

119TH CONGRESS
1ST SESSION

H. R. 5337

To establish a national motor carrier safety selection standard for entities that contract with certain motor carriers to transport goods, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

SEPTEMBER 11, 2025

Mr. STAUBER introduced the following bill; which was referred to the
Committee on Transportation and Infrastructure

A BILL

To establish a national motor carrier safety selection standard for entities that contract with certain motor carriers to transport goods, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Motor Carrier Safety
5 Selection Standard Act of 2024”.

6 **SEC. 2. MOTOR CARRIER SELECTION STANDARD OF CARE.**

7 (a) SELECTION STANDARD.—

8 (1) IN GENERAL.—For any claim of negligent
9 selection of a motor carrier against a covered entity

1 with respect to the covered entity contracting with a
2 covered motor carrier for the shipment of goods or
3 household goods, the covered entity shall be consid-
4 ered reasonable and prudent in the selection of that
5 covered motor carrier if, not later than the date of
6 shipment and not earlier than 45 days before that
7 date, the covered entity verifies that the covered
8 motor carrier—

9 (A) is registered under section 13902 of
10 title 49, United States Code, as a motor carrier
11 or a household goods motor carrier;

12 (B) has at least the minimum insurance
13 coverage required by Federal and State law;
14 and

15 (C) has been confirmed by the Federal
16 Motor Carrier Safety Administration, including
17 through a public confirmation described in sub-
18 section (c)(1), to be in compliance with all re-
19 quired Federal Motor Carrier Safety Adminis-
20 tration safety standards to operate as a motor
21 carrier.

22 (2) SUNSET.—Paragraph (1) shall cease to be
23 effective on the effective date of a regulation promul-
24 gated under subsection (c)(1).

1 (b) PUBLIC CONFIRMATION.—The public confirma-
2 tion described in paragraph (1)(C) shall include 1 of the
3 following statements, depending on the status of the motor
4 carrier:

5 (1) “This motor carrier is confirmed to meet all
6 operating requirements of the Federal Motor Carrier
7 Safety Administration (FMCSA) and is authorized
8 to operate on the nation’s roadways.”.

9 (2) “This motor carrier is not confirmed to op-
10 erate on the nation’s roadways and fails to meet 1
11 or more requirements of the Federal Motor Carrier
12 Safety Administration (FMCSA) to operate as a
13 motor carrier.”.

14 (c) SAFETY FITNESS RULE.—

15 (1) RULEMAKING.—Not later than 1 year after
16 the date of enactment of this Act, the Secretary
17 shall promulgate final regulations amending appen-
18 dix B to part 385 of title 49, Code of Federal Regu-
19 lations (or a successor regulation), to revise the
20 methodology for issuance of motor carrier safety fit-
21 ness determinations.

22 (2) CONSIDERATIONS.—In promulgating the
23 regulations under paragraph (1), the Secretary shall
24 consider the use of all available data to determine
25 the fitness of a motor carrier.

1 (3) FACTORS FOR AN UNFIT DETERMINA-
2 TION.—The regulations promulgated under para-
3 graph (1) shall provide a procedure for the Secretary
4 to determine whether a motor carrier is not fit to
5 operate a commercial motor vehicle in or affecting
6 interstate commerce in accordance with section
7 31144 of title 49, United States Code.

8 (4) REQUIREMENT.—The regulations promul-
9 gated under paragraph (1) shall include the require-
10 ments described in subsections (a)(1) and (b).

11 (d) EXEMPTION FOR INDIVIDUAL SHIPPERS.—For
12 any claim of negligent selection of a motor carrier against
13 a person acting as an individual shipper with respect to
14 that person contracting with a covered motor carrier for
15 the shipment of goods or household goods, that person
16 shall, on demonstration that the person contracted with
17 a covered motor carrier, be considered reasonable and pru-
18 dent in the selection of that covered motor carrier without
19 having to satisfy any of the requirements described in sub-
20 section (a)(1) (or any similar requirement in the regula-
21 tions promulgated under subsection (c)(1)).

22 (e) SAVINGS CLAUSE.—Nothing in this Act preempts
23 or supersedes any State law (including regulations) relat-
24 ing to drayage.

25 (f) DEFINITIONS.—In this section:

1 (1) COVERED ENTITY.—

2 (A) IN GENERAL.—The term “covered en-
3 tity” means a person acting as—

4 (i) except as provided in subparagraph
5 (B), a shipper or consignee of goods;

6 (ii) a broker, a freight forwarder, or a
7 household goods freight forwarder (as
8 those terms are defined in section 13102
9 of title 49, United States Code);

10 (iii) an ocean transportation inter-
11 mediary (as defined in section 40102 of
12 title 46, United States Code), when ar-
13 ranging for inland transportation as part
14 of an international through movement in-
15 volving ocean transportation between the
16 United States and a foreign port;

17 (iv) an indirect air carrier holding a
18 Standard Security Program approved by
19 the Transportation Security Administra-
20 tion, only to the extent that the person act-
21 ing as an indirect air carrier is engaging
22 in—

23 (I) activities as an air carrier (as
24 defined in section 40102 of title 49,
25 United States Code); or

1 (II) air commerce (as defined in
2 that section);

3 (v) a customs broker licensed in ac-
4 cordance with section 111.2 of title 19,
5 Code of Federal Regulations (or a suc-
6 cessor regulation), only to the extent that
7 the person acting as a customs broker is
8 engaging in—

9 (I) a movement under a customs
10 bond; or

11 (II) a transaction involving cus-
12 toms business (as defined in section
13 111.1 of that title (or a successor reg-
14 ulation)); or

15 (vi) a motor carrier registered under
16 chapter 139 of title 49, United States
17 Code.

18 (B) EXCLUSION.—The term “covered enti-
19 ty” does not include a person acting as an indi-
20 vidual shipper.

21 (2) COVERED MOTOR CARRIER.—The term
22 “covered motor carrier” means a motor carrier or a
23 household goods motor carrier that is subject to
24 Federal motor carrier financial responsibility and
25 safety regulations, except for motor carriers that op-

1 erate commercial motor vehicles of passengers, as
2 defined in section 31101(1)(B) of 49, United States
3 Code.

4 (3) HOUSEHOLD GOODS.—The term “household
5 goods” has the meaning given the term in section
6 13102 of title 49, United States Code.

7 (4) HOUSEHOLD GOODS MOTOR CARRIER.—The
8 term “household goods motor carrier” has the mean-
9 ing given the term in section 13102 of title 49,
10 United States Code.

11 (5) INDIVIDUAL SHIPPER.—The term “indi-
12 vidual shipper” has the meaning given the term in
13 section 13102 of title 49, United States Code.

14 (6) MOTOR CARRIER.—The term “motor car-
15 rier” has the meaning given the term in section
16 13102 of title 49, United States Code, except for
17 motor carriers that operate commercial motor vehi-
18 cles of passengers, as defined in section 31101(1)(B)
19 of 49, United States Code.

20 (7) SECRETARY.—The term “Secretary” means
21 the Secretary of Transportation.

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