



**This Bill Analysis
reflects the contents
of the bill as it was
presented in
committee.**

HOUSE BILL 577: Protect Towers and Truckers Act.

2025-2026 General Assembly

Committee:	House Transportation. If favorable, re-refer to Appropriations. If favorable, re-refer to Finance. If favorable, re-refer to Rules, Calendar, and Operations of the House	Date:	June 11, 2025
Introduced by:	Reps. McNeely, Branson, Jeffers	Prepared by:	Hannah Kendrick
Analysis of:	PCS to First Edition H577-CSBGfa-5		Staff Attorney

OVERVIEW: *The Proposed Committee Substitute (PCS) to House Bill 577 would:*

- *Establish the Commercial Motor Vehicle Towing and Recovery Commission.*
- *Create a commercial motor vehicle tower permit administered by the Division of Motor Vehicles.*
- *Prohibit the use of immobilization devices on commercial motor vehicles for the purposes of parking enforcement.*
- *Clarify the applicability of mechanics liens to commercial motor vehicle combinations.*

CURRENT LAW AND BILL ANALYSIS:

Section 1 would designate this act as the "Protect Our North Carolina Towers and Truckers Act."

Section 2 would create the Commercial Motor Vehicle Towing and Recovery Commission (Commission) within the State Highway Patrol (SHP) and would provide for the appointment of members to the Commission, selection of a vice-chair, term lengths, and member expenses. Currently, there is no commission which exists to regulate and oversee towing operations and fee disputes. The Commission's powers and duties would apply to tow operations, defined as the removal and storage of certain commercial motor vehicles by a tower provided in response to a request from local law enforcement or a State agency without prior consent or authorization of the owner or operator of the commercial motor vehicle.

The Commission's powers and duties would consist of the following:

- Adopting rules.
- Utilizing relevant industry information and information gathered by the commission to determine a range of fees that would be reasonable for tow operations.
- Creating and administering a non-binding process for fee dispute resolutions.
- Cooperating, coordinating, and consulting with State agencies and local law enforcement agencies regarding tow operations under this article.
- Receiving referrals from, and making recommendations to, State agencies and local law enforcement agencies related to fee disputes for tow operations.

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This section would also:

- Require a tower applying to participate in the wrecker rotation list, or to provide services under contract with the Department of Transportation (DOT), to submit a form which outlines the fees and rates charged by the tower for tow operations. Modifications of the rates charged by a tower could only become effective 30 days after re-submission of the form.
- Require the SHP to determine zones of operations for a private wrecker service participating in the rotation wrecker list, to be listed on its website and updated at least quarterly.
- Clarify the application of these provisions to NCDOT contracts for tow operations.
- Require the SHP to publish updated wrecker list application requirements, and develop a form for towing, storage, and related fees for towers by January 1, 2026.
- Require \$10,000 in recurring funds, of funds appropriated to the SHP beginning with the 2026-2027 fiscal year, to be allocated to certain costs associated with the Commission.

Section 3 enacts various provisions relating to the regulation of commercial motor vehicle towers, as defined by this Section, and would:

- Create a permitting program for commercial motor vehicle towers administered by the Division of Motor Vehicles, which would:
 - Outline the application requirements for a commercial motor vehicle tower permit.
 - Provide for denial, suspension, or revocation of a permit.
 - Require a permit holder to promptly return any commercial cargo towed to the owner upon request.
 - Provide that a tower engaged in towing operations without a permit constitutes an unfair trade practice.
- Prohibit the utilization of an immobilization device on a commercial vehicle for parking enforcement, a violation of which would be a Class 2 misdemeanor.

Section 4 would make any person entitled to a lien under subsection (d) of G.S. 44A-2 for towing a commercial motor vehicle also entitled to a lien on any trailer attached to the commercial vehicle combination and clarify this would not extend to personal items and would require the release of those items without charge to the owner or operator of the vehicle.

EFFECTIVE DATE: Section 3.1. would become effective July 1, 2026. Section 3.3 would become effective December 1, 2025, and would apply to offenses committed on or after that date. Section 4 would become effective January 1, 2026. Except as otherwise provided, this act would be effective when it becomes law.