

THE RIPPLE EFFECT:

WHAT THE SUPREME COURT'S BROKER LIABILITY
RULING MEANS FOR FREIGHT



June 7-9, 2026, | Denver, CO

WHY ARE WE TALKING ABOUT THIS?

The ruling made headlines.
The ripple effects are just beginning.

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Transport Topics

<https://www.ttnews.com/articles/scotus-broker-liability>

Supreme Court Says Broker Liability Case Can Proceed - TT

May 14, 2026 — The high court ruled unanimously in favor of Shawn Montgomery, who lost part of his leg after an accident on an Illinois highway in 2017.



Logistics Management

Supreme Court decision in Montgomery v. Caribe Transport II LLC could reshape broker liability across trucking industry

The United States Supreme court today issued a unanimous 9-0 decision, which is likely to have a myriad of implications for motor carriers and freight...

2 weeks ago



AP AP News

Supreme Court revives suit against major logistics company with potentially big effects on industry

The justices ruled unanimously in favor of Shawn Montgomery, whose parked vehicle was hit by a speeding truck driver on an Illinois highway in...

3 weeks ago



SupremeCourt.gov

<https://www.supremecourt.gov/opinions> PDF

MONTGOMERY v. CARIBE TRANSPORT II, LLC, ET AL

May 14, 2026 — Petitioner Shawn Montgomery sustained severe and permanent injuries after his tractor trailer was struck by a truck driven by respondent. [Read more](#)

18 pages

When a Supreme Court ruling becomes one of the most talked-about topics in freight almost overnight, it's worth paying attention.

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THIS ISN'T A FUTURE CONVERSATION.

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Across the industry, sales teams, operations teams, executives, and customers are already discussing the implications of the *Montgomery v. Caribe Transport II, LLC* ruling.

Many organizations are asking:

- What does this actually mean?
- What changes, if anything, should we be making?
- How will customers respond?
- What conversations should we be having internally?



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ONE LEGAL RULING. MULTIPLE BUSINESS

IMPLICATIONS.

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TODAY'S FORMAT

We'll hear multiple perspectives throughout the session:

■ **LEGAL**

What changed?

■ **CARRIER REPUTATION & TRUST**

How might expectations evolve?

■ **OPERATIONAL VISIBILITY**

What does accountability look like?

■ **COMMUNICATIONS & CRISIS PREPAREDNESS**

How should organizations prepare?

There are no panelists today.
The conversation includes all of you in this room.

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LEGAL PERSPECTIVE

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Matthew Leffler
Supply Chain Lawyer
The Armchair Attorney



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WHAT ARE YOU THINKING ABOUT NOW?



WHAT CONVERSATIONS ARE YOUR CUSTOMERS ALREADY HAVING?

Have you been asked
about this ruling yet?

WHAT CONCERNS YOU MOST?

Liability, insurance,
carrier selection,
customer expectations,
or something else?

WHAT CHANGES ARE YOU CONSIDERING?

Are you evaluating any
process, policy, or
technology changes?

WHAT STILL FEELS UNCLEAR?

What questions do you
still have after hearing
the legal perspective?



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INCREASED ACCOUNTABILITY

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The legal ruling may be settled.

The business implicated are still unfolding.



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CARRIER REPUTATION & TRUST PERSPECTIVE

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Rob Light
CEO & Co-Founder
CarrierSource

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WHAT DOES TRUST LOOK LIKE NOW?



INFORMATION HAS VALUE

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Trust Has Value.

But they are the same thing.



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OPERATIONAL VISIBILITY & ACCOUNTABILITY PERSPECTIVE

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Michael Caney
Chief Commercial Officer
Highway

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OPERATIONAL EXCELLENCE & ACCOUNTABILITY

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ARE YOUR CURRENT PROCESSES ENOUGH?

If you had to explain your carrier qualification process to a customer tomorrow, how confident would you be?

HOW DO YOU DEMONSTRATE VALUE?

How do you communicate the investments your organization makes in safety, compliance, and accountability?

DOES THIS CREATE SEPARATION IN THE MARKET?

Could stronger standards benefit organizations already committed to doing things the right way?

WHAT SHOULD LEADERSHIP BE EVALUATING NOW?

Where are the biggest gaps, risks, or opportunities within your organization?



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IT'S NO LONGER ENOUGH TO SAY YOU'RE DOING THE RIGHT THING

Can you prove it?

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COMMUNICATIONS & CRISIS PREPAREDNESS PERSPECTIVE

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Erin Vadala
Group President
Bolt PR

(Formerly Warner Communications)

This is not legal advice - that perspective has already been covered. What follows is what happens next, from a communications standpoint. Because when a ruling like this enters the market, the questions do not stay confined to legal departments for very long.

Confidential for TMSA Elevate; June 2026

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WHERE THE QUESTIONS SHOW UP

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CUSTOMER CONVERSATIONS

Clients want to know what your standards are and whether they're exposed.

"What are your standards?"

SALES CALLS & RFPS

Prospects will probe your vetting process before signing on.

"How do you evaluate carriers?"

MEDIA INQUIRIES

Reporters will call - often after an accident, lawsuit, or allegation.

"What happened and what are you doing about it?"



In a crisis, the worst time to figure out your message is when a reporter is already calling.



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ARE SALES, MARKETING, OPERATIONS, AND LEADERSHIP ALIGNED ON THE ANSWER?

KNOW YOUR PROCESS

What is your current carrier vetting process? Who owns it? How is it documented and reviewed?

KNOW YOUR CRITERIA

What role do safety ratings, insurance, compliance history, operating authority, and performance data play in decisions?

KNOW YOUR SPOKESPERSON

Who inside the organization is authorized to explain that process externally?



STEP 1

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PREPARE STAKEHOLDER-SPECIFIC MESSAGING

CUSTOMERS & PROSPECTS

"We take carrier selection seriously. We have processes to evaluate safety, compliance, insurance, and performance - and we regularly review them."

EMPLOYEES/SALES TEAMS

"Do not speculate. Do not interpret the law. Reinforce our commitment to safety, then route detailed questions to the appropriate internal contact."

MEDIA RESPONSE

A good media response is not a legal brief. It should be accurate, human, concise, and consistent. If named in a matter, the first statement should:

- Acknowledge the seriousness of the situation
- Express concern for anyone impacted
- Avoid assigning blame
- State the company is reviewing and will respond through
- appropriate channels



STEP 2

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CONFIDENCE IS GOOD. OVERCONFIDENCE IS DANGEROUS. BE PREPARED.

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Things not to say:

“This does not affect us” → unless legal and operations teams have explicitly confirmed that.

“We only use safe carriers” → No company can guarantee nothing will ever go wrong. This statement can create liability.



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IF THE QUESTIONS STARTED TOMORROW...

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WOULD YOUR TEAMS ANSWER CONSISTENTLY?

Would sales, marketing, operations, and leadership tell the same story? Do they know what they should/shouldn't say?

ARE YOU PREPARED TO EXPLAIN YOUR PROCESS?

How comfortable are you discussing carrier qualification, accountability, and risk with customers?

WHAT QUESTIONS ARE YOU ALREADY HEARING?

How are customer conversations changing?

WHO OWNS THE RESPONSE?

When a difficult question arises, who is responsible for answering it?



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**THE QUESTION ISN'T IF YOU'LL
BE ASKED. IT'S WHETHER
YOU'LL BE READY.**

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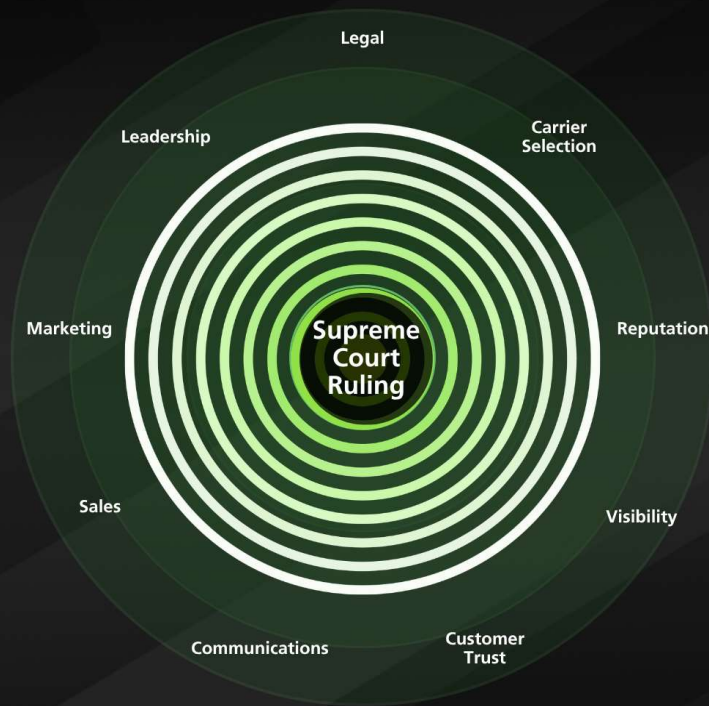
Preparation happens *before* the conversation.



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THANK YOU!

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