



Executive Summary

Commercial motor vehicle towing and recovery operations can be costly, as specialized equipment, trained personnel, and recovery services are often required to remove and transport large commercial vehicles. In response to concerns regarding unexpected or disputed towing bills, North Carolina House Bill 577 (2026) proposed a regulatory framework that would require fee reporting, establish a Commercial Motor Vehicle Towing and Recovery Commission, and create a nonbinding process for resolving billing disputes. In Virginia, Senate Bill 450 (2024) directed the State Corporation Commission to study commercial vehicle towing fees and evaluate potential changes to the state's regulatory structure. Other Southern states, including Florida, Mississippi, and Tennessee, have recently enacted legislation addressing towing transparency, fee disclosure, consumer protections, and oversight, illustrating a range of policy approaches to regulating towing and recovery services.

Research Methods

Statutory review of NC HB 577 (2026), VA SB 450 (2024), and other relevant commercial towing rate transparency legislation in the CSG South region.

Findings and Analysis

Commercial motor vehicle towing and recovery generally involves the removal, transport, and storage of large vehicles, including tractor-trailers, truck tractors, semitrailers, and other commercial vehicle combinations, following crashes, mechanical failures, or other roadway incidents.¹ Unlike passenger vehicle towing, commercial vehicle recovery often requires specialized heavy-duty equipment, trained personnel, traffic control measures, cargo handling, and extended recovery operations.² As a result, the costs associated with commercial vehicle towing and recovery are typically higher than those for passenger vehicle towing services.³

North Carolina House Bill 577 (2026) - *Protect Our North Carolina Towers and Truckers Act*⁴

North Carolina House Bill 577 (2026), titled the *Protect Our North Carolina Towers and Truckers Act*, sought to streamline the commercial towing oversight and provide transparency through several initiatives:

1. Commercial Motor Vehicle Towing and Recovery Commission

The bill would have established the Commercial Motor Vehicle Towing and Recovery Commission within the North Carolina State Highway Patrol, focusing on commercial motor vehicle towing and recovery operations conducted at the request of law enforcement or state agencies. The commission would consist of representatives from the State Highway Patrol, North Carolina Association of Chiefs of Police, North Carolina Trucking Association, Towing and Recovery Professional of North Carolina, Department of Insurance, and the Department of Public Safety legal counsel. The Commission would have been authorized to provide oversight of commercial towing practices through the adoption of regulations, the collection and review of commercial towing fees, the determination of fee ranges for towing and



storage, the management of the dispute resolution process, and coordination with state and local agencies regarding disputes.

2. Fee Reporting Requirements

The bill would have required tower operators to submit schedules detailing towing charges, storage fees, and additional recovery fees to be included in the rotation lists and contracts that state and local law enforcement agencies utilize for commercial towing. It would also be required that, if the towing rates change, they be resubmitted to the appropriate agency, with this information provided to the Commission.

3. Fee Review and Dispute Resolution

The bill would have authorized the Commission to review submitted fee information and to establish reasonable fee ranges for commercial towing operations, based on industry data. As the bill does not establish statewide fee caps, the Commission provides reasonable fee ranges rather than mandatory rates. The Commission must also create a nonbinding fee-dispute resolution process. This process is intended to facilitate communication between the disputing parties, aid understanding of the disputed charges, and encourage settlement of extraordinary fee disputes. In the dispute resolution process, the Commission may receive referrals from state and local agencies and may make recommendations regarding the fee dispute.

4. Transparency Limitations

Although towing companies must provide detailed fee schedules to state and local agencies and the Commission, the bill specifies that the information is not publicly disclosed, unless required by law. This process results in increased transparency for regulators, but not as a publicly accessible database.

Virginia SB 450 (2024) – Review of Towing Fees by the State Corporation Commission⁵

Unlike North Carolina House Bill 577 (2026), which proposed new regulatory requirements for commercial motor vehicle towing and recovery services, Virginia Senate Bill 450 (2024), as enacted, did not establish additional towing regulations. Instead, it directed the Virginia State Corporation Commission (SCC) to examine the regulation of towing fees and to identify options to expand the state's role in regulating them. The SCC examined the existing regulatory framework, potential levels of state oversight, and administrative and implementation considerations. The legislation focused specifically on fees charged for the removal of vehicles from private property and for trespassing vehicle removals. The SCC's final report did not recommend creating broader regulations for towing companies. Instead, it focused on adjusting Virginia's existing trespass-towing fee structure and creating a more systematic process for future updates. The complete findings and recommendations are below:

1. Increase the Maximum Towing Fee⁶

Virginia's maximum allowable trespass-towing fee had been capped at \$150 since 2018. Based on cost estimates developed for the study, the SCC concluded that a base towing fee between \$200 and \$210 would be reasonable.

2. Retain Existing After-Hours Charges⁷

The SCC found that the existing additional charges for night, weekend, and holiday towing remained reasonable and did not warrant modification.

3. Revise the Minimum Fee Structure⁸

The report recommended either eliminating the statutory minimum towing fee or setting it at approximately 75 percent of the maximum allowable fee.

4. Increase the "Drop Fee"⁹



A drop fee is charged when a vehicle has been hooked up but released before being removed. The SCC recommended increasing the allowable drop fee to 40–50percent of the maximum towing rate.

5. Clarify Fuel Surcharge Authority¹⁰

The report recommended creating a clearer formula and threshold for when fuel surcharges may be applied.

6. Index Rates to Inflation¹¹

Rather than requiring the General Assembly to revisit towing rates periodically, the SCC recommended annual adjustments tied to transportation-related inflation measures.

7. Periodic Cost Reviews¹²

The report recommended conducting a comprehensive towing cost study every five to ten years to ensure rates remain aligned with actual costs.

Transparency Policy Approach Comparison between NC HB 577 (2026) and VA SB 450 (2024)^{13,14}

Policy Tool	North Carolina HB 577 (2026)	Virginia SB 450 (2024)
Fee schedule reporting	Required for participating towers	No requirement created
Public disclosure of rates	No	No requirement created
State oversight body	Creates the Commercial Motor Vehicle Towing and Recovery Commission	Directed SCC to evaluate possible oversight roles
Review of fee reasonableness	The Commission may determine reasonable fee ranges	SCC examined existing fee regulation and potential alternatives
Dispute resolution process	Nonbinding dispute resolution process	No dispute resolution process proposed

Other Southern State Examples

Several other CSG South states have enacted legislation on commercial towing.

Florida - HB 179 (2024)¹⁵

This bill revised several provisions governing nonconsensual towing and storage. To increase fee transparency, the bill requires towing-storage operators to maintain a rate sheet with rate information available upon request and to issue itemized invoices identifying towing and storage charges. Furthermore, the bill revises notice requirements for vehicle owners and clarifies the information that must be provided regarding towing and storage fees. This legislation represents a transparency-focused approach that emphasizes fee disclosure and itemized billing.

Mississippi - SB 2635 (2024)¹⁶

This bill specifically addresses commercial vehicle towing and recovery operations, beginning with the creation of the Commercial Vehicle Towing Advisory Committee, which focuses on commercial vehicle towing issues and represents relevant stakeholders. Additionally, the legislation establishes a process for reviewing disputes over towing and recovery



charges, directs the development of guidelines for commercial towing rates, and provides regulatory oversight mechanisms for commercial vehicle towing operations. This bill most closely resembles North Carolina HB 577 because both bills focus specifically on commercial motor vehicle towing, fee oversight, and dispute resolution.

Tennessee – SB 1692 (2024)¹⁷

This bill enacted comprehensive towing reforms through the Modernization of Towing, Immobilization, and Oversight Normalization (MOTION) Act. Key provisions of this legislation are revised towing and immobilization procedures, updated notice and recordkeeping requirements, modified procedures for vehicle retrieval, expanded oversight of towing operators and towing-related practices, and provisions affecting circumstantial fee schedules and charges. This bill demonstrates a state effort to increase oversight and standardize towing practices while addressing consumer concerns regarding towing procedures.

¹ **Federal Motor Carrier Safety Administration.** “What Is the Difference Between a Commercial Motor Vehicle (CMV) and a Non-CMV?” U.S. Department of Transportation. Accessed June 2026. <https://www.fmcsa.dot.gov/faq/what-difference-between-commercial-motor-vehicle-cmv-and-non-cmv>.

² **Stauffer’s Towing.** “How Does Commercial Towing Differ from Light-Duty Towing?” Accessed June 2026. <https://staufferstowing.com/blog/how-does-commercial-towing-differ-from-light-duty-towing>.

³ **American Transportation Research Institute.** “Causes and Countermeasures of Predatory Towing.” November 2023. <https://truckingresearch.org/2023/11/causes-and-countermeasures-of-predatory-towing/>.

⁴ **North Carolina General Assembly.** *House Bill 577 (2025–2026 Session), Protect Our North Carolina Towers and Truckers Act.* Accessed June 2026. <https://www.quorum.us/bill/3577954/>.

⁵ **Virginia General Assembly.** *Senate Bill 450 (2024 Session), State Corporation Commission; Examine Regulation of Towing Fees.* Accessed June 2026. <https://www.quorum.us/bill/3332130/>.

⁶ **Virginia State Corporation Commission.** *Review of Towing Fees by the State Corporation Commission.* Senate Document No. 7. Richmond, VA: Commonwealth of Virginia, 2024. <https://rga.lis.virginia.gov/Published/2024/SD7>.

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

¹³ North Carolina General Assembly, *House Bill 577 (2025-2026 Session)*, 1

¹⁴ Virginia General Assembly, *Senate Bill 450 (2024 Session)*, 2

¹⁵ **Florida House of Representatives.** *House Bill 179 (2024 Session), Towing and Immobilizing Vehicles and Vessels.* Accessed June 2026. <https://www.quorum.us/bill/3299276/>.

¹⁶ **Mississippi Legislature.** *Senate Bill 2635 (2024 Session), Commercial Vehicle Towing and Recovery Operations.* Accessed June 2026. <https://www.quorum.us/bill/3369901/>.

¹⁷ **Tennessee General Assembly.** *Senate Bill 1692 (2024 Session), Modernization of Towing, Immobilization, and Oversight Normalization (MOTION) Act.* Accessed June 2026. <https://www.quorum.us/bill/3321812/>.