



March 17, 2026

The Honorable Chuck Grassley
Chairman
Senate Judiciary Committee
Washington, D.C. 20510

The Honorable Dick Durbin
Ranking Member
Senate Judiciary Committee
Washington, D.C. 20510

Dear Chairman Grassley and Ranking Member Durbin,

As members of the American Trucking Associations' (ATA) Law Enforcement Advisory Board (LEAB), we write to express our appreciation for the continued leadership of the Senate Judiciary Committee in confronting the growing threat posed by organized criminal networks. The Committee's July 2025 hearing on the *Combating Organized Retail Crime Act* (CORCA) reaffirmed your commitment to strengthening federal coordination and addressing the escalating risks to our nation's supply chains. With cargo theft increasingly endangering drivers, freight, and communities across the country, now is the time for Congress to advance CORCA's critical framework to enhance the security of America's transportation system.

Donna Lemm, Chief Strategy Officer for IMC Logistics, testified before the Committee in July 2025 on behalf of the broader trucking and intermodal industries to underscore the growing importance of CORCA. As she highlighted, cargo theft has become the newest frontier of organized retail crime. These sophisticated networks are stealing an estimated \$18 million in goods every day—damaging businesses, undermining supply chains, and worsening affordability concerns for American families.

But cargo theft is not simply an economic issue. For those of us in commercial motor vehicle enforcement, it is a matter of public safety. Organized theft groups jeopardize the security of our national supply chains and place drivers and transportation workers at risk. Whether through direct hijackings, facility break-ins, or increasingly complex schemes, these criminal operations continue to evolve. In many cases, drivers and employees are exposed to intimidation, physical assault, or other threats when attempting to safeguard freight.

As cargo theft increases in scale and sophistication, the responsibilities of law enforcement grow more challenging. Organized criminal groups now operate expansive, multi-layered networks capable of targeting all categories of freight across both state and international borders. State and local agencies—despite their commitment and expertise—often lack the resources, investigative reach, and jurisdictional authority required to address cross-border criminal activity effectively. Without consistent federal leadership and reliable prosecution pathways, the trucking industry and the law enforcement officers who protect it remain highly vulnerable.

For these reasons, a coordinated federal effort is not only appropriate but essential. Only the federal government possesses the investigative capability and national reach necessary to disrupt and dismantle these interstate and international crime rings.

CORCA provides that critical framework. The bill would establish the Organized Retail and Supply Chain Crime Coordination Center within Homeland Security Investigations (HSI) at the Department of Homeland Security. This center would finally equip federal, state, local, and industry partners with the tools, information-sharing structures, and real-time coordination required to respond to rapidly evolving threats. Enhanced data sharing, trend analysis, and the ability to “connect the dots” across jurisdictions are indispensable to modern cargo-theft investigations.

Additionally, CORCA strengthens key federal criminal statutes to help deter organized theft. The LEAB strongly supports provisions enabling criminal forfeitures and the aggregation of thefts—mechanisms that will significantly improve prosecutors’ ability to pursue large-scale theft networks that leverage interstate commerce, including online marketplaces, to facilitate their crimes. These reforms are essential to confronting the increasingly organized and technologically advanced nature of these criminal enterprises.

CORCA’s bipartisan momentum reflects its importance. The bill has earned the support of 41 Senators from 28 states, as well as 206 Members of the House from 45 states and territories. Its unanimous approval by the House Judiciary Committee in January 2026 demonstrates clear agreement on the need for action.

For these reasons, we respectfully urge the Senate Judiciary Committee to consider CORCA for markup at the earliest opportunity. Swift passage of this critical legislation will provide law enforcement with the federal partnership we urgently need to protect drivers, safeguard freight corridors, and secure the nation’s supply chains.

Cargo theft is not merely a property crime—it is a growing public-safety threat that endangers drivers, law-enforcement personnel, and the traveling public. Those of us charged with protecting commercial motor vehicle operations see firsthand how organized theft groups target freight corridors, distribution hubs, and drivers. Federal coordination is indispensable to confronting this threat and ensuring the safety of our transportation system.

We thank you again for your leadership and for your commitment to supporting the law-enforcement community in this critical effort.

Sincerely,



Steve Dowling
LEAB Chairman
Covenant Logistics



Steve Keppler
LEAB Vice Chair
Scopelitis Transportation Consulting



Gary McCarthy
LEAB Vice Chair
Aurora Innovations Inc.

CC: The Honorable John Thune, Majority Leader, U.S. Senate
The Honorable Chuck Schumer, Minority Leader, U.S. Senate