

May 13, 2026

The Honorable Sam Graves  
Chairman  
Transportation and Infrastructure Committee  
2165 Rayburn House Office Building  
Washington, DC 20515

The Honorable Rick Larsen  
Ranking Member  
Transportation and Infrastructure Committee  
2165 Rayburn House Office Building  
Washington, DC 20515

Dear Chairman Graves and Ranking Member Larsen,

We write to urge the swift advancement of H.R. 7539, the Safety and Accountability in Freight Enforcement (SAFE) Act, introduced by Congresswoman Harriet Hageman, to help combat the growing presence of chameleon carriers on our roadways.

Enabling highway safety through responsible commercial motor vehicle (CMV) operation and enforcement has long been a forefront objective, supported by both industry and policymakers alike. This issue has gained renewed attention following President Trump's April 2025 Executive Order.<sup>1</sup> Whether it is large carriers, independent drivers, unionized fleets, or everyday Americans, the need for safety is one that is shared by all our members, along with every American motorist.

Chameleon carriers —also known as reincarnated carriers—are high-risk CMV operators that routinely shut down and reopen under different identities, cycling through names, ownership structures, or Department of Transportation (DOT) numbers to escape penalties, enforcement actions, and other accountability measures. Unfortunately, despite the serious threat posed by chameleon carriers, their pervasiveness is hard to pinpoint due to an absence of reliable data, sophisticated evasion techniques, and limited federal resources. Chameleon carrier networks often accumulate countless safety violations and fines, yet they have historically continued to operate by exploiting loopholes and deficiencies in our registration and detection systems. In one example, a recent investigation conducted by 60 Minutes found that chameleon carriers connected to a single company have logged almost 15,000 safety violations and 500 accidents in the last two years.<sup>2</sup>

Permitting these dangerous carriers to simply affix a new name and DOT number to get back on the road without further repercussions cannot continue, as the consequences can be devastating. Earlier this year in Indiana, a crash that tragically resulted in four deaths was linked to a chameleon carrier network operating out of the Chicago area.<sup>3</sup> In addition to these tragedies, chameleon carriers disadvantage hardworking CMV operators who follow all the rules by undercutting rates while contributing to higher insurance premiums through continued safety violations and crashes.

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<sup>1</sup> <https://www.whitehouse.gov/presidential-actions/2025/04/enforcing-commonsense-rules-of-the-road-for-americas-truck-drivers/>

<sup>2</sup> <https://www.cbsnews.com/news/how-dangerous-trucking-schemes-putting-americans-at-risk-60-minutes-transcript/>

<sup>3</sup> <https://www.ttnews.com/articles/duffy-shuts-chameleon-carriers>

To combat this issue, the SAFE Act leverages advanced automation and other forms of emerging technologies for use in the Federal Motor Carrier Safety Administration's (FMCSA) registration system to accurately and promptly catch these chameleon carriers at the start before they are ever allowed on the road. Creating an advanced, dedicated vetting tool while further enhancing coordination across federal agencies and the states will reduce strains on existing personnel and resources and ensure an efficient, unified response to an issue that has long affected each of our members. The bill would also enable us to obtain much-needed and up-to-date information on the scope and frequency of chameleon carriers and the harm they have caused.

With FMCSA already making progress toward achieving these objectives, advancing the SAFE Act will codify ongoing efforts, thereby establishing clear, Congressional guardrails while providing certainty for the future. We urge the advancement of the SAFE Act at the earliest possible opportunity and believe it would be right for inclusion in the upcoming Surface Transportation Reauthorization.

Sincerely,

American Trucking Associations  
Owner Operator Independent Drivers Association  
International Brotherhood of Teamsters  
Truckload Carriers Association  
Truck Safety Coalition  
American Truckers United  
National Tank Truck Carriers  
Transportation Intermediaries Association