

The Honorable Chuck Grassley  
Chairman  
Senate Committee on the Judiciary  
224 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Dick Durbin  
Ranking Member  
Senate Committee on the Judiciary  
224 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Jim Jordan  
Chairman  
House Committee on the Judiciary  
2138 Rayburn House Office Building  
Washington, DC 20515

The Honorable Jamie Raskin  
Ranking Member  
House Committee on the Judiciary  
2138 Rayburn House Office Building  
Washington, DC 20515

**Re: Support for the Combating Organized Retail Crime Act (CORCA)**

Dear Chairmen and Ranking Members,

We, the undersigned organizations representing the interests of consumers and taxpayers nationwide, write to express our support for the Combating Organized Retail Crime Act (CORCA). This comes at a critical time when cargo theft is on the rise and costing American businesses and consumers millions. The [National Insurance Crime Bureau](#) finds that organized retail theft was responsible for more than \$1 billion in stolen merchandise in 2023 alone. The estimated average value of an individual theft is more than \$202,000.

The past several years have seen a marked increase in highly organized criminal groups targeting our nation's vast shipping networks to steal cargo being shipped all over the world. Analysis [shows](#) that [nearly 60 percent](#) of organized retail crime is committed through cargo theft. Only [38 percent](#) actually happens in brick and mortar stores, [nearly one-third](#) of which is committed by employees. This theft comes at significant cost. According to the [American Transportation Research Institute](#), "The annualized cargo theft cost to the industry is as high as \$6.6 billion, or more than \$18 million per day."

Hit particularly hard is rail freight. According to the [Association for American Railroads](#) (AAR), the nation's largest railroads were hit with more than 65,000 thefts in 2024. A 40 percent increase from the previous year and an all-time high, costs exceeded \$100 million. AAR states that beyond the insurance claims for stolen goods, railroads need to repair or replace damaged infrastructure, manage operational delays that disrupt the network, invest in new anti-theft technologies, and make investments to combat these crimes.

The railroads aren't the only ones affected. The negative impact these criminal operations have on America's supply chains, consumers, and taxpayers cannot be overstated. Not only do companies need to cover the substantial loss from stolen merchandise and higher insurance premiums, but they must invest in expensive security measures. Some of these extra costs are also factored into shipping rates and, subsequently, consumer prices. Theft can even halt manufacturing lines or cause product shortages, further leading to price hikes.

In addition, these cargo theft operations are a threat to public safety, especially for the American workforce that moves freight efficiently across our supply chains day in and day out. Employees who work in the railroads and trucking industry deserve better protection.

Until this problem is addressed, consumers will continue to absorb the consequences of rising costs, increased delays, and decreased access to important products they rely on. There is an urgent need to address these issues with a coordinated and comprehensive federal response. Improved collaboration among federal, state, and local law enforcement is crucial to combating the interstate and transnational organized crime wave threatening our industries.

Fortunately, CORCA offers a straightforward remedy to better allow existing authorities and infrastructure to better tackle this type of theft. Among other changes, the measure would set up an Organized Retail and Supply Chain Crime Coordination Center within the Department of Homeland Security to integrate the expertise of state and local law enforcement and representatives from the retail sector itself.

We believe advancing CORCA is an important step in obstructing the activities of these criminal networks, and we hope your committees will continue to advance this critical piece of legislation by moving forward with a markup.

We thank the committees for their focus and attention to this important matter.

Sincerely,

Tirzah Duren  
President & CEO  
American Consumer Institute

John Tamny  
President  
Parkview Institute Center for Transportation Advancement

Steve Moore  
CEO  
Unleash Prosperity

Pete Sepp  
President  
National Taxpayers Union

Lisel Petis  
Policy Director, Criminal Justice & Civil Liberties  
R Street Institute

Matthew Kandrach  
President  
Consumer Action for a Strong Economy (CASE)



Andrew Langer  
President  
Institute for Liberty

Iain Murray  
Vice President for Strategy and senior fellow  
Competitive Enterprise Institute

Karen Kerrigan  
President & CEO  
Small Business & Entrepreneurship Council

Yaël Ossowski  
Deputy Director  
Consumer Choice Center

Tom Giovanetti  
President  
Institute for Policy Innovation

Charles Sauer  
Founder & President  
Market Institute

