

## S 1345

### Transportation and Logistics Hiring Reform Act of 2017

**Congress:** 115 (2017–2019, Ended)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** Jun 13, 2017

**Current Status:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

**Latest Action:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (Jun 13, 2017)

**Official Text:** <https://www.congress.gov/bill/115th-congress/senate-bill/1345>

### Sponsor

**Name:** Sen. Fischer, Deb [R-NE]

**Party:** Republican • **State:** NE • **Chamber:** Senate

### Cosponsors (2 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Blunt, Roy [R-MO]	R · MO		Jun 13, 2017
Sen. Crapo, Mike [R-ID]	R · ID		Jun 13, 2017

### Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 13, 2017

### Subjects & Policy Tags

#### Policy Area:

Transportation and Public Works

### Related Bills

Bill	Relationship	Last Action
115 HR 1568	Related bill	<b>Mar 17, 2017:</b> Referred to the Subcommittee on Highways and Transit.

## Transportation and Logistics Hiring Reform Act of 2017

This bill establishes a national hiring standard for motor carriers.

The bill defines an "entity" as a person acting as:

- a shipper or a consignee;
- a broker, a freight forwarder, or a household goods freight forwarder;
- a non-vessel-operating common carrier, an ocean freight forwarder, or an ocean transportation intermediary;
- an indirect air carrier authorized to operate under a Standard Security Program approved by the Transportation Security Administration;
- a federally licensed customs broker;
- an interchange motor carrier; or
- a warehouse.

Before tendering a shipment, but not more than 35 days before the pickup of a shipment by the hired motor carrier, an entity shall verify that the carrier:

- is registered with and authorized by the Federal Motor Carrier Safety Administration (FMCSA) to operate as a motor carrier or household goods motor carrier;
- has the minimum insurance coverage required by federal law;
- does not have an unsatisfactory safety rating issued by the FMCSA; and
- has not otherwise been ordered by FMCSA to discontinue operations.

Only evidence of an entity's compliance with this bill may be admitted as evidence in a civil action for damages resulting from a case or legal proceeding alleging an entity's selection or retention of a motor carrier was negligent. No other motor carrier data created or maintained by the FMCSA, including safety measurement system data or analysis of such data, may be admitted in such case or proceeding.

## Actions Timeline

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- **Jun 13, 2017:** Introduced in Senate
- **Jun 13, 2017:** Read twice and referred to the Committee on Commerce, Science, and Transportation.