



## Regulatory Relief

July 2025

Several weeks ago, the Department of Transportation (DOT) unveiled a package of new initiatives, pilot programs, and regulatory updates designed to improve the lives of America's truck drivers. The agency's actions deliver on President Donald Trump's promise to enforce common-sense rules for America's truck drivers.

The package includes funding to expand truck parking as well as initiatives to remove one-size-fits-all mandates, modernize driver resources, slash red tape and crack down on bad actors. Key actions within the package include:

1. **Expand Truck Parking.** DOT said that 40% of truckers spend over an hour a day searching for parking—costing our national economy billions in wasted time. It's also a safety issue by forcing truckers to park in harm's way. Under the package, the agency will advance more than \$275 million in funding to expand truck parking availability and open up additional grant programs and discretionary grants for truck parking projects.
2. **Eliminate Speed Limiting Devices.** "Mandating speed limiters on heavy-duty trucks isn't just an inconvenience," the DOT said. "It is a safety hazard when drivers are forced to go slower than the flow of traffic." As a result, the agency is withdrawing the proposed rulemaking to mandate speed limiters, so professional drivers can operate their vehicles safely.
3. **Modernize Driver Resources:** According to the regulatory relief package, the Federal Motor Carrier Safety Administration's (FMCSA) online tools are outdated and, as a result, FMCSA is launching new digital assets. These new tools will be more user-friendly, modernizing the Consumer Complaint database and updating the DataQ system so it is more transparent.
4. **Slash Red Tape & Crack Down on Bad Actors.** Finally, the DOT said "Burdensome regulations make it harder for truckers to do their job while failing to go after bad actors." In response, FMCSA is proposing to eliminate 1,800 words from federal regulations, which will save truckers time and money. Concurrently, the agency has renewed its focus on unlawful double brokering—a practice that directly harms drivers.

In addition, DOT claims the trucking licensing system is being exploited. "We are launching a nationwide audit to get to the bottom of this," said U.S. Transportation Secretary Sean P. Duffy. "Our audit is about protecting the safety of families on the road and upholding the integrity of CDLs held by America's truckers. Every state must follow federal regulations, and ensure only qualified, properly documented drivers are getting behind the wheel of a truck."

Further, the order directs FMCSA to conduct a nationwide compliance review of states issuing non-domiciled CDLs. The review will examine state procedures for issuing non-domiciled CDLs to identify and stop any patterns of abuse and ensure federal standards are being met across the country.

These actions follow an order signed in May by Secretary Duffy announcing new guidelines to strengthen English language enforcement for commercial truck operators. Under the new guidance, commercial motor vehicle (CMV) drivers who fail to comply with FMCSA longstanding English-language proficiency (ELP) requirements will be placed out-of-service.

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*The NPTC Monthly Driver Safety Letter, jointly sponsored by NPTC and **Centerline Drivers**, is a Microsoft Word document that you can print out and post as is, if appropriate, or modify any way you wish to make it a better fit for your drivers, including adding your company logo. If you are already doing an in-house letter, you may find information here that you can cut and paste into your own letter. If you are interested in specific subjects, or have any comments/feedback, contact Tom Moore, CTP, at [tmoore@nptc.org](mailto:tmoore@nptc.org) or (703)838-8898.*