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April 2, 2024

The Honorable Mark Green, Chairman  
Committee on Homeland Security  
U.S. House of Representatives  
H2-176 Ford House Office Building  
Washington, DC 20515

The Honorable Bennie Thompson, Ranking Member  
Committee on Homeland Security  
U.S. House of Representatives  
H2-117 Ford House Office Building  
Washington, DC 20515

Dear Chairman Green and Ranking Member Thompson,

Thank you for your continued leadership on the House Committee on Homeland Security, and thank you for your consideration of placing the *Transportation Screening and Modernization Act* (H.R. 5840) for markup on April 10.

National Tank Truck Carriers (NTTC) is a nonprofit, nonpartisan trade association representing the North American tank truck industry. NTTC's membership is comprised of over 500 companies that support or specialize in bulk transportation services by cargo tanks. NTTC members, many of which are defined as small businesses by the Small Business Administration, transport hazardous materials by surface, particularly using public roads and highways.

One of the greatest challenges that the tank truck industry faces today is the recruitment and retention of our most valuable assets – our truck drivers. Association research from 2021 indicates a sharp decline in petroleum drivers with a 41.6% reduction in qualified driver applicants and a 23.3% reduction in drivers overall. Although there are several factors that can be attributed to this decline, one of the most significant barriers to entry are the redundant and often lengthy credentialing processes for drivers to obtain a Transportation Worker Identification Credential (TWIC) and Hazardous Materials Endorsement (HME). Long processing delays encourage truck driver applicants to look elsewhere for employment outside of tank trucking.

The *Transportation Screening and Modernization Act* would formally put into place the recommendations made by the GAO in 2007 for the Department of Homeland Security to streamline programs requiring the same background checks, including the TSA's Transportation Worker Identification Credential (TWIC) and Hazardous Materials Endorsement (HME) programs.<sup>1</sup> These recommendations were bolstered by HSOAC, recommending that applicants be allowed to use valid background checks for multiple TSA programs to obtain the proper credentials. When implemented, workers will have a reduction in fees and will be able to simultaneously apply for multiple threat assessment programs, thereby streamlining the credentialing process while maintaining the safety and security of the United States overall.

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<sup>1</sup> Government Accountability Office. (2007). *DHS Efforts to Eliminate Redundant Background Check Investigations*. (GAO Publication No. 07-756). Washington, D.C.: U.S. Government Printing Office. Retrieved from <https://www.gao.gov/assets/gao-07-756.pdf>

*To champion safety and success in the tank truck community through advocacy and education.*



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Thank you again for considering these remarks from NTTC and its members in support of placing the *Transportation Screening and Modernization Act* (H.R. 5840) for markup on April 10. If you have any additional questions, my office can be reached via 703-838-1956 or [wlusk@tanktruck.org](mailto:wlusk@tanktruck.org).

Sincerely,

William Lusk  
Director, Education and Government Relations

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