



June 17, 2025

The Honorable Brian Lampton  
Chairman, Ohio House Insurance Committee  
77 S. High Street, Floor 13  
Columbus, OH 43215

**RE: Written Proponent Testimony to HB 105**

Chairman Lampton, Vice Chair Craig, Ranking Member Tims, and members of the Ohio House Insurance Committee:

Thank you for the opportunity to provide written testimony in support of House Bill 105, sponsored by Representative Meredith Craig and Representative Jim Thomas. My name is Tom Balzer, and I am the President and CEO of the Ohio Trucking Association (OTA), representing nearly 800 member companies that operate across Ohio's vital trucking industry. Our members, ranging from small family-owned businesses to large carriers, collectively employ thousands of Ohioans and are integral to the state's economy, transporting goods that sustain businesses and communities. OTA strongly supports HB 105, which introduces critical reforms to regulate third-party litigation financing (TPLF) and protect Ohio's trucking industry from its detrimental effects.

TPLF, in its current unregulated form, poses significant challenges to Ohio's trucking industry. These practices not only burden our members but also undermine the integrity of Ohio's legal system. By allowing outside entities to fund lawsuits in exchange for a share of settlements or verdicts, TPLF incentivizes frivolous claims, prolongs litigation, and inflates damages, all of which increases costs for trucking companies.

These inflated costs directly contribute to skyrocketing insurance premiums, which strain the financial stability of trucking companies, particularly smaller operators. In some cases, the rising costs and risks associated with TPLF-driven lawsuits have led insurers to reduce or eliminate coverage, leaving companies vulnerable and increasing operational expenses that ultimately impact consumers.

TPLF operates largely in secret, allowing funders—often including foreign entities—to exert undue influence over legal strategies and settlement decisions. These funders have no fiduciary duty to plaintiffs and often impose excessive interest rates and fees, turning the civil justice system into an investment vehicle rather than a mechanism for fair compensation. Additionally, conflicts of interest arise when attorneys have financial stakes in funding companies, further eroding trust in the legal process. These predatory practices

place trucking companies at a disadvantage, as they face unpredictable and costly lawsuits driven by profit motives rather than legitimate claims.

The trucking industry relies on a fair and transparent legal system to resolve disputes efficiently. However, TPLF distorts this system by prioritizing returns on “investments” over justice. Funders are incentivized to pressure plaintiffs to continue litigation, even when injuries are minor or settlements are reasonable, leading to delayed resolutions and an overburdened court system.

The version of HB 105 before you today is a compromise bill after receiving feedback from other interested parties. In this current version of the legislation, consumer claims that are backed by over \$25,000 in TPLF will be subject to disclosure during the proceedings of the case. Claims that are backed by \$25,000 and below will be subject to disclosure after the case has been closed, which allows for continued transparency but addresses the concerns brought forth by other interested parties. While these compromises are not ideal, the bill as a whole is a step in the right direction to ensure the TPLF industry is better regulated.

The lack of transparency that exists in current law greatly increases the financial and operational burdens on trucking companies, which must allocate significant resources to defend against prolonged or frivolous claims, all without ever knowing who is responsible for the prolonging in the first place. HB 105 will level the playing field and will help curb frivolous lawsuits, reduce litigation costs, and foster a legal environment that prioritizes justice over profit.

By implementing these common-sense reforms, HB 105 will help alleviate the financial strain on trucking companies during lawsuits, lower insurance premiums, and support our ability to operate more efficiently during an economic climate that has never been more challenging to the industry. We are grateful for Representatives Craig and Thomas for their leadership on this issue, and for your attention to this as a committee. We respectfully request your swift passage of HB 105 to benefit Ohio’s trucking industry, its workforce, and the communities we serve day in and day out.

Thank you for your time and consideration. If you have any questions, please feel free to contact me at [tom@ohiotrucking.org](mailto:tom@ohiotrucking.org).

Sincerely,

Thomas A. Balzer, CAE  
President and CEO