Normally, people needed to live in the state and prove they were citizens or permanent residents. Non-domiciled CDLs were the only way for noncitizen workers with permits, like DACA recipients or refugees, to become truck drivers.

All but seven states currently issue non-domiciled CDLs. New Hampshire, Rhode Island, West Virginia, Tennessee, Arkansas, Mississippi, and Alabama do not. The main problem is that states issue non-citizen licenses for varying lengths of time, sometimes longer than a person’s legal status. For example, California gave a truck license to a man from Brazil that stayed valid even after his legal status expired.

Federal law has long required truck drivers to understand English, but this rule was not strictly enforced until recently.

What This Means for Carriers and Drivers

Trucking companies must now watch out for different rules in each state. A driver licensed in California could be arrested in Oklahoma, or a company could be fined in Florida.

The practical implications are:

Companies should check which drivers have non-citizen licenses, what documents they have, and if they’re allowed to drive in certain states. Companies should also check their routes and, if possible, avoid states with stricter enforcement. Keeping good records and checking driver qualifications will help companies avoid trouble. Other states may soon pass similar laws. Drivers with unclear license status risk arrest and deportation in some states, even if federal rules are on hold.

What’s Next?

Many U.S. truck drivers are immigrants. About 18% were born in other countries.

Debates about these laws will continue, but enforcement is already happening.

Florida’s bill is close to becoming law. Oklahoma and federal officials are already acting strictly.

States are moving fast, and companies and drivers need to be ready for new rules.

NOW AVAILABLE

DISCOUNTS THAT MAKE A
REAL DIFFERENCE, TANK FOR LESS

- 🔥 **Nationwide Acceptance**
- 🔥 **Top-of-the-line Discounts**
- 🔥 **No Hidden Fees**



CabCard

FUEL CONTROL IN YOUR CAB!

Call: +1 833-947-2862

www.thecabcard.com



TRB Keynote Speaker Says AI to be Employed in Crackdown on Illegal Drivers

The explosion in AI technology is just beginning to impact the trucking industry and there are many new applications that trucking companies are looking at to improve efficiency. Now the federal government, in its quest to rid America of foreign-born truck drivers, is planning on weaponizing AI to find companies that hire illegal non-domiciled commercial driver's license (CDL) holders.

U.S. Department of Transportation (DOT) Deputy Secretary Steven Bradbury unveiled some of the ways the feds are going after these companies during his keynote address at the 105th annual meeting of the Transportation Research Board (TRB) in Washington, D.C. in January.

During his speech, Bradbury said his department is “leaning into AI” to use advanced data analytics to improve the accuracy and effectiveness of enforcement efforts involving the trucking sector.

“One example of that is to identify fraud in the trucking industry and identify instances where trucking companies are using illegal foreign drivers,” Bradbury said.

He said that fraud is “eating the lunch of American truckers, because it’s driving down to unreasonable levels the compensation for truckers. Researchers and TRB could be very helpful in supporting the new AI techniques to catch fraud and illegal drivers.

Both DOT and the Federal Motor Carrier Safety Administration (FMCSA) have been investigating state licensing of non-domiciled CDL holders for the last year, with several states, including California, singled out for allegedly licensing non-qualified drivers. In some cases, they have threatened to revoke a state’s licensing authority.

In a recent audit, the FMCSA estimated that close to 200,000 trucking jobs could be eliminated by an interim emergency rule on non-domiciled CDLs which was issued last fall. A federal court has a temporary stay on the rule to give FMCSA time to make react to thousands of public comments filed on the national registry.

Bradbury also noted that his department is now using the Trump administration’s “10 for 1” regulatory

rule which requires 10 regulations be stricken when a new one that will cost \$100 million or more to the economy is passed. Bradbury boasted the department has eliminated 78 regulations with “zero” new actions.

“Zero doesn’t mean we don’t intend to promulgate some significant regulatory rules—we have two or three in the pipeline, but we also have another 50 deregulatory actions. The biggest one is the down grading of fuel economy standards. That will achieve more than \$100 billion in cost savings for the U.S. economy,” Bradbury said.

The deputy secretary also spoke a bit about a new regulatory framework for the deployment of autonomous vehicles (AVs).

He said, “This was something that we made advances on during the first Trump administration, and unfortunately the ball was dropped, there was something of a paralysis on the AV front for the intervening four years, and now we’re picking it up again and moving it forward. We’re also going to accelerate the process for exemptions for AVs and provide greater guidance.”



A leading name in the transportation and fleet management industry

We hold a trusted reputation from our clients by solving their complex trucking and supply chain logistics issues.

- Personalized Transportation Solutions
- Competitive Pricing
- Warehouse Solutions

865 E Roth Rd., French Camp, CA

(209) 531-0539

sunriselathrop@sunrisetruckinginc.com

www.sunrisetruckinginc.com

If you want to be featured on the
Punjabi Trucking Magazine or
Punjabi Trucking 360 Podcast or
Raman Dhillon Show

Please contact us, info@ramandhillonshow.com or text us at 559-701-8000



OUR SERVICES INCLUDE:

- Print Magazine Advertisement
- Punjabi Trucking Magazine's Website Advertisement
- Punjabi Trucking 360 Podcasts Advertisement
- Translations
- Graphic Design



Daimler Introduces New Long-Haul Hydrogen Fuel Cell Truck

Daimler Truck, the world's largest truck manufacturer, recently introduced its new second generation hydrogen fuel cell truck, the Mercedes-Benz GenH2 tractor. Production of 100 of the trucks is scheduled for later this year at the company's plant in Wörth, Germany.

The new truck is designed for long-haul operations with a range exceeding 1,000 kilometers (approx. 620 miles) on a single tank of liquid

hydrogen. The truck carries up to 85 kg of hydrogen and features a 101-kWh buffer battery with twin fuel cells for high performance.

The GenH2 incorporates components from Daimler's battery-electric Mercedes-Benz eActros 600, including the integrated e-axle, the aerodynamically optimized ProCabin, the Multimedia Cockpit Interactive 2, and several driver assistance systems.

Achim Puchert, CEO Mercedes-Benz Trucks said, "In addition to battery-electric solutions, hydrogen-based drives are crucial for the sustainable transformation of our industry. With the NextGenH2 Truck, we are taking the next technological step in fuel cell trucks."

He continued, "Together with our customers, we aim to introduce the small series with high range and near production-ready technology into



daily transport operations from the end of 2026.”

Full scale production will not begin until at least 2030. The delayed production dates were first announced during Daimler’s Capital Markets Day summer. The company said that slower-than-expected deployment of infrastructure for hydrogen refueling was part of the delay.

According to the Daimler website, “expansion of hydrogen refueling infrastructure is progressing significantly slower than expected. As a result, customers will not be able to deploy hydrogen trucks in large numbers in the next few years.”

Daimler first announced the development and future building of a fuel cell truck in 2020. The first trials began 2024 with partners Air Products, Amazon, Holcim, Ineos, and Wiedmann & Winz.

Five trucks from the first generation of the vehicle were used in the trials, covering nearly 1,400 miles. Last fall, the next phase of testing followed with five other customers, Hornbach, Reber Logistik, Teva, Rhenus, and DHL Supply Chain.

The highlight of the new truck is the BZA150 fuel cell from Cellcentric, a joint venture with Volvo Group. It delivers a system output of 300 kW (2x 150 kW). The twin system is part of the engine compartment beneath the cab.

Refueling is possible from both sides of the truck because the tanks are connected. The refueling standard was developed by Daimler Truck and partner Linde, a global leader in the hydrogen market. Known as sLH2, the standard allows the truck to be fueled within 10-15 minutes.

According to Daimler, “Over years of intensive testing, the hydrogen-

powered drive concept has impressed with its reliability and efficiency under real-world conditions. In early customer trials with the Mercedes-Benz GenH2 Truck, hydrogen consumption, for example, averaged between 5.6 kg/100 km and 8 kg/100 km, with gross combined vehicle weights ranging between 16 and 34 tons.”

Customer trials allowed Daimler to make significant improvements, including an innovative and space-saving arrangement of components in the Tech Tower behind the cab, making this area significantly more compact.

Because of this, the truck’s wheelbase was shortened by 150 millimeters (about six and a half inches) compared to the previous much longer model. This gives customers more flexibility by enabling compatibility with different trailer combinations within European Union regulations.

We’re already helping **thousands of businesses** grow with transparent & flexible factoring.

ਅਸੀਂ ਤੁਹਾਡੀਆਂ ਇਨਵੋਇਸਾਂ ਸੇਮ ਡੇਅ ਪੇਅ ਕਰਦੇ ਹਾਂ ਅਤੇ ਤੁਹਾਡੀ ਕਲੈਕਸ਼ਨ ਵੀ ਹੈਂਡਲ ਕਰਦੇ ਹਾਂ।

ਅਜਿਹੀ ਕਿਸੀ ਵੀ ਤਰ੍ਹਾਂ ਦੀ ਸਰਵਿਸ ਲਈ ਮੈਨੂੰ ਅੱਜ ਹੀ ਕਾਲ ਕਰੋ।

Bobby Dhillon
Business Development Manager

(559) 900-9001
factoringdhillon@gmail.com

2941 Larkin Avenue
Clovis, CA, 93612

Trusted by our clients
★★★★★



Spot Rates Come in Below Inflation Rate for 2025

Amid the economic turmoil of the last year, trucking spot rates have remained stubbornly low and data from the Consumer Price Index (CPI) reveals they have not kept pace with inflation, which came in at about 2.7% for most of the year.

According to an X post from Craig Fuller of FreightAlley, “Trucking rates have not kept up with inflation, (no surprise to anyone in the industry). If trucking spot rates matched the growth in CPI since March 2020, trucking spot rates would be \$.75/more per mile. The national trucking spot rate is \$2.75/mile. A CPI adjusted rate would be \$3.50/mile.”

Unfortunately, spot rates have lagged in the aftermath of the freight boom that was spurred by pandemic era shipping. Had rates matched CPI growth during that period they would be significantly higher today, closer to the equivalent of \$3.50 per mile or more.

Analysts note that this disparity

in economic reality for trucking companies, both owner-operators and large fleets, has led to direct economic pain with everything other than spot rates rising in cost, including fuel, maintenance, insurance, tires and regulatory compliance.

This reality has forced most truckers to lose money or simply break even, ultimately causing many companies to go out of business. Hope, however, may be on the horizon as rates have ticked up a bit. Combine that with tightening capacity and 2026 could be a better year for the industry.

In retrospect, capacity grew too quickly to unsustainable levels during the pandemic and the corresponding explosion in inflation. Spot rates peaked sharply in 2021–2022 with constant supply chain problems and booming demand because people were staying home. The subsequent collapse through 2023 and 2024 led directly to rates below pre-pandemic levels.

In 2026, with some companies

leaving the business and the federal government saying it will eliminate thousands of non-domiciled drivers from the nation, capacity should tighten. Add to that the Federal Motor Carrier Administration’s crackdown on non-compliant truck driver training schools.

In addition, the national average for diesel fuel has been decreasing, with prices falling in late 2025 and continuing into early 2026, driven by lower crude oil prices with forecasts suggesting continued soft prices for the year.

Recent data shows averages around \$3.40-\$3.50 per gallon, down from a year ago, as analysts expect stabilization and potential dips below \$3 in some areas as the year progresses.

Whether or not carriers will once again regain the upper hand with shippers amid positive trends for the trucking industry going into 2026 remains to be seen, but indicators are good, according to many analysts.



Prime DQ Files for all your driver hiring needs. www.PrimeDQFiles.com a full driver hiring software suite. Pull PSP & MVR reports with in the software.



ONLY WEBSITE

Where Majority of Punjabi Trucking Companies
Post their Trucking jobs

Are you looking for **CDL** Jobs?

Please create your FREE profile and get job
offers in your inbox!!!



www.cdjobs.com



877-806-2525

559-701-8000

info@CDLjobsguru.com



Waiver Delays State Compliance with New Medical Certification Regulations

New regulations from the Federal Motor Carrier Safety Administration (FMCSA) that make it unnecessary for drivers to carry a paper copy of their medical certification have been delayed, giving states more time to comply.

Earlier this year, the agency announced the Medical Examiner's Certification Integration Rule was now in effect. Commonly known as NR11, the new regulations require medical examiners to electronically submit medical certifications to the FMCSA and state licensing agencies. The new system eliminates the need for a paper copy.

States now have until April 10 to comply with the new regulations for medical certifications to be transmitted

electronically.

"This new digitalized system will make life easier for lawful truck drivers and harder for bad actors who want to commit fraud," said U.S. Transportation Secretary Sean Duffy. "It will also enhance safety on our roads and ensure law enforcement has access to the real-time data they need to do their jobs."

According to the FMCSA, the new regulation is a "major advancement in the safety and integrity of the commercial driver licensing process." States, however, have not been able to rapidly switch over to the new system.

In response, the agency issued a waiver in July to allow drivers to continue using a paper copy for up

to 15 days after the exam date. Even recently, a dozen states were still non-compliant leading to further waivers, one that has already expired. Another waiver, issued Dec. 30, gave states 60 days to comply. The newest waiver now runs from Jan. 11 through April 10.

States that have yet to switch over include Alaska, California, Kentucky, Louisiana, New Hampshire, New Jersey, New York and Oklahoma. FMCSA said its decision for another waiver was "in the public interest to prevent undue hardship on drivers with valid medical certification and their employers due to potential processing delays outside of their control during this transition period."



ਕੀ ਤੁਸੀਂ ਨਾਪਟਾ ਦੇ ਫਿਊਲ ਕਾਰਡ ਦਾ ਪੂਰਾ ਫ਼ਾਇਦਾ ਲੈ ਰਹੇ ਹੋ?

COMING SOON
NAPTA FUEL
 Credit Card

DISCOUNT UPTO .55 CENTS



877-622-1313

info@gonapta.org

Calculate your
COST PER MILE

ਕੈਲਕੁਲੇਟ ਕਰੋ
ਕੋਸਟ ਪਰ ਮੀਲ

VISIT TODAY!

MyTruckingCalculator.com

- NET MONTHLY INCOME
- TOTAL MONTHLY EXPENSE
- SAVING / FLEET TRUCK
- TAXABLE INCOME





Clean Truck Check rules: EPA says no, California says yes

The federal government is challenging California's truck pollution rules again. This time, the Clean Truck Check program is the focus. After returning to the office, President Trump began changing California's environmental rules, including those on truck pollution. On his first day, he signed a paper to stop the 'electric vehicle mandate.' As a result, two California rules on truck pollution were removed: Advanced Clean Trucks and Omnibus Low NOx. These rules made truck makers follow strict emission standards. But many truck drivers still could not enter California because of the Clean Truck Check program. This rule said any truck over 14,000 pounds had to pass a pollution test, even trucks from outside California. Trucks with engines made before 2009 were not allowed.

The EPA said California can make these rules for trucks registered in the state. But making out-of-state trucks follow them is not allowed because it affects interstate trade. The EPA leader said they won't let California make rules for the whole country. He said California's rules would make things more expensive for truckers and families. He said people want President Trump's rules that help working families. But California says it will still make all trucks, even those from other states, follow its rules.

A California spokesperson said the EPA can't control this program, and California will keep making sure all trucks follow the same rules. Because California disagrees, there will probably be more fights between the state and the federal government.

Many groups support the EPA's decision. One group said out-of-state truck drivers had to pay high fees and fines, sometimes thousands of dollars, and had to go back to California to fight them.

The group thanked the EPA for stating that out-of-state trucks shouldn't have to follow California's Clean Truck Check rules and asked for more action against similar rules. Out of more than 40 comments, most agreed with the EPA. The California Trucking Association did not take a side but suggested simplifying the process. One lawmaker even said the program should be removed completely.



ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਨਿਯਮ: EPA ਕਹਿੰਦਾ ਹੈ ਨਹੀਂ, ਕੈਲੀਫੋਰਨੀਆ ਕਹਿੰਦਾ ਹੈ ਹਾਂ

ਫੈਡਰਲ ਸਰਕਾਰ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਟਰੱਕ ਪ੍ਰਦੂਸ਼ਣ ਨਿਯਮਾਂ ਨੂੰ ਫਿਰ ਤੋਂ ਚੁਣੌਤੀ ਦੇ ਰਹੀ ਹੈ। ਇਸ ਵਾਰ ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਪ੍ਰੋਗਰਾਮ ਹੀ ਫੋਕਸ ਹੈ। ਦਫਤਰ ਪਰਤਣ ਤੋਂ ਬਾਅਦ, ਰਾਸ਼ਟਰਪਤੀ ਟਰੰਪ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਵਾਤਾਵਰਣ ਨਿਯਮਾਂ ਨੂੰ ਬਦਲਣਾ ਸ਼ੁਰੂ ਕੀਤਾ, ਜਿਸ ਵਿੱਚ ਟਰੱਕ ਪ੍ਰਦੂਸ਼ਣ 'ਤੇ ਵੀ ਸ਼ਾਮਲ ਹਨ। ਆਪਣੇ ਪਹਿਲੇ ਦਿਨ, ਉਸਨੇ 'ਇਲੈਕਟ੍ਰਿਕ ਵਹੀਕਲਜ਼ ਦੇ ਹੁਕਮ' ਨੂੰ ਰੋਕਣ ਲਈ ਇੱਕ ਕਾਗਜ਼ 'ਤੇ ਦਸਤਖਤ ਕੀਤੇ। ਨਤੀਜੇ ਵਜੋਂ, ਟਰੱਕ ਪ੍ਰਦੂਸ਼ਣ 'ਤੇ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਦੋ ਨਿਯਮ ਹਟਾ ਦਿੱਤੇ ਗਏ ਸਨ: ਐਡਵਾਂਸਡ ਕਲੀਨ ਟਰੱਕ ਅਤੇ ਓਮਨੀਬਸ ਲੇਅਰ NOx. ਇਹਨਾਂ ਨਿਯਮਾਂ ਨੇ ਟਰੱਕ ਨਿਰਮਾਤਾਵਾਂ ਨੂੰ ਸਖਤ ਨਿਕਾਸੀ ਮਾਪਦੰਡਾਂ ਦੀ ਪਾਲਣਾ ਕੀਤੀ। ਪਰ ਬਹੁਤ ਸਾਰੇ ਟਰੱਕ ਡਰਾਈਵਰ ਅਜੇ ਵੀ ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਪ੍ਰੋਗਰਾਮ ਕਾਰਨ ਕੈਲੀਫੋਰਨੀਆ ਵਿੱਚ ਦਾਖਲ ਨਹੀਂ ਹੋ ਸਕੇ। ਇਸ ਨਿਯਮ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ ਕਿ 14,000 ਪੌਂਡ ਤੋਂ ਵੱਧ ਦੇ ਕਿਸੇ ਵੀ ਟਰੱਕ ਨੂੰ ਪ੍ਰਦੂਸ਼ਣ ਟੈਸਟ ਪਾਸ ਕਰਨਾ ਪੈਂਦਾ ਹੈ, ਇੱਥੋਂ ਤੱਕ ਕਿ ਕੈਲੀਫੋਰਨੀਆ ਤੋਂ ਬਾਹਰਲੇ ਟਰੱਕ ਵੀ। 2009 ਤੋਂ ਪਹਿਲਾਂ ਬਣੇ ਇੰਜਣਾਂ ਵਾਲੇ ਟਰੱਕਾਂ ਦੀ ਇਜਾਜ਼ਤ ਨਹੀਂ ਸੀ।

ਈਪੀਏ ਨੇ ਕਿਹਾ ਕਿ ਕੈਲੀਫੋਰਨੀਆ ਰਾਜ ਵਿੱਚ ਰਜਿਸਟਰਡ ਟਰੱਕਾਂ ਲਈ ਇਹ ਨਿਯਮ ਬਣਾ ਸਕਦਾ ਹੈ। ਪਰ ਰਾਜ ਤੋਂ ਬਾਹਰ ਦੇ ਟਰੱਕਾਂ ਨੂੰ ਉਹਨਾਂ ਦੀ ਪਾਲਣਾ ਕਰਨ ਦੀ ਇਜਾਜ਼ਤ ਨਹੀਂ ਹੈ ਕਿਉਂਕਿ ਇਹ ਅੰਤਰਰਾਜੀ ਵਪਾਰ ਨੂੰ ਪ੍ਰਭਾਵਿਤ ਕਰਦਾ ਹੈ। EPA ਨੇਤਾ ਨੇ ਕਿਹਾ ਕਿ ਉਹ ਕੈਲੀਫੋਰਨੀਆ ਨੂੰ ਪੂਰੇ ਦੇਸ਼ ਲਈ ਨਿਯਮ ਨਹੀਂ ਬਣਾਉਣ ਦੇਣਗੇ। ਉਸਨੇ ਕਿਹਾ ਕਿ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਨਿਯਮ ਟਰੱਕਰਾਂ



ਅਤੇ ਪਰਿਵਾਰਾਂ ਲਈ ਚੀਜ਼ਾਂ ਨੂੰ ਹੋਰ ਮਹਿੰਗੇ ਕਰ ਦੇਣਗੇ। ਉਨ੍ਹਾਂ ਕਿਹਾ ਕਿ ਲੋਕ ਰਾਸ਼ਟਰਪਤੀ ਟਰੰਪ ਦੇ ਨਿਯਮ ਚਾਹੁੰਦੇ ਹਨ ਜੋ ਕੰਮਕਾਜੀ ਪਰਿਵਾਰਾਂ ਦੀ ਮਦਦ ਕਰਦੇ ਹਨ। ਪਰ ਕੈਲੀਫੋਰਨੀਆ ਦਾ ਕਹਿਣਾ ਹੈ ਕਿ ਉਹ ਅਜੇ ਵੀ ਸਾਰੇ ਟਰੱਕ ਬਣਾਏਗਾ, ਇੱਥੋਂ ਤੱਕ ਕਿ ਦੂਜੇ ਰਾਜਾਂ ਦੇ ਵੀ, ਇਸਦੇ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਕਰਨਗੇ।

ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਬੁਲਾਰੇ ਨੇ ਕਿਹਾ ਕਿ EPA ਇਸ ਪ੍ਰੋਗਰਾਮ ਨੂੰ ਕੰਟਰੋਲ ਨਹੀਂ ਕਰ ਸਕਦਾ ਹੈ, ਅਤੇ ਕੈਲੀਫੋਰਨੀਆ ਇਹ ਯਕੀਨੀ ਬਣਾਉਂਦਾ ਰਹੇਗਾ ਕਿ ਸਾਰੇ ਟਰੱਕ ਇੱਕੋ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਕਰਦੇ ਹਨ। ਕਿਉਂਕਿ ਕੈਲੀਫੋਰਨੀਆ ਅਸਹਿਮਤ ਹੈ, ਰਾਜ ਅਤੇ ਸੰਘੀ ਸਰਕਾਰ ਵਿਚਕਾਰ ਸ਼ਾਇਦ ਹੋਰ ਲੜਾਈਆਂ ਹੋਣਗੀਆਂ। ਬਹੁਤ ਸਾਰੇ ਸਮੂਹ EPA ਦੇ ਫੈਸਲੇ ਦਾ ਸਮਰਥਨ ਕਰਦੇ ਹਨ। ਇੱਕ ਸਮੂਹ ਨੇ ਕਿਹਾ ਕਿ ਰਾਜ ਤੋਂ

ਬਾਹਰ ਦੇ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਨੂੰ ਉੱਚ ਫੀਸਾਂ ਅਤੇ ਜੁਰਮਾਨੇ, ਕਈ ਵਾਰ ਹਜ਼ਾਰਾਂ ਡਾਲਰ ਅਦਾ ਕਰਨੇ ਪੈਂਦੇ ਹਨ, ਅਤੇ ਉਹਨਾਂ ਨਾਲ ਲੜਨ ਲਈ ਵਾਪਸ ਕੈਲੀਫੋਰਨੀਆ ਜਾਣਾ ਪੈਂਦਾ ਹੈ।

ਗਰੁੱਪ ਨੇ ਇਹ ਦੱਸਦੇ ਹੋਏ EPA ਦਾ ਧੰਨਵਾਦ ਕੀਤਾ ਕਿ ਰਾਜ ਤੋਂ ਬਾਹਰ ਟਰੱਕਾਂ ਨੂੰ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਨਹੀਂ ਕਰਨੀ ਚਾਹੀਦੀ ਅਤੇ ਸਮਾਨ ਨਿਯਮਾਂ ਦੇ ਵਿਰੁੱਧ ਹੋਰ ਕਾਰਵਾਈ ਕਰਨ ਲਈ ਕਿਹਾ। 40 ਤੋਂ ਵੱਧ ਟਿੱਪਣੀਆਂ ਵਿੱਚੋਂ, ਜ਼ਿਆਦਾਤਰ EPA ਨਾਲ ਸਹਿਮਤ ਹਨ। ਕੈਲੀਫੋਰਨੀਆ ਟਰੱਕਿੰਗ ਐਸੋਸੀਏਸ਼ਨ ਨੇ ਕੋਈ ਪੱਖ ਨਹੀਂ ਲਿਆ ਪਰ ਪ੍ਰਕਿਰਿਆ ਨੂੰ ਸਰਲ ਬਣਾਉਣ ਦਾ ਸੁਝਾਅ ਦਿੱਤਾ। ਇੱਕ ਸੰਸਦ ਮੈਂਬਰ ਨੇ ਇੱਥੋਂ ਤੱਕ ਕਿਹਾ ਕਿ ਪ੍ਰੋਗਰਾਮ ਨੂੰ ਪੂਰੀ ਤਰ੍ਹਾਂ ਹਟਾ ਦਿੱਤਾ ਜਾਣਾ ਚਾਹੀਦਾ ਹੈ।



DRUG TESTING (DOT) FOR TRUCKERS

- DRUG TESTING
- RANDOM ENROLLMENT
- DOT DRUG COMPLIANCE



BPLAB SERVICES

6725 Fleming Ave, Sacramento, CA 95828
Fax: 866-912-3929 | bplabservices@outlook.com



916-329-8087



USPS Contractors Under Scrutiny to Fire Non-Domiciled CDL Drivers

As part of its widespread immigration crackdown on trucking, the Department of Transportation (DOT), is now targeting drivers for the United States Postal Service (USPS) who hold non-domiciled commercial driver's

licenses (CDL).'

The Federal Motor Carrier Safety Administration (FMCSA) has already threatened to pull funding from several states who have not, according to the agency, provided full vetting of

any non-domiciled CDL holders.

In January the FMCSA announced it will work with trucking contractors who carry mail for the post office to eliminate non-domiciled CDL holders "who have not been thoroughly

vetted by the U.S. Postal Inspection Service.”

Details, however, were slim in the new announcement since USPS contracts with over 4,500 companies who have contracts with the service with some companies having multiple contracts.

“The safety of our employees, our customers, and the American public is of the utmost concern to the Postal Service,” Amber McReynolds, chairwoman of the Postal Service Board of Governors, said in a press release.

“In order to maintain the highest possible safety standards, we have decided to phase out any use of non-domiciled Commercial Driver’s License operators who have not been thoroughly vetted by the Postal Inspection Service,” she continued.

The postal service moves some 55,000 loads of mail each day, logging about two billion miles a year.

The announcement comes after an interim final rule that put serious barriers in front of drivers with non-domiciled CDLs. DOT and the U.S. Department of Homeland Security (DHS) have blamed these drivers for recent crashes, especially one in Florida where Harjinder Singh has been charged for three counts of vehicular manslaughter after his truck made an illegal U-turn on a Florida turnpike.

DHS has particularly blamed California, posting on X, “Three innocent people were killed because Gavin Newsom’s California DMV issued an illegal alien a Commercial Driver’s License—this state of governance is asinine.”

In addition, Immigration and Customs Enforcement (ICE), when not in cities, has conducted numerous raids on the nation’s highways, arresting 130 truck drivers in

Oklahoma.

Inspectors have been sounding the alarm for a while in the postal service that there is little to no vetting or monitoring of the service’s contractors. In response, the U.S. House of Representatives passed the Mail Traffic Deaths Reporting Act. Introduced by Rep. Gerry Connolly (D-Virginia), who has since passed away, the bill required USPS to collect, track and publicly report injuries and deaths related to crashes involving postal contractors. The bill did not advance past the Senate.

USPS said the law was unnecessary. In a statement, it said, “Postal Service employees and third-party trucking companies and brokers are contractually required to report every accident, which we track and monitor. They are also expected to operate safely, and adhere to all federal, state, and local laws, and our contracts provide for termination, withholding of awards and renewals, and other appropriate corrective actions to be taken with respect to highway contractors that have a poor highway safety record.”

ਆਪਣੀ ਰਿਪੋਰਟਿੰਗ ਅਤੇ ਟੈਸਟਿੰਗ ਲੋੜਾਂ ਨੂੰ ਜਾਣੋ

ਕੈਲੀਫੋਰਨੀਆ DMV ਰਜਿਸਟ੍ਰੇਸ਼ਨ ਹੋਲਡ
ਅਤੇ ਇੰਫੋਰਸਮੈਂਟ ਐਕਸ਼ਨ ਤੋਂ ਬਚਣ ਲਈ,
ਕਲੀਨ ਟਰੱਕ ਚੈੱਕ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਕਰੋ।



arb.ca.gov/CleanTruckCheck

Turn fleet headaches into smooth hauls.
One System does the thinking.



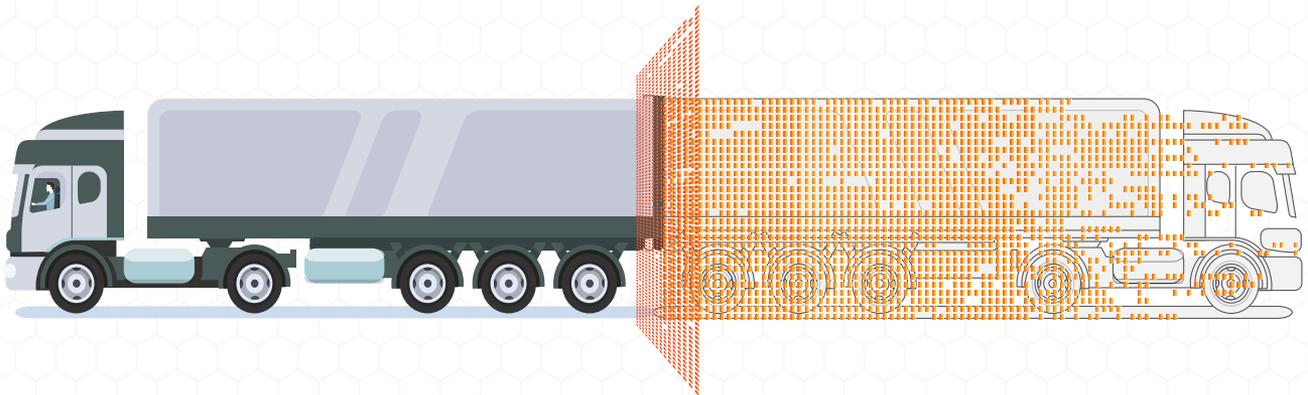
Operational hiccups
that snowball
into delays



Data black holes
swallowing your
efficiency



Invisible costs
hiding in
disconnected systems



- Intelligent management of truck and trailer
- No juggling apps or systems – just one screen
- Know what’s happening on the road, anytime

Five apps. Thirty Excel tabs. Endless chaos.
ONE SYSTEM ends it.

Take control with **One System.**



Over 50,000 Parts & Accessories



Make & Model-Specific Replacements



Freightliner

Kenworth

International

Volvo

Peterbilt



Nationwide Distribution

USA

Monroe Township, NJ
Ontario, CA
Duncanville, TX
New Haven, IL
Hiram, GA

CANADA

Brampton, ON
Edmonton, AB

www.automann.com



Any reference to OEM/aftermarket names or product identification numbers/descriptions/ model numbers is for identification only and does not indicate the product origin.

V O L V O

ਆਪਣਾ ਦਿਨ ਬਣਾਓ

ਪੇਸ਼ ਹੈ ਬਿਲਕੁਲ ਨਵੀਂ ਵੋਲਵੋ VNR



ਨਵੀਂ ਵੋਲਵੋ VNR ਉਤਪਾਦਕਤਾ, ਸੁਰੱਖਿਆ ਅਤੇ ਚਾਲ-ਚਲਣ ਲਈ ਤੁਹਾਡੀਆਂ ਉਮੀਦਾਂ ਨੂੰ ਮੁੜ ਪਰਿਭਾਸ਼ਿਤ ਕਰਨ ਦਾ ਵਾਅਦਾ ਕਰਦਾ ਹੈ। ਸਾਡੇ ਪੁਰਾਣੇ ਮਾਡਲ ਦੇ ਮੁਕਾਬਲੇ 7.5% ਤੱਕ ਬਿਹਤਰ ਬਾਲਣ ਕੁਸ਼ਲਤਾ ਦਾ ਮਾਣ ਕਰਦਾ ਹੈ। ਕਲਾਸ 8 ਸਥਾਨਕ ਅਤੇ ਖੇਤਰੀ ਢੋਆ-ਢੁਆਈ ਲਈ ਇੱਕ ਨਵਾਂ ਯੁੱਗ ਆ ਰਿਹਾ ਹੈ।

Learn more at volvotrucks.us

Volvo Trucks. Driving Progress.