

|LABOR MARKET SOLID WITH 199,000 JOBS ADDED IN NOVEMBER|[Stay on top of transportation news: Get TTNews in your inbox.][WASHINGTON ? The nation?s employers added a solid 199,000 jobs in November and the unemployment rate fell, fresh signs that the economy could achieve an elusive ?soft landing,? in which inflation would return to the Federal Reserve?s 2% target without causing a steep recession.]

|The Dec. 8 report from the Labor Department showed that the unemployment rate dropped from 3.9% to 3.7%, not far above a five-decade low of 3.4% in April. The unemployment rate has now remained below 4% for 22 straight months, the longest such streak since the late 1960s.]Truck transportation saw an increase of 700 jobs. |

|November?s job gain was a reminder that many employers continue to hire, though last month?s increase was inflated by the return of about 40,000 formerly striking auto workers and actors, who were not at work in October but returned in November.]The jobs report and other recent data portray an economy and a labor market that, while still sturdy, are downshifting back to pre-pandemic norms. Businesses are still hiring but are less desperate to fill jobs. More Americans either have a job or are looking for one. As a result, employers are having an easier time hiring, with less pressure to rapidly raise pay, which can fuel inflation.]The job market is decelerating in a way that Fed officials have wanted to see. Hiring has averaged just over 200,000 a month in the past three months, down from an average of about 320,000 in the same period last year.]Wages are also growing at a slower but still-healthy pace. In November, average hourly pay rose 4% from 12 months earlier, the slowest pace in more than two years. Still, wages are now growing faster than inflation, which should support consumer spending.][Image] |Workers apply sheathing to the exterior of a building in Boston. (Michael Dwyer/Associated Press)]One sign of potential concern is that hiring has remained concentrated mainly in a few sectors. The health care industry ? doctors? offices and hospitals ? added a strong 93,000 jobs in November. Hotels and restaurants added 40,000, governments 49,000. By contrast, retailers, shipping and warehousing companies and temporary help agencies all cut jobs.]While trucking employment was up by 700 in November, payrolls contracted by 3,600 in October. Additionally, industry employment is down 1.9% since

peaking in January. Compared with November 2022, trucking payrolls were off 1.5%, which is significantly lower than the 1.8% gain in all nonfarm payrolls, according to Bob Costello, chief economist at American Trucking Associations. | The Fed has raised its key short-term rate from near zero to about 5.4%, a 22-year peak, leading to higher borrowing rates for consumers and businesses and lower inflation. Despite that headwind, the economy and the job market are still expanding. Layoffs remain historically low. | When the Fed meets next week, it is considered sure to keep its benchmark rate unchanged for the third straight time in light of the easing inflation pressures. Most economists and Wall Street traders think the Fed's next move will be to cut rates, though that might not happen until the second half of 2024. | Even modest hiring helps ensure that consumers, who drive most of the economy's growth, keep spending. Early reports on holiday shopping showed healthy growth in online sales. | Want more news? Listen to today's daily briefing above or go here for more info | Many of the most recent economic figures have pointed toward a potential soft landing. Companies are advertising fewer job openings, and Americans are switching jobs less often than they did a year ago, trends that typically slow wage growth and inflation pressures. Hiring is cooling, and price increases have moderated significantly. | Still, the number of people receiving unemployment aid, though still low, has risen. And for much of this year, hiring has been concentrated in just a few sectors ? notably health care, restaurants and hotels and government ? rather than broadly across the economy. | For now, most analysts are offering a positive outlook of slower but still steady growth and easing inflation. The economy is expected to expand at a modest 1.5% annual rate in the final three months of this year, down from a scorching 5.2% pace in the July-September quarter. Cooler growth should help bring down inflation while still supporting a modest pace of hiring. | The economy is still growing even after the Fed has raised its benchmark rate 11 times, from near zero in March 2022. The aggressive pace of those hikes has made mortgages, auto loans and business borrowing much more expensive. | VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to

RoadSigns.ttnews.com. |At the same time, inflation has tumbled from a peak of 9.1% in June 2022 to just 3.2% last month. And according to a different inflation measure that the Fed prefers, prices rose at just a 2.5% annual rate in the past six months ? not far below the central bank's target.|Such progress has fueled speculation in the financial markets that the Fed could soon cut its benchmark rate, perhaps as early as March. Wall Street traders now expect five rate cuts next year, according to futures prices tracked by CME FedWatch. Most economists envision fewer.|Christopher Waller, a key Fed official who typically favors higher rates, buoyed the markets' expectations last week when he suggested that if inflation kept falling, the Fed could cut rates as early as spring.|Fed Chair Jerome Powell, though, pushed back against such speculation Dec. 1, when he said it was 'premature to conclude' that the Fed has raised its benchmark rate high enough to quell inflation. And it was too soon, he added, to 'speculate' about when the Fed might cut rates.|But Powell also said interest rates are 'well into' restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates.

WASHINGTON ? The nation's employers added a solid 199,000 jobs in November and the unemployment rate fell, fresh signs that the economy could achieve an elusive 'soft landing,' in which inflation would return to the Federal Reserve's 2% target without causing a steep recession.|But Powell also said interest rates are 'well into' restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates.

The Dec. 8 report from the Labor Department showed that the unemployment rate dropped from 3.9% to 3.7%, not far above a five-decade low of 3.4% in April. The unemployment rate has now remained below 4% for 22 straight months, the longest such streak since the late 1960s.|But Powell also said interest rates are 'well into' restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates.

Truck transportation saw an increase of 700 jobs. |But Powell also said interest rates are 'well into' restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates.

November's job gain was a reminder that

many employers continue to hire, though last month's increase was inflated by the return of about 40,000 formerly striking auto workers and actors, who were not at work in October but returned in November. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. The jobs report and other recent data portray an economy and a labor market that, while still sturdy, are downshifting back to pre-pandemic norms. Businesses are still hiring but are less desperate to fill jobs. More Americans either have a job or are looking for one. As a result, employers are having an easier time hiring, with less pressure to rapidly raise pay, which can fuel inflation. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. The job market is decelerating in a way that Fed officials have wanted to see. Hiring has averaged just over 200,000 a month in the past three months, down from an average of about 320,000 in the same period last year. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Wages are also growing at a slower but still-healthy pace. In November, average hourly pay rose 4% from 12 months earlier, the slowest pace in more than two years. Still, wages are now growing faster than inflation, which should support consumer spending. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Workers apply sheathing to the exterior of a building in Boston. (Michael Dwyer/Associated Press) One sign of potential concern is that hiring has remained concentrated mainly in a few sectors. The health care industry — doctors' offices and hospitals — added a strong 93,000 jobs in November. Hotels and restaurants added 40,000, governments 49,000. By contrast, retailers, shipping and warehousing companies and temporary help agencies all cut jobs. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. While trucking

employment was up by 700 in November, payrolls contracted by 3,600 in October. Additionally, industry employment is down 1.9% since peaking in January. Compared with November 2022, trucking payrolls were off 1.5%, which is significantly lower than the 1.8% gain in all nonfarm payrolls, according to Bob Costello, chief economist at American Trucking Associations. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. The Fed has raised its key short-term rate from near zero to about 5.4%, a 22-year peak, leading to higher borrowing rates for consumers and businesses and lower inflation. Despite that headwind, the economy and the job market are still expanding. Layoffs remain historically low. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. When the Fed meets next week, it is considered sure to keep its benchmark rate unchanged for the third straight time in light of the easing inflation pressures. Most economists and Wall Street traders think the Fed's next move will be to cut rates, though that might not happen until the second half of 2024. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Even modest hiring helps ensure that consumers, who drive most of the economy's growth, keep spending. Early reports on holiday shopping showed healthy growth in online sales. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Want more news? Listen to today's daily briefing above or go here for more info. Many of the most recent economic figures have pointed toward a potential soft landing. Companies are advertising fewer job openings, and Americans are switching jobs less often than they did a year ago, trends that typically slow wage growth and inflation pressures. Hiring is cooling, and price increases have moderated significantly. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done

raising rates. Still, the number of people receiving unemployment aid, though still low, has risen. And for much of this year, hiring has been concentrated in just a few sectors – notably health care, restaurants and hotels and government – rather than broadly across the economy. But Powell also said interest rates are “well into” restrictive territory, meaning that they’re clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. For now, most analysts are offering a positive outlook of slower but still steady growth and easing inflation. The economy is expected to expand at a modest 1.5% annual rate in the final three months of this year, down from a scorching 5.2% pace in the July-September quarter. Cooler growth should help bring down inflation while still supporting a modest pace of hiring. But Powell also said interest rates are “well into” restrictive territory, meaning that they’re clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. The economy is still growing even after the Fed has raised its benchmark rate 11 times, from near zero in March 2022. The aggressive pace of those hikes has made mortgages, auto loans and business borrowing much more expensive. But Powell also said interest rates are “well into” restrictive territory, meaning that they’re clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates.

VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). At the same time, inflation has tumbled from a peak of 9.1% in June 2022 to just 3.2% last month. And according to a different inflation measure that the Fed prefers, prices rose at just a 2.5% annual rate in the past six months – not far below the central bank’s target. But Powell also said interest rates are “well into” restrictive territory, meaning that they’re clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Such progress has fueled speculation in the financial markets that the Fed could soon cut its benchmark rate, perhaps as early as March.

Wall Street traders now expect five rate cuts next year, according to futures prices tracked by CME FedWatch. Most economists envision fewer. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Christopher Waller, a key Fed official who typically favors higher rates, buoyed the markets' expectations last week when he suggested that if inflation kept falling, the Fed could cut rates as early as spring. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Fed Chair Jerome Powell, though, pushed back against such speculation Dec. 1, when he said it was "premature to conclude" that the Fed has raised its benchmark rate high enough to quell inflation. And it was too soon, he added, to "speculate" about when the Fed might cut rates. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. But Powell also said interest rates are "well into" restrictive territory, meaning that they're clearly constraining growth. Many analysts took that remark as a signal that the Fed is done raising rates. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | BOARD PROPOSES ADDING FENTANYL TO DRIVERS' DRUG TESTING LIST | Senior Reporter [Stay on top of transportation news: Get TTNews in your inbox.] A federal drug advisory group has begun the cumbersome process of placing fentanyl on the list of drugs to test federal safety-sensitive employees and truck drivers for drug use. While it is clear that fentanyl is an "emerging drug of concern," it may take up to a year or more for federal drug officials with the Substance Abuse and Mental Health Services Administration to plow through the process. SAMHSA is a subagency of the U.S. Department of Health and Human Services, the agency responsible for overseeing drug testing policy protocols. "We see a lot more fentanyl in nonregulated samples, greater than 1.9%," SAMHSA Drug Testing Advisory Board Chairman Ron Flegel said at a Dec. 5 DTAB meeting. "So I think it's important and that everyone is aware that it is an analyte we're looking to add to the drug testing panel." An analyte is a chemical

substance that is the subject of a chemical analysis. | "We've had numerous conversations, numerous presentations leading up to this," Flegel said. "So I don't think it's any surprise to the board that we're proposing to add fentanyl to the drug testing panel." | In a Federal Register announcement in October, SAMHSA said it was taking action on the Fighting Opioid Abuse in Transportation Act, which calls on HHS to determine whether adding fentanyl to the analyte table is justified based on the reliability and cost-effectiveness of mandatory testing. | "Fentanyl accounts for a large proportion of overdose deaths in the United States and is therefore an important public safety concern," said the SAMHSA announcement. "Furthermore, fentanyl is increasingly used as a stand-alone substance of abuse, not in conjunction with heroin and other substances." | Flegel | The test panel also would include the chemical norfentanyl, an important component of identifying fentanyl users when urine is the specimen matrix. Information provided by HHS-certified laboratories in 2023 indicated that 84% of the laboratories analyzed unregulated workplace specimens for fentanyl and/or norfentanyl. All had the ability to analyze urine specimens for fentanyl with sufficiently sensitive detection limits using commercially available immunoassay kits and confirmatory test instrumentation commonly used in HHS-certified laboratories. | SAMHSA is seeking public comments for 30 days after the Dec. 5 meeting. However, the DTAB said it will not be making comments public until its next meeting, which is expected in the spring. | In the meantime, SAMHSA will be working on the details of its new fentanyl protocols with its federal drug partners, including the Department of Transportation, Nuclear Regulatory Commission and the Department of Defense. | DTAB members also were updated on the latest developments on its revised rulemaking that would allow drug testing using hair samples. Flegel said the agency's revision of the proposed rule remains under the review of the White House Office of Management and Budget. | The proposed rule was published on Sept. 10, 2020, after a congressional mandate passed into law in December 2015. | He said delays have been caused in part as regulators have weighed the possible impact of hair color and external contamination of tests. Flegel did not say when a hair testing final rule is expected to be published. | In addition, Flegel said there are ongoing studies into the increasing



legalization of marijuana in many states. The federal government has remained steadfast about not allowing the recreational and medical use of marijuana among employees, nor does the DOT allow truck drivers to use pot. The question of what's going to happen to marijuana is on everyone's mind," Flegel said. "It will be an important issue for federal drug guidelines. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. A federal drug advisory group has begun the cumbersome process of placing fentanyl on the list of drugs to test federal safety-sensitive employees and truck drivers for drug use. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. While it is clear that fentanyl is an emerging drug of concern, it may take up to a year or more for federal drug officials with the Substance Abuse and Mental Health Services Administration to plow through the process. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. SAMHSA is a subagency of the U.S. Department of Health and Human Services, the agency responsible for overseeing drug testing policy protocols. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. We see a lot more fentanyl in nonregulated samples, greater than 1.9%," SAMHSA Drug Testing Advisory Board Chairman Ron Flegel said at a Dec. 5 DTAB meeting. "So I think it's important and that everyone is aware that it is an analyte we're looking to add to the drug testing panel. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. An analyte is a chemical substance that is the subject of a chemical analysis. What will the

future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be.??We've had numerous conversations, numerous presentations leading up to this," Flegel said. "So I don't think it's any surprise to the board that we're proposing to add fentanyl to the drug testing panel.?"What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be.?In a Federal Register announcement in October, SAMHSA said it was taking action on the Fighting Opioid Abuse in Transportation Act, which calls on HHS to determine whether adding fentanyl to the analyte table is justified based on the reliability and cost-effectiveness of mandatory testing.|"What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be.??Fentanyl accounts for a large proportion of overdose deaths in the United States and is therefore an important public safety concern," said the SAMHSA announcement. "Furthermore, fentanyl is increasingly used as a stand-alone substance of abuse, not in conjunction with heroin and other substances.?"What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be.?FlegelThe test panel also would include the chemical norfentanyl, an important component of identifying fentanyl users when urine is the specimen matrix. Information provided by HHS-certified laboratories in 2023 indicated that 84% of the laboratories analyzed unregulated workplace specimens for fentanyl and/or norfentanyl. All had the ability to analyze urine specimens for fentanyl with sufficiently sensitive detection limits using commercially available immunoassay kits and confirmatory test instrumentation commonly used in HHS-certified laboratories.|"What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that

will be. SAMHSA is seeking public comments for 30 days after the Dec. 5 meeting. However, the DTAB said it will not be making comments public until its next meeting, which is expected in the spring.

What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. In the meantime, SAMHSA will be working on the details of its new fentanyl protocols with its federal drug partners, including the Department of Transportation, Nuclear Regulatory Commission and the Department of Defense.

What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. DTAB members also were updated on the latest developments on its revised rulemaking that would allow drug testing using hair samples. Flegel said the agency's revision of the proposed rule remains under the review of the White House Office of Management and Budget.

What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. The proposed rule was published on Sept. 10, 2020, after a congressional mandate passed into law in December 2015.

What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. He said delays have been caused in part as regulators have weighed the possible impact of hair color and external contamination of tests. Flegel did not say when a hair testing final rule is expected to be published.

What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. Want more news? Listen to today's daily briefing above or go here for more info. In addition, Flegel said there are ongoing studies into the increasing legalization of marijuana in many states. The federal government has remained steadfast about not allowing the recreational and medical use of

marijuana among employees, nor does the DOT allow truck drivers to use pot. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. The question of what's going to happen to marijuana is on everyone's mind, Flegel said. It will be an important issue for federal drug guidelines. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. What will the future of the federal drug testing program look like if marijuana is descheduled or rescheduled? Will the federal drug testing program continue to test for marijuana? Right now we don't know what the outcome of that will be. Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|HOUSE PANEL ADVANCES PIPES ACT, TARGETING PIPELINE SAFETY|Legislation designed to boost safety and efficiency along pipeline systems to improve supply chain connectivity was approved Dec. 6 by a committee in the U.S. House of Representatives. The Promoting Innovation in Pipeline Efficiency and Safety, or PIPES, Act would authorize slightly more than \$800 million over four years for the Pipeline and Hazardous Materials Safety Administration. The United States is blessed with abundant energy resources, and new technologies and processes make it possible to safely and affordably produce and transport vast quantities of American energy, reversing the production declines of the past, House Transportation and Infrastructure Committee Chairman Sam Graves (R-Mo.) said after the bill's approval. Pipelines remain the safest and most economically efficient means of delivering these resources. This bill ensures the right balance between environmentally friendly U.S. production and the safe transportation of all our energy resources, ensuring that we remain a competitive global leader in the production and exportation of newer energy resources. Rep. Rick Larsen (D-Wash.), the committee's ranking member, said, Increasing pipeline safety has been a priority of mine throughout my time in Congress, and passing the bipartisan PIPES Act today is an important step in advancing that goal. Our bill will strengthen the

safety of the millions of miles of existing pipelines as well as the new carbon dioxide and hydrogen pipelines made possible ? by investments in the bipartisan infrastructure law and the Inflation Reduction Act. I thank [Chairman] Graves for his leadership on this important issue and look forward to this strong bipartisan bill becoming law.?

Specifically, the PIPES Act would require PHMSA to submit certain funding information to Congress as well as establish an Office of Public Engagement meant to educate local governments, public safety organizations, pipeline operators and the public. According to background from the committee, the new office ?assigns specific duties to engage with the public, government officials, public safety organizations, and pipeline operators, and assist with inquiries regarding pipeline safety best practices and regulations. The office will also promote the adoption and increased use of safety programs.?

Also, the bill would require the U.S. Department of Transportation to complete a study within two years on composite pipeline material for the transportation of hydrogen and hydrogen blended with natural gas. And it would require the secretary of transportation to complete a rulemaking to establish safety standards associated with carbon dioxide in a gaseous state.

Nehls |Before the panel?s approval of the measure, House Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Troy Nehls (R-Texas) affirmed: ?The PIPES Act will ensure that previous congressional mandates are undertaken appropriately while adding important transparency provisions for the public. I am proud that our bipartisan bill requires PHMSA to complete a rulemaking to establish minimum safety standards for the transportation and temporary storage of [carbon dioxide] in a gaseous state, a significant win for both the environment and the oil and gas industry.?

The measure advanced to the Republican-led House floor for consideration. A vote on the bill has yet to be scheduled. A Senate version has not passed in that chamber.

Andryszak |Stakeholders quickly touted House lawmakers? committee approval of the pipeline safety measure.

Amy Andryszak, president and CEO of the Interstate Natural Gas Association of America, said her association ?is encouraged by the process undertaken by the House Transportation and Infrastructure Committee and strongly encourages the Senate to use this bipartisan framework to swiftly advance the PIPES Act so that it can be enacted into law

next year. Safety is paramount in everything that we do as an industry, and we look forward to seeing this legislation advance in the coming months.?

According to PHMSA, a nearly 3 million-mile pipeline transportation system and daily shipments of hazardous materials across various modes of transport are under the agency?s jurisdiction.

Want more news? Listen to today's daily briefing below or go here for more info:

Legislation designed to boost safety and efficiency along pipeline systems to improve supply chain connectivity was approved Dec. 6 by a committee in the U.S. House of Representatives.

Want more news? Listen to today's daily briefing below or go here for more info:

The Promoting Innovation in Pipeline Efficiency and Safety, or PIPES, Act would authorize slightly more than \$800 million over four years for the Pipeline and Hazardous Materials Safety Administration.

Want more news? Listen to today's daily briefing below or go here for more info:?

The United States is blessed with abundant energy resources, and new technologies and processes make it possible to safely and affordably produce and transport vast quantities of American energy, reversing the production declines of the past,? House Transportation and Infrastructure Committee Chairman Sam Graves (R-Mo.) said after the bill?s approval. ?Pipelines remain the safest and most economically efficient means of delivering these resources.

Want more news? Listen to today's daily briefing below or go here for more info:?

This bill ensures the right balance between environmentally friendly U.S. production and the safe transportation of all our energy resources, ensuring that we remain a competitive global leader in the production and exportation of newer energy resources.?

Want more news? Listen to today's daily briefing below or go here for more info:

Rep. Rick Larsen (D-Wash.), the committee?s ranking member, said, ?Increasing pipeline safety has been a priority of mine throughout my time in Congress, and passing the bipartisan PIPES Act today is an important step in advancing that goal. Our bill will strengthen the safety of the millions of miles of existing pipelines as well as the new carbon dioxide and hydrogen pipelines made possible ? by investments in the bipartisan infrastructure law and the Inflation Reduction Act. I thank [Chairman] Graves for his leadership on this important issue and look forward to this strong bipartisan bill becoming law.?

Want more news? Listen to today's daily

briefing below or go here for more info:Specifically, the PIPES Act would require PHMSA to submit certain funding information to Congress as well as establish an Office of Public Engagement meant to educate local governments, public safety organizations, pipeline operators and the public. According to background from the committee, the new office ?assigns specific duties to engage with the public, government officials, public safety organizations, and pipeline operators, and assist with inquiries regarding pipeline safety best practices and regulations. The office will also promote the adoption and increased use of safety programs.?

|Want more news? Listen to today's daily briefing below or go here for more info:Also, the bill would require the U.S. Department of Transportation to complete a study within two years on composite pipeline material for the transportation of hydrogen and hydrogen blended with natural gas. And it would require the secretary of transportation to complete a rulemaking to establish safety standards associated with carbon dioxide in a gaseous state.

|Want more news? Listen to today's daily briefing below or go here for more info:NehlsBefore the panel?s approval of the measure, House Railroads, Pipelines, and Hazardous Materials Subcommittee Chairman Troy Nehls (R-Texas) affirmed: ?The PIPES Act will ensure that previous congressional mandates are undertaken appropriately while adding important transparency provisions for the public. I am proud that our bipartisan bill requires PHMSA to complete a rulemaking to establish minimum safety standards for the transportation and temporary storage of [carbon dioxide] in a gaseous state, a significant win for both the environment and the oil and gas industry.?

|Want more news? Listen to today's daily briefing below or go here for more info:The measure advanced to the Republican-led House floor for consideration. A vote on the bill has yet to be scheduled. A Senate version has not passed in that chamber.

|Want more news? Listen to today's daily briefing below or go here for more info:AndryszakStakeholders quickly touted House lawmakers? committee approval of the pipeline safety measure.

|Want more news? Listen to today's daily briefing below or go here for more info:Amy Andryszak, president and CEO of the Interstate Natural Gas Association of America, said her association ?is encouraged by the process undertaken by the House Transportation and Infrastructure Committee and strongly encourages the Senate to

use this bipartisan framework to swiftly advance the PIPES Act so that it can be enacted into law next year. Safety is paramount in everything that we do as an industry, and we look forward to seeing this legislation advance in the coming months.

|Want more news? Listen to today's daily briefing below or go here for more info:According to PHMSA, a nearly 3 million-mile pipeline transportation system and daily shipments of hazardous materials across various modes of transport are under the agency's jurisdiction.

|Want more news? Listen to today's daily briefing below or go here for more info:Want more news? Listen to today's daily briefing below or go here for more info:Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|HOUSE GOP VOTES TO BLOCK EPA TAILPIPE EMISSIONS RULE|WASHINGTON ? House Republicans approved a bill Dec. 6 to block strict new tailpipe pollution limits proposed by the Biden administration, calling the plan a back-door mandate for electric vehicles.

|A rule proposed by the Environmental Protection Agency would require that up to two-thirds of new vehicles sold in the U.S. are electric by 2032, a nearly tenfold increase over current EV sales. The proposed regulation, announced in April, would set tailpipe emissions limits for the 2027 through 2032 model years that are the strictest ever imposed ? and call for far more new EV sales than the auto industry agreed to less than two years ago.

|The EPA says it is not imposing an EV mandate, but Republicans say the plan favors EVs and punishes gas engines, forcing Americans into cars and trucks they can't afford.

|?Americans should have the right to decide what products and appliances work best for their family, not the federal government,? said Rep. Tim Walberg (R-Mich.), the bill's chief sponsor.

|The proposed EPA regulation would drive up costs for motorists ?and hand the keys of America's auto industry to China,? Walberg said, referring to that country's dominance over the EV battery supply chain.

|The measure was approved 221-197 and now goes to the Senate, where it is unlikely to advance. Five Democrats ? Reps. Henry Cuellar (D-Texas) and Vicente Gonzalez (D-Texas); Don Davis (D-N.C.); Jared Golden (D-Maine); and Mary Peltola (D-Alaska) ? voted with Republicans to block the EPA rule.

|New EVs typically cost more than gas-powered cars, although prices have declined in recent months as supplies have increased



and tax credits for EV purchases approved in the 2022 climate law have taken effect. EVs also have lower operating costs because they don't require gasoline. The average transaction price for EVs was \$53,469 in July, compared with \$48,334 for gas-powered cars, according to Kelley Blue Book, an automotive research company. Tesla contributed to a substantial drop in EV prices since late last year as it cut prices, the research company said. The White House strongly opposes the GOP bill and said in a statement that President Joe Biden would veto the measure if it reaches his desk. The bill would "catastrophically impair EPA's ability to issue automotive regulations that protect public health, save consumers money, strengthen American energy security and protect American investments in the vehicle technologies of the future," the White House said in a statement. EPA's proposed standards for passenger cars and light trucks are performance-based, the White House said, and allow vehicle manufacturers to choose the mix of technologies best suited for their customers. More than 100 EV models are now available in the U.S. alongside hybrid and gas-powered options, "giving Americans unprecedented flexibility in where and how they choose to fuel," the White House said. The EPA proposal could save Americans thousands of dollars over a vehicle's lifetime by accelerating adoption of technologies that reduce fuel and maintenance costs along with pollution, the White House said. The GOP bill "would undermine all of these benefits, harming American consumers, companies and workers," the White House said. Republicans said the EPA rule would reduce choices for car owners, "shipping our auto-future and jobs to China" in the process. "President Biden's rush to green agenda is failing," Rep. Cathy McMorris Rodgers (R-Wash.) said. "He wants us all driving EVs - 100% battery-electric, not plug-in, not hybrid. We don't agree." Pallone | Rep. Frank Pallone (D-N.J.), the top Democrat on the energy panel, said the GOP bill would stifle innovation and cause uncertainty for American automakers. The bill includes "vague language" that could prevent EPA from ever finalizing vehicle standards for any type of motor vehicle, Pallone said. Instead of working with Democrats on legislation to lower costs for consumers or protect public health, "the Republican majority is, once again, bringing an anti-clean vehicle bill to the floor as part of their polluters over people agenda," Pallone said during floor

debate.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."WASHINGTON  
House Republicans approved a bill Dec. 6 to block strict new tailpipe pollution limits proposed by the Biden administration, calling the plan a back-door mandate for electric vehicles.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."A rule proposed by the Environmental Protection Agency would require that up to two-thirds of new vehicles sold in the U.S. are electric by 2032, a nearly tenfold increase over current EV sales. The proposed regulation, announced in April, would set tailpipe emissions limits for the 2027 through 2032 model years that are the strictest ever imposed and call for far more new EV sales than the auto industry agreed to less than two years ago.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."The EPA says it is not imposing an EV mandate, but Republicans say the plan favors EVs and punishes gas engines, forcing Americans into cars and trucks they can't afford.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."?"Americans should have the right to decide what products and appliances work best for their family, not the federal government," said Rep. Tim Walberg (R-Mich.), the bill's chief sponsor.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."The proposed EPA regulation would drive up costs for motorists and hand the keys of America's auto industry to China," Walberg said, referring to that country's dominance over the EV battery supply chain.|"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com).VTNA President Peter Voorhoeve

outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://www.roadsigns.com). The measure was approved 221-197 and now goes to the Senate, where it is unlikely to advance. Five Democrats — Reps. Henry Cuellar (D-Texas) and Vicente Gonzalez (D-Texas); Don Davis (D-N.C.); Jared Golden (D-Maine); and Mary Peltola (D-Alaska) — voted with Republicans to block the EPA rule. “This bill would simply prevent the EPA from doing its job,” Pallone said, accusing House Republicans of “trying to legislate away years of innovation in clean transportation.” New EVs typically cost more than gas-powered cars, although prices have declined in recent months as supplies have increased and tax credits for EV purchases approved in the 2022 climate law have taken effect. EVs also have lower operating costs because they don’t require gasoline. “This bill would simply prevent the EPA from doing its job,” Pallone said, accusing House Republicans of “trying to legislate away years of innovation in clean transportation.” The average transaction price for EVs was \$53,469 in July, compared with \$48,334 for gas-powered cars, according to Kelley Blue Book, an automotive research company. Tesla contributed to a substantial drop in EV prices since late last year as it cut prices, the research company said. “This bill would simply prevent the EPA from doing its job,” Pallone said, accusing House Republicans of “trying to legislate away years of innovation in clean transportation.” The White House strongly opposes the GOP bill and said in a statement that President Joe Biden would veto the measure if it reaches his desk. “This bill would simply prevent the EPA from doing its job,” Pallone said, accusing House Republicans of “trying to legislate away years of innovation in clean transportation.” The bill would “catastrophically impair EPA’s ability to issue automotive regulations that protect public health, save consumers money, strengthen American energy security and protect American investments in the vehicle technologies of the future,” the White House said in a statement. “This bill would simply prevent the EPA from doing its job,” Pallone said, accusing House Republicans of “trying to legislate away years of innovation in clean transportation.” Want more news? Listen to today’s daily briefing above or go here for more info EPA’s proposed standards for passenger cars and light

trucks are performance-based, the White House said, and allow vehicle manufacturers to choose the mix of technologies best suited for their customers.]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."More than 100 EV models are now available in the U.S. alongside hybrid and gas-powered options, "giving Americans unprecedented flexibility in where and how they choose to fuel," the White House said. The EPA proposal could save Americans thousands of dollars over a vehicle's lifetime by accelerating adoption of technologies that reduce fuel and maintenance costs along with pollution, the White House said.]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."The GOP bill "would undermine all of these benefits, harming American consumers, companies and workers," the White House said.]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."Republicans said the EPA rule would reduce choices for car owners, "shipping our auto-future and jobs to China" in the process.]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."?"President Biden's rush to green agenda is failing," Rep. Cathy McMorris Rodgers (R-Wash.) said. "He wants us all driving EVs ? 100% battery-electric, not plug-in, not hybrid. We don't agree."]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."PalloneRep. Frank Pallone (D-N.J.), the top Democrat on the energy panel, said the GOP bill would stifle innovation and cause uncertainty for American automakers. The bill includes "vague language" that could prevent EPA from ever finalizing vehicle standards for any type of motor vehicle, Pallone said.]"This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."Instead of working with Democrats on legislation to lower costs for consumers or

protect public health, "the Republican majority is, once again, bringing an anti-clean vehicle bill to the floor as part of their polluters over people agenda," Pallone said during floor debate. "This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation." "This bill would simply prevent the EPA from doing its job," Pallone said, accusing House Republicans of "trying to legislate away years of innovation in clean transportation."

[Subscribe](#) [Gift a Subscription](#) 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | US-MEXICO TRADE TRENDS INDICATE NEARSHORING HAS MOMENTUM | Staff Reporter [Stay on top of transportation news: Get TTNews in your inbox.]

The post-pandemic trend toward nearshoring of trade is on course to finish the year strong despite an earlier slowdown in broader trade activity, a shift experts view as a prelude to longer-term change. "While Mexico has surpassed China as the United States' No. 1 trade partner, we're really at the start of something much bigger," said Richard Garza, executive sales director for Mexico cross-border operations at Total Quality Logistics. "Shifting production plants across the globe takes years, so the real impact is still years out. But in the last few months, changes have occurred that are preparatory in nature." Total Quality Logistics ranks No. 8 on the Transport Topics Top 100 list of the largest logistics companies in North America. The U.S. Census Bureau reported Dec. 6 that imports from Mexico increased 6.3% year-over-year to \$42.9 billion from \$40.4 billion in October, while exports increased 6.7% year-over-year to \$29.9 billion from \$28 billion. This followed several months of tepid activity for cross-border activity in the second half of the year. "Nearshoring continues to go strong," said Ben Enriquez, head of Mexico logistics and customs at Uber Freight. "We're seeing more and more companies settling in across Mexico, primarily in the northern side of the country — in Monterrey, Saltillo and many Mexican border crossing points. We're seeing less activity in the interior of the country." Laredo, Texas, has become a focal point of the nearshoring boom as a trade hub situated right on the border. TQL data showed that trade going through the city is up about 8% from last year, now making it the busiest trade port in the U.S. with growth expected to continue. Garza "Driving into Laredo and Monterrey,

there are industrial parks that have recently sprung up," Garza said. "Industrial real estate prices are moving up, vacancies are moving down and there are over 10 major highway improvement projects. Before the concept of nearshoring took off, U.S.-Mexico trade relations were already strong. The impact of nearshoring is going to put gas on that growth."|Uber Freight data shows that around 75% of the nearshoring activity is coming to the northern territories of Mexico. Within that, about 50% of companies moving in are going to Monterrey, while 11% have settled in Saltillo. The rest are scattered around multiple points around the country.|"We know that each state in Mexico gives different advantages or benefits to the companies," Enriquez said. "Many companies decide to choose the Mexican border crossing points like Juárez, Tijuana, Nuevo Laredo or Reynosa, because strategically it works for them, but also at the same time, being close to the border, it helps you mitigate transportation costs."|Venetis |"We've seen cross-border activity steadily grow," added Demetri Venetis, president of freight forwarding at RXO. "In addition to transportation growth, demand and interest in cross-border customs brokerage, transload and warehouse solutions through the RXO Laredo facility continue to increase. In Q3, RXO's cross-border activity was up almost 40% year-over-year."|But these gains have not come without challenges. Redwood Logistics released a report that found over \$1 billion in freight and nearly 8,000 trailers have been disrupted at the Mexican border since September 2023. The report noted that a sharper focus on immigration enforcement has created a backlog like that experienced by seaports from 2020 through 2022.|RXO loading docks in Laredo. (RXO via YouTube)|Redwood Logistics ranks No. 52 on the TT100 logistics list.|Further expansion will help ease these constraints, said Jose Fernandez, vice president and Mexico country manager at BlueGrace Logistics.|"I think the greatest growth will come in the next couple of years once there [are] many more operations up and running in Mexico," he said. "But there's definitely been an increase. Also, there's been an increase — contrary to what was expected — in loads coming southbound from the U.S. to Mexico because for pretty much the entire 2023 the exchange rate has been very atypical."|Fernandez noted that the decreasing value of the U.S. dollar negatively impacted Mexican companies that export mainly to the U.S., but said the drop

has helped those same companies take advantage of the favorable exchange rate to replace equipment. |BlueGrace ranks No. 73 on the TT100 logistics list. |Fillhouer |?Any kind of a slowdown that anybody might record or think is happening is just based on seasonality, and the retail season above all,? said Karl Fillhouer, vice president of sales at Circle Logistics. He also noted that Mexico benefited from the union strikes against U.S. automakers earlier this year since Mexican facilities remained operational. |Circle Logistics ranks No. 84 on the TT100 logistics list. |Fillhouer expects continued progress for the country once the freight market rebounds. |?Mexico is probably one of the quickest or fastest growing economies there is in the world,? he said. ?Mostly because of the nearshoring and the fact that the U.S. is still considered the No. 1 economy worldwide.? |Want more news? Listen to today's daily briefing below or go here for more info: The post-pandemic trend toward nearshoring of trade is on course to finish the year strong despite an earlier slowdown in broader trade activity, a shift experts view as a prelude to longer-term change. |Want more news? Listen to today's daily briefing below or go here for more info: ?While Mexico has surpassed China as the United States? No. 1 trade partner, we're really at the start of something much bigger,? said Richard Garza, executive sales director for Mexico cross-border operations at Total Quality Logistics. ?Shifting production plants across the globe takes years, so the real impact is still years out. But in the last few months, changes have occurred that are preparatory in nature.? |Want more news? Listen to today's daily briefing below or go here for more info: Total Quality Logistics ranks No. 8 on the Transport Topics Top 100 list of the largest logistics companies in North America. |Want more news? Listen to today's daily briefing below or go here for more info: The U.S. Census Bureau reported Dec. 6 that imports from Mexico increased 6.3% year-over-year to \$42.9 billion from \$40.4 billion in October, while exports increased 6.7% year-over-year to \$29.9 billion from \$28 billion. This followed several months of tepid activity for cross-border activity in the second half of the year. |Want more news? Listen to today's daily briefing below or go here for more info: ??Nearshoring continues to go strong,? said Ben Enriquez, head of Mexico logistics and customs at Uber Freight. ?We're seeing more and more companies settling in across Mexico, primarily in the northern side of the

country ? in Monterrey, Saltillo and many Mexican border crossing points. We're seeing less activity in the interior of the country.?

|Want more news? Listen to today's daily briefing below or go here for more info:

Laredo, Texas, has become a focal point of the nearshoring boom as a trade hub situated right on the border. TQL data showed that trade going through the city is up about 8% from last year, now making it the busiest trade port in the U.S. with growth expected to continue.

|Want more news? Listen to today's daily briefing below or go here for more info:

Garza?Driving into Laredo and Monterrey, there are industrial parks that have recently sprung up,? Garza said. ?Industrial real estate prices are moving up, vacancies are moving down and there are over 10 major highway improvement projects. Before the concept of nearshoring took off, U.S.-Mexico trade relations were already strong. The impact of nearshoring is going to put gas on that growth.?

|Want more news? Listen to today's daily briefing below or go here for more info:

Uber Freight data shows that around 75% of the nearshoring activity is coming to the northern territories of Mexico. Within that, about 50% of companies moving in are going to Monterrey, while 11% have settled in Saltillo. The rest are scattered around multiple points around the country.

|Want more news? Listen to today's daily briefing below or go here for more info:?

We know that each state in Mexico gives different advantages or benefits to the companies,? Enriquez said. ?Many companies decide to choose the Mexican border crossing points like Juárez, Tijuana, Nuevo Laredo or Reynosa, because strategically it works for them, but also at the same time, being close to the border, it helps you mitigate transportation costs.?

|Want more news? Listen to today's daily briefing below or go here for more info:

Venetis?We've seen cross-border activity steadily grow,? added Demetri Venetis, president of freight forwarding at RXO. ?In addition to transportation growth, demand and interest in cross-border customs brokerage, transload and warehouse solutions through the RXO Laredo facility continue to increase. In Q3, RXO's cross-border activity was up almost 40% year-over-year.?

|Want more news? Listen to today's daily briefing below or go here for more info:

But these gains have not come without challenges. Redwood Logistics released a report that found over \$1 billion in freight and nearly 8,000 trailers have been disrupted at the Mexican border



since September 2023. The report noted that a sharper focus on immigration enforcement has created a backlog like that experienced by seaports from 2020 through 2022. |Want more news? Listen to today's daily briefing below or go here for more info: RXO loading docks in Laredo. (RXO via YouTube) |Want more news? Listen to today's daily briefing below or go here for more info: Redwood Logistics ranks No. 52 on the TT100 logistics list. |Want more news? Listen to today's daily briefing below or go here for more info: Further expansion will help ease these constraints, said Jose Fernandez, vice president and Mexico country manager at BlueGrace Logistics. |Want more news? Listen to today's daily briefing below or go here for more info: ?I think the greatest growth will come in the next couple of years once there [are] many more operations up and running in Mexico,? he said. ?But there?s definitely been an increase. Also, there?s been an increase ? contrary to what was expected ? in loads coming southbound from the U.S. to Mexico because for pretty much the entire 2023 the exchange rate has been very atypical.? |Want more news? Listen to today's daily briefing below or go here for more info: Fernandez noted that the decreasing value of the U.S. dollar negatively impacted Mexican companies that export mainly to the U.S., but said the drop has helped those same companies take advantage of the favorable exchange rate to replace equipment. |Want more news? Listen to today's daily briefing below or go here for more info: BlueGrace ranks No. 73 on the TT100 logistics list. |Want more news? Listen to today's daily briefing below or go here for more info: Fillhouer ?Any kind of a slowdown that anybody might record or think is happening is just based on seasonality, and the retail season above all,? said Karl Fillhouer, vice president of sales at Circle Logistics. He also noted that Mexico benefited from the union strikes against U.S. automakers earlier this year since Mexican facilities remained operational. |Want more news? Listen to today's daily briefing below or go here for more info: Circle Logistics ranks No. 84 on the TT100 logistics list. |Want more news? Listen to today's daily briefing below or go here for more info: Fillhouer expects continued progress for the country once the freight market rebounds. |Want more news? Listen to today's daily briefing below or go here for more info: ?Mexico is probably one of the quickest or fastest growing economies there is in the world,? he said. ?Mostly because of the

nearshoring and the fact that the U.S. is still considered the No. 1 economy worldwide.?

## SENATE COMMERCE COMMITTEE APPROVES NTSB NOMINEE INMAN

The Senate Commerce Committee on Dec. 7 advanced the nomination of J. Todd Inman to serve on the National Transportation Safety Board through 2027. The panel's approval of the nominee sets up a vote on the Senate floor. Democratic leaders in the chamber have yet to schedule a confirmation vote. Before the committee vote, Commerce Committee Chairwoman Maria Cantwell (D-Wash.) pointed to existing needs at the independent safety agency. "Additional resources are needed to prepare for our current and future transportation safety challenges," she said. Inman, formerly a senior official at the U.S. Department of Transportation, told senators NTSB's investigative agenda necessitates continued support in order to accommodate systems linked to automation and various wireless capabilities. An evolving transportation landscape meant to improve connectivity also must prioritize safety by stakeholders. "Automation is on the rise in various modes of transportation," Inman recently told the panel. "As this trend continues, the NTSB will need to deepen its understanding of the role of automation while still examining the human factors that contribute to transportation accidents and safety." The nominee also noted an importance for ensuring an equipped workforce at the independent agency. "The NTSB workforce has always been known and relied upon throughout the world as experts in their field," he said. "Making sure that NTSB employees have the resources necessary to stay ahead of technological advances, and recruiting a workforce that can deal with the growing complexity of the NTSB's mission, are critical to its success." RELATED: National Transportation Safety Board Nominees on Senate Radar Inman's background includes his tenure as secretary of Florida's Department of Management Services. "Beyond being responsible for the safety of Florida state workers in over 12 million square feet of office space, I signed and began implementation of the most comprehensive update ever procured to the state law enforcement radio system - this is the system that first responders rely upon to do their important safety work. I also led two of the national response framework divisions for emergency services which handled communications and logistics," he explained. Cruz | The NTSB

serves the important function of thoroughly investigating transportation accidents to identify their causes and to make recommendations to prevent future incidents. As he demonstrated at his hearing last month, Todd Inman is highly qualified for this position. He is an experienced leader, practiced investigator and understands transportation safety," said Sen. Ted Cruz (R-Texas), the committee's ranking member. Cruz continued, "Mr. Inman knows how to lead a major organization, having recently served as Florida's secretary of management services, where he administered a \$1 billion budget and led a 1,000-person workforce. I strongly urge my colleagues to support Mr. Inman's nomination to this important safety position."

Brown | Another NTSB nominee awaiting a vote in the Senate is Alvin Brown. Months after the Senate Commerce Committee approved Brown for a seat on the NTSB, the chamber has yet to schedule a vote on his nomination. If confirmed, the former mayor of Jacksonville, Fla., would serve on the independent agency through 2026. The panel reported Brown's nomination in July. Cantwell expressed her support for the nominee: "The NTSB board needs hardworking and dedicated individuals who put safety as their top priority, and I believe that Mayor Brown will do so on behalf of the American people."

Want more news? Listen to today's daily briefing below or go here for more info: The Senate Commerce Committee on Dec. 7 advanced the nomination of J. Todd Inman to serve on the National Transportation Safety Board through 2027. Want more news? Listen to today's daily briefing below or go here for more info: The panel's approval of the nominee sets up a vote on the Senate floor. Democratic leaders in the chamber have yet to schedule a confirmation vote. Want more news? Listen to today's daily briefing below or go here for more info: Before the committee vote, Commerce Committee Chairwoman Maria Cantwell (D-Wash.) pointed to existing needs at the independent safety agency. "Additional resources are needed to prepare for our current and future transportation safety challenges," she said. Want more news? Listen to today's daily briefing below or go here for more info: Inman, formerly a senior official at the U.S. Department of Transportation, told senators NTSB's investigative agenda necessitates continued support in order to accommodate systems linked to automation and various wireless capabilities. An evolving transportation landscape meant to

improve connectivity also must prioritize safety by stakeholders. |Want more news? Listen to today's daily briefing below or go here for more info: Automation is on the rise in various modes of transportation, Inman recently told the panel. As this trend continues, the NTSB will need to deepen its understanding of the role of automation while still examining the human factors that contribute to transportation accidents and safety. |Want more news? Listen to today's daily briefing below or go here for more info: The nominee also noted an importance for ensuring an equipped workforce at the independent agency. The NTSB workforce has always been known and relied upon throughout the world as experts in their field, he said. Making sure that NTSB employees have the resources necessary to stay ahead of technological advances, and recruiting a workforce that can deal with the growing complexity of the NTSB's mission, are critical to its success. |Want more news? Listen to today's daily briefing below or go here for more info: RELATED: National Transportation Safety Board Nominees on Senate Radar |Want more news? Listen to today's daily briefing below or go here for more info: Inman's background includes his tenure as secretary of Florida's Department of Management Services. Beyond being responsible for the safety of Florida state workers in over 12 million square feet of office space, I signed and began implementation of the most comprehensive update ever procured to the state law enforcement radio system this is the system that first responders rely upon to do their important safety work. I also led two of the national response framework divisions for emergency services which handled communications and logistics, he explained. |Want more news? Listen to today's daily briefing below or go here for more info: Cruz The NTSB serves the important function of thoroughly investigating transportation accidents to identify their causes and to make recommendations to prevent future incidents. As he demonstrated at his hearing last month, Todd Inman is highly qualified for this position. He is an experienced leader, practiced investigator and understands transportation safety, said Sen. Ted Cruz (R-Texas), the committee's ranking member. |Want more news? Listen to today's daily briefing below or go here for more info: Cruz continued, Mr. Inman knows how to lead a major organization, having recently served as Florida's secretary of management services, where he administered a \$1

billion budget and led a 1,000-person workforce. I strongly urge my colleagues to support Mr. Inman's nomination to this important safety position. Want more news? Listen to today's daily briefing below or go here for more info:BrownAnother NTSB nominee awaiting a vote in the Senate is Alvin Brown. Months after the Senate Commerce Committee approved Brown for a seat on the NTSB, the chamber has yet to schedule a vote on his nomination. If confirmed, the former mayor of Jacksonville, Fla., would serve on the independent agency through 2026. The panel reported Brown's nomination in July. Want more news? Listen to today's daily briefing below or go here for more info:Cantwell expressed her support for the nominee: "The NTSB board needs hardworking and dedicated individuals who put safety as their top priority, and I believe that Mayor Brown will do so on behalf of the American people."STELLANTIS PETITIONS TO VOID CALIFORNIA EMISSIONS AGREEMENTBloomberg NewsStay on top of transportation news: Get TTNews in your inbox.]]Stellantis NV, owner of the Jeep and Ram brands, is petitioning against strict emissions standards adopted by California and 13 other states that it says give competitors unfair advantages. The company alleges that California "improperly adopted" a 2019 deal negotiated by state regulators and four carmakers that allowed the manufacturers to voluntarily increase the average fuel economy of their fleets to about 50 miles per gallon by the end of the 2026 model year. Stellantis said it tried to join the deal, but was rebuffed by the California Air Resources Board. CARB did not immediately respond to a request for comment. The deal is widely seen as a model for a subsequent Biden administration rule adopted in 2022. That rule now requires carmakers to increase their average fuel economy to about 49 mpg by 2026. Despite the national rules that will require roughly the same fuel economy, Stellantis said in its filing that the original agreement between CARB and Ford Motor Co., Volkswagen AG, Honda Motor Co. and BMW AG relieved those firms of their obligation to comply with CARB's greenhouse gas regulatory standards. Stellantis says manufacturers in the 2019 deal can meet the standards based on their nationwide sales, while excluded automakers are measured by sales in the 14 states that follow the California rules. A Stellantis spokesperson said that this resulted in the carmaker having too many

electric vehicles sitting unsold in California.]The company said in a statement the California Framework Agreement "was developed secretly with some competitors, in direct violation of the California Administrative Procedure Act."The states following the California standards represent more than a third of the U.S. vehicle market.[In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places.Stellantis NV, owner of the Jeep and Ram brands, is petitioning against strict emissions standards adopted by California and 13 other states that it says give competitors unfair advantages.[In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places.The company alleges that California "improperly adopted" a 2019 deal negotiated by state regulators and four carmakers that allowed the manufacturers to voluntarily increase the average fuel economy of their fleets to about 50 miles per gallon by the end of the 2026 model year. Stellantis said it tried to join the deal, but was rebuffed by the California Air Resources Board.[In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places.CARB did not immediately respond to a request for comment.[In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order

gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places. The deal is widely seen as a model for a subsequent Biden administration rule adopted in 2022. That rule now requires carmakers to increase their average fuel economy to about 49 mpg by 2026. In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places. Despite the national rules that will require roughly the same fuel economy, Stellantis said in its filing that the original agreement between CARB and Ford Motor Co., Volkswagen AG, Honda Motor Co. and BMW AG relieved those firms of their obligation to comply with CARB's greenhouse gas regulatory standards. In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places. Stellantis says manufacturers in the 2019 deal can meet the standards based on their nationwide sales, while excluded automakers are measured by sales in the 14 states that follow the California rules. A Stellantis spokesperson said that this resulted in the carmaker having too many electric vehicles sitting unsold in California. In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places. Want more news? Listen to today's daily briefing above or go here for more info. The company said in a statement the California Framework Agreement was developed secretly with

some competitors, in direct violation of the California Administrative Procedure Act.?

In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places. The states following the California standards represent more than a third of the U.S. vehicle market.

In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places.

In June, Stellantis said it would restrict sales of gasoline-powered cars in California and other states that had adopted its emission rules. The company said at the time that car buyers in those 14 states who specifically order gasoline-fueled vehicles from Stellantis could still buy them, but the automaker said it would be limiting its allocation of cars, SUVs and trucks with internal combustion engines to its dealer network in those places.

Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770

### VERMONT LOWERS COST OF MILK HAULER OVERWEIGHT PERMITS

A new law that took effect Nov. 1 regarding overweight permits in Vermont is making it easier and less expensive for milk haulers to transport this key ingredient in the state's vital dairy industry.

Vermont's dairy farms produced 2.6 billion pounds of milk last year, according to U.S. Department of Agriculture statistics, mostly from Holstein and Jersey cows, but also from goats and sheep.

Capt. Adam Pockette, motor vehicle safety chief at the Vermont Department of Motor Vehicles, told Transport Topics that the changes in state law were made to create a more efficient and clearer administrative permit and at the appropriate cost.

Historically, there were three types of permits that a hauler could legally operate at 90,000 pounds in Vermont if the load consisted solely of unprocessed milk products.

One way was to register to transport 90,000 pounds on state roads



and purchase a \$10 permit to legally carry that weight on the interstate highway system. Another method was to register to move 80,000 pounds and pay \$382 to buy an unprocessed milk products overweight permit for 90,000 pounds on state roads and the interstate highway system. The third option involved registering for 80,000 pounds, then buying a 90,000-pound all-products permit for \$415 for transportation on state roads plus a \$10 permit to legally operate on the interstate highway system. Last year, the state issued 147 permits of the first type, 45 of the second type and 2,000 of the third type. This complicated system was overhauled during Vermont's past legislative session with Senate Bill 99 (an Act Relating to Miscellaneous Changes to Laws Related to Vehicles) promulgated by the Senate Transportation Committee. When signed June 1 by Gov. Phil Scott, the legislation became Act 41, 56 pages that modified state transportation laws, including overweight truck permits. Pockette explained that the statutory changes consolidated the previous permits. There are now fewer fees for a milk hauler that registers to carry 90,000 pounds because the \$10 interstate permit is eliminated. All haulers who purchased a 90,000-pound all-products permit would pay \$33 less due to a cost change from \$415 to \$382, and the permit could be used to haul any type of load, he added. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Also, milk haulers that paid for the 90,000-pound unprocessed milk products permit now can get an all-products permit for the same cost plus the added flexibility of being able to haul different types of loads. The changes make the permit process easier for the ag industry as they do not have to purchase the unprocessed milk products [permit] and the all-products permit. Now, they just purchase the all-products permit and may haul any product, Pockette noted. The unprocessed milk products permits were eliminated, and no new permits were created. The streamlined process for the overweight and milk hauling permitting changes is expected to result in a loss of \$17,000 in state transportation fund revenue starting in fiscal 2024, according to a February analysis by the Vermont Legislative Joint Fiscal Office. The office noted that the Federal Highway Administration allowed Vermont in fiscal 2012 to permit

overweight vehicles to operate on interstate highways that were heavier than federal weight limits if the vehicles were either registered for the excess weight or had a valid overweight permit. Although this FHWA ruling was to expire in 2031, it was made permanent in June 2016 with no expiration date. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. A new law that took effect Nov. 1 regarding overweight permits in Vermont is making it easier and less expensive for milk haulers to transport this key ingredient in the state's vital dairy industry. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Vermont's dairy farms produced 2.6 billion pounds of milk last year, according to U.S. Department of Agriculture statistics, mostly from Holstein and Jersey cows, but also from goats and sheep. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Capt. Adam Pockette, motor vehicle safety chief at the Vermont Department of Motor Vehicles, told Transport Topics that the changes in state law were made to create a more efficient and clearer administrative permit and at the appropriate cost. Historically, there were three types of permits that a hauler could legally operate at 90,000 pounds in Vermont if the load consisted solely of unprocessed milk products. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Last year, the state issued 147 permits of the first type, 45 of the second type and 2,000 of the third type. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. This complicated system was overhauled during Vermont's past legislative session with Senate Bill 99 (an Act Relating to Miscellaneous Changes to Laws Related to Vehicles) promulgated by the Senate Transportation

Committee. When signed June 1 by Gov. Phil Scott, the legislation became Act 41, 56 pages that modified state transportation laws, including overweight truck permits. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Pockette explained that the statutory changes consolidated the previous permits. There are now fewer fees for a milk hauler that registers to carry 90,000 pounds because the \$10 interstate permit is eliminated. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. All haulers who purchased a 90,000-pound all-products permit would pay \$33 less due to a cost change from \$415 to \$382, and the permit could be used to haul any type of load, he added. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Also, milk haulers that paid for the 90,000-pound unprocessed milk products permit now can get an all-products permit for the same cost plus the added flexibility of being able to haul different types of loads. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. The changes make the permit process easier for the ag industry as they do not have to purchase the unprocessed milk products [permit] and the all-products permit. Now, they just purchase the all-products permit and may haul any product, Pockette noted. The unprocessed milk products permits were eliminated, and no new permits were created. This year, state legislators backed the

overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. The streamlined process for the overweight and milk hauling permitting changes is expected to result in a loss of \$17,000 in state transportation fund revenue starting in fiscal 2024, according to a February analysis by the Vermont Legislative Joint Fiscal Office. | This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Want more news? Listen to today's daily briefing above or go here for more info. The office noted that the Federal Highway Administration allowed Vermont in fiscal 2012 to permit overweight vehicles to operate on interstate highways that were heavier than federal weight limits if the vehicles were either registered for the excess weight or had a valid overweight permit. Although this FHWA ruling was to expire in 2031, it was made permanent in June 2016 with no expiration date. | This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. This year, state legislators backed the overweight permit changes to align Vermont laws more closely with federal permit requirements, simplify state permit regulations and lower costs for the local milk hauling industry. Subscribe Gift a Subscription 800 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | FMCSA PROPOSES DATAQS APPEAL PROCESS | Motor carriers mostly support a proposal that would allow them to appeal state agency Requests for Data Review to federal regulators when they believe a state decision of their crash review is incomplete or incorrect. | But in written comments carriers have expressed differing views on how the appeals process should work. | Stakeholders from industry, CMV drivers, and the public have expressed concerns regarding the transparency and uniformity of addressing RDRs, and specifically RDR reconsiderations, the Federal Motor Carrier Safety Administration wrote in its recent proposal. | They have also noted concern that RDR reconsiderations are, in many instances, reviewed and decided by the same reviewer as the initial request. Users are calling on FMCSA to

ensure an opportunity for an independent review, with consistently applied standards for data correction requests.?

The Request for Data Review (or DataQs) is an online system for motor carriers, commercial motor vehicle drivers and other interested parties to request and track a review of federal and state crashes and inspection data submitted to and stored by the FMCSA that the requester believes is not accurate.?

However, the agency's appeal proposal would limit DataQs accepted for FMCSA appeal to requests that pertain to significant matters of legal interpretation or implementation of enforcement policies or regulations.?

Requests involving mere factual dispute between parties would not ordinarily be accepted for review through the FMCSA appeal process,?

the agency proposal noted.?

That limitation was a bone to pick for some industry stakeholders.?

As an association, we question why the FMCSA would not provide accident guidelines in the Request for Data Reviews appeal process,?

the Truckload Carriers Association wrote in a comment. ?

There is a need for well-defined and standardized procedures for handling accidents during the appeal process for RDRs. Any absence of clear and comprehensive guidelines for managing accidents during this appeal process introduces ambiguity.?

American Trucking Associations generally agreed with FMCSA's proposal.?

ATA believes that, as an initial step, an independent review process should only allow RDRs related to the interpretation or understanding of regulations, policy or standards,?

ATA wrote. ?

While ATA members may seek broader program eligibility, ATA members have raised concerns that allowing all RDRs could create a myriad of submissions that lead to an ineffective independent review process.?

The Commercial Vehicle Safety Alliance applauded FMCSA for engaging with the commercial motor vehicle community to identify ways to improve the DataQ system. ?

However, CVSA has concerns with the federal review panel concept proposed by FMCSA,?

the inspectors trade association wrote. ?

FMCSA is proposing to review only a portion of the RDRs submitted by motor carriers for consideration, focusing on those that require interpretation or clarification.?

CVSA added: ?

This proposal includes no solution for those RDRs that are being contested due to a disagreement between the state and the motor carrier regarding the actual facts of the scenario.?

In written comments, the Owner-Operator Independent Drivers Association said it

supports the development and implementation of a federal appeals process for RDRs. However, FMCSA must specify more details about how such a process would be structured and administered to ensure its effectiveness, OOIDA wrote. We believe any appeals process must improve transparency, consistency and timely adjudication of DataQ challenges. When launching the federal level appeal process, the Minnesota Trucking Association believes it should be limited to the interpretation of regulations, policy or standards, the MTA wrote. However, we believe there should be a process to potentially expand the program to areas beyond the interpretation of regulations, policy or standards based on industry feedback. The National Association of Small Trucking Companies urged FMCSA to provide an appeals process through the DataQ system that affords an impartial, fair, timely review of all relevant cases, including factual disputes with any party or authority. The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review, NASTC wrote. Motor carriers mostly support a proposal that would allow them to appeal state agency Requests for Data Review to federal regulators when they believe a state decision of their crash review is incomplete or incorrect. The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review, NASTC wrote. But in written comments carriers have expressed differing views on how the appeals process should work. The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review, NASTC wrote. Stakeholders from industry, CMV drivers, and the public have expressed concerns regarding the transparency and uniformity of addressing RDRs, and specifically RDR reconsiderations, the Federal Motor Carrier Safety Administration wrote in its recent proposal. The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of

an adverse DataQ decision or denial of a requested review," NASTC wrote. "They have also noted concern that RDR reconsiderations are, in many instances, reviewed and decided by the same reviewer as the initial request. Users are calling on FMCSA to ensure an opportunity for an independent review, with consistently applied standards for data correction requests." "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. The Request for Data Review (or DataQs) is an online system for motor carriers, commercial motor vehicle drivers and other interested parties to request and track a review of federal and state crashes and inspection data submitted to and stored by the FMCSA that the requester believes is not accurate. "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). However, the agency's appeal proposal would limit DataQs accepted for FMCSA appeal to requests that pertain to significant matters of legal interpretation or implementation of enforcement policies or regulations. "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. "Requests involving mere factual dispute between parties would not ordinarily be accepted for review through the FMCSA appeal process," the agency proposal noted. "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. That limitation was a

bone to pick for some industry stakeholders.]"The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. "As an association, we question why the FMCSA would not provide accident guidelines in the Request for Data Reviews appeal process," the Truckload Carriers Association wrote in a comment. "There is a need for well-defined and standardized procedures for handling accidents during the appeal process for RDRs. Any absence of clear and comprehensive guidelines for managing accidents during this appeal process introduces ambiguity."The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. American Trucking Associations generally agreed with FMCSA's proposal.]"The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. "ATA believes that, as an initial step, an independent review process should only allow RDRs related to the interpretation or understanding of regulations, policy or standards," ATA wrote. "While ATA members may seek broader program eligibility, ATA members have raised concerns that allowing all RDRs could create a myriad of submissions that lead to an ineffective independent review process."The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. The Commercial Vehicle Safety Alliance applauded FMCSA for engaging with the commercial motor vehicle community to identify ways to improve the DataQ system. "However, CVSA has concerns with the federal review panel concept proposed by FMCSA," the inspectors trade association wrote. "FMCSA is proposing to review only a portion of the RDRs submitted by motor carriers for consideration, focusing on those that require interpretation or clarification."The DataQ review process constitutes an



administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. CVSA added: "This proposal includes no solution for those RDRs that are being contested due to a disagreement between the state and the motor carrier regarding the actual facts of the scenario." "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. In written comments, the Owner-Operator Independent Drivers Association said it supports the development and implementation of a federal appeals process for RDRs. "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. "However, FMCSA must specify more details about how such a process would be structured and administered to ensure its effectiveness," OOIDA wrote. "We believe any appeals process must improve transparency, consistency and timely adjudication of DataQ challenges." "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. Want more news? Listen to today's daily briefing above or go here for more info. When launching the federal level appeal process, the Minnesota Trucking Association believes it should be limited to the interpretation of regulations, policy or standards," the MTA wrote. "However, we believe there should be a process to potentially expand the program to areas beyond the interpretation of regulations, policy or standards based on industry feedback." "The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote. The National Association of Small Trucking Companies urged FMCSA to provide an appeals process through the DataQ system that affords "an impartial, fair,

timely review of all relevant cases, including factual disputes with any party or authority.?"The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote."The DataQ review process constitutes an administrative branch proceeding; thus, to ensure due process, the agency should affirm aggrieved motor carriers' right to judicial review of an adverse DataQ decision or denial of a requested review," NASTC wrote.

Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770

MICHIGAN GOVERNMENT VEHICLE FLEET GOING ALL-ELECTRIC BY 2040|mlive.com

[Stay on top of transportation news: Get TTNews in your inbox.]

Every vehicle in Michigan state government's fleet must be zero-emissions by 2040 after Gov. Gretchen Whitmer issued an executive order establishing the goal.

The order defines zero-emissions as "any vehicles that use a propulsion technology that does not produce greenhouse-gas emissions," which leaves the door open to options beyond electric vehicles.

Whitmer has previously touted the siting of a "gigafactory" for a hydrogen fuel company in Michigan, and the state recently won federal funding for hydrogen-related development.

Light-duty vehicles will have a target date of 2033 for the transition and 2040 for medium- and heavy-duty vehicles.

Whitmer's office said the state has roughly 8,750 vehicles in its fleets, but only a few light-duty vehicles are currently zero-emissions. The order also calls for building out charging infrastructure at state government facilities.

In a statement, Whitmer said the state is "leading by example" with the order.

"Getting this done will help drive demand of Michigan-made electric vehicles, lower gas and maintenance costs for the state since (zero-emission vehicles) cost far less to fuel and maintain and reduce air and noise pollution in our communities," Whitmer said.

The order offers an off-ramp for state agencies to request exemptions to the requirements, while prioritizing alternate carbon-reduction strategies like plug-in hybrids and biodiesel.

The state's largest automotive union, the United Auto Workers, praised the decision.

"We encourage the state to purchase union-made EVs for all state vehicles, giving America's autoworkers their fair share of

this historic moment for the American auto industry," UAW president Shawn Fain said in a statement. "On behalf of our 400,000 active members and 600,000 retirees, I want to thank and commend Gov. Whitmer on notching another win for the working class."|Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. Every vehicle in Michigan state government's fleet must be zero-emissions by 2040 after Gov. Gretchen Whitmer issued an executive order establishing the goal. |Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. The order defines zero-emissions as "any vehicles that use a propulsion technology that does not produce greenhouse-gas emissions," which leaves the door open to options beyond electric vehicles. |Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. Whitmer has previously touted the siting of a "gigafactory" for a hydrogen fuel company in Michigan, and the state recently won federal funding for hydrogen-related development. |Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. Light-duty vehicles will have a target date of 2033 for the transition and 2040 for medium- and heavy-duty vehicles. |Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. Whitmer's office said the state has roughly 8,750 vehicles in its fleets, but only a few light-duty vehicles are currently zero-emissions. The order also calls for building out charging infrastructure at state government facilities. |Whitmer's office cast the move as another measure in a suite of policy

changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. In a statement, Whitmer said the state is "leading by example" with the order. | Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. "Getting this done will help drive demand of Michigan-made electric vehicles, lower gas and maintenance costs for the state since (zero-emission vehicles) cost far less to fuel and maintain and reduce air and noise pollution in our communities," Whitmer said. | Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. The order offers an off-ramp for state agencies to request exemptions to the requirements, while prioritizing alternate carbon-reduction strategies like plug-in hybrids and biodiesel. | Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. Want more news? Listen to today's daily briefing above or go here for more info. The state's largest automotive union, the United Auto Workers, praised the decision. | Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040. "We encourage the state to purchase union-made EVs for all state vehicles, giving America's autoworkers their fair share of this historic moment for the American auto industry," UAW president Shawn Fain said in a statement. "On behalf of our 400,000 active members and 600,000 retirees, I want to thank and commend Gov. Whitmer on notching another win for the working class." | Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon

energy sources by 2040. Whitmer's office cast the move as another measure in a suite of policy changes to confront climate change, including recently passed legislation that requires Michigan utilities to generate all electricity from carbon-free or low-carbon energy sources by 2040.

Distributed by Tribune Content Agency, LLC  
Subscribe Gift a Subscription  
80 M Street SE, Suite 800, Washington, D.C., 20003  
703-838-1770

### AXLE LOGISTICS INVESTS \$37.9 MILLION TO EXPAND IN TENNESSEE

Tennessee's governor and other state officials held a groundbreaking ceremony at the Knoxville headquarters of Axle Logistics to celebrate a \$37.9 million investment to expand the company's logistics operations there and add more than 600 new jobs.

“Creating greater opportunity for Tennesseans is one of my top priorities, and I thank Axle Logistics for bringing hundreds of new jobs to the Greater Knoxville area,” Gov. Bill Lee said Nov. 28. “Our state's economy and quality of life will increase in the years to come because of today's announcement.”

Axle Logistics is a third-party logistics company serving transportation customers across the U.S., Canada and Mexico from its base in Knoxville and satellite office in Chattanooga. Axle Logistics ranks No. 81 on the Transport Topics Top 100 list of the largest logistics companies in North America.

Glenn Jacobs, mayor of Knox County, recalled the company's early years after being founded just over a decade ago.

Tennessee officials including Gov. Bill Lee (fifth from left) attended the groundbreaking ceremony. (Knoxville Chamber of Commerce via Facebook)

“This is an extraordinary company and a leader in the logistics industry that started with only two people – both University of Tennessee graduates – and has grown exponentially in just seven years. Not only does our area benefit from this expansion, but it also illustrates the importance of keeping talented UT graduates here in our region,” Jacobs remarked.

To meet the company's projected growth, Axle Logistics is building an 85,000-square-foot facility next to its existing operations on North Central Street to give it more space and the ability to hire more staff. The extra room also will provide the company with a basketball court, gym and large landscaped patio.

The plan is to triple the number of current employees to 651 people in Knox County within the next five years.

Stuart McWhorter, commissioner of the Tennessee Department of Economic and Community Development, noted,

?This region is equipped with a skilled workforce, the right educational assets and leaders that ensure Knoxville and Knox County prosper, which in turn will also ensure this company's success.?[Since 2019, TNECD has supported nearly 20 economic development projects in Knox County, bringing in 1,800 new-hire commitments and \$125 million in capital investment.][On Tuesday, @AxleLogistics broke ground on its new, 85,000-square-foot facility, which is adjacent to its existing headquarters in Knoxville.][This expansion will create 650+ new jobs and allow the company to meet the growth it has experienced since its founding in 2012. ? pic.twitter.com/FeeoMImDYD]? TNECD (@TNECD) November 29, 2023][Shawn McLeod, president of Axle Logistics, said, ?I would like to thank the TNECD along with the Knoxville and Knox County mayors for their support in this exciting next step. Axle Logistics is committed to creating more jobs while doing our part to retain the country's best and brightest right here in East Tennessee.?[Knoxville Mayor Indya Kincannon praised the company for ?renovating and breathing new life and beauty into an abandoned car dealership that had sat vacant for decades.?[?We want to create great spaces and strengthen our neighborhoods, and Axle Logistics is doing its part on North Central Street,? Kincannon said. ?Now, they're growing so fast, they're investing in an 85,000-square-foot new building next door. Axle Logistics is the kind of company we want in Knoxville. They've been recognized as a top workplace, and this expansion represents hundreds of new high-paying jobs.?[Lt. Gov. Randy McNally stated that the state's ?pro-business policies and superior workforce are key drivers for corporate decision-makers.?[Also attending the event were Doug Lawyer, vice president of Economic Development for the Knoxville Chamber.][Want more news? Listen to today's daily briefing below or go here for more info:Tennessee's governor and other state officials held a groundbreaking ceremony at the Knoxville headquarters of Axle Logistics to celebrate a \$37.9 million investment to expand the company's logistics operations there and add more than 600 new jobs.][Want more news? Listen to today's daily briefing below or go here for more info:?'Creating greater opportunity for Tennesseans is one of my top priorities, and I thank Axle Logistics for bringing hundreds of new jobs to the Greater Knoxville area,? Gov. Bill Lee said Nov.

28. "Our state's economy and quality of life will increase in the years to come because of today's announcement."|Want more news? Listen to today's daily briefing below or go here for more info:Axle Logistics is a third-party logistics company serving transportation customers across the U.S., Canada and Mexico from its base in Knoxville and satellite office in Chattanooga. Axle Logistics ranks No. 81 on the Transport Topics Top 100 list of the largest logistics companies in North America.|Want more news? Listen to today's daily briefing below or go here for more info:Glenn Jacobs, mayor of Knox County, recalled the company's early years after being founded just over a decade ago.|Want more news? Listen to today's daily briefing below or go here for more info:Tennessee officials including Gov. Bill Lee (fifth from left) attended the groundbreaking ceremony. (Knoxville Chamber of Commerce via Facebook) |Want more news? Listen to today's daily briefing below or go here for more info:"This is an extraordinary company and a leader in the logistics industry that started with only two people – both University of Tennessee graduates – and has grown exponentially in just seven years. Not only does our area benefit from this expansion, but it also illustrates the importance of keeping talented UT graduates here in our region," Jacobs remarked.|Want more news? Listen to today's daily briefing below or go here for more info:To meet the company's projected growth, Axle Logistics is building an 85,000-square-foot facility next to its existing operations on North Central Street to give it more space and the ability to hire more staff. The extra room also will provide the company with a basketball court, gym and large landscaped patio.|Want more news? Listen to today's daily briefing below or go here for more info:The plan is to triple the number of current employees to 651 people in Knox County within the next five years.|Want more news? Listen to today's daily briefing below or go here for more info:Stuart McWhorter, commissioner of the Tennessee Department of Economic and Community Development, noted, "This region is equipped with a skilled workforce, the right educational assets and leaders that ensure Knoxville and Knox County prosper, which in turn will also ensure this company's success."|Want more news? Listen to today's daily briefing below or go here for more info:Since 2019, TNECD has supported nearly 20 economic development projects in Knox County,

bringing in 1,800 new-hire commitments and \$125 million in capital investment. | Want more news? Listen to today's daily briefing below or go here for more info: On Tuesday, @AxleLogistics broke ground on its new, 85,000-square-foot facility, which is adjacent to its existing headquarters in Knoxville. | ? TNECD (@TNECD) November 29, 2023 Shawn McLeod, president of Axle Logistics, said, ?I would like to thank the TNECD along with the Knoxville and Knox County mayors for their support in this exciting next step. Axle Logistics is committed to creating more jobs while doing our part to retain the country's best and brightest right here in East Tennessee.? | Want more news? Listen to today's daily briefing below or go here for more info: Knoxville Mayor Indya Kincannon praised the company for ?renovating and breathing new life and beauty into an abandoned car dealership that had sat vacant for decades.? | Want more news? Listen to today's daily briefing below or go here for more info: ?We want to create great spaces and strengthen our neighborhoods, and Axle Logistics is doing its part on North Central Street,? Kincannon said. ?Now, they're growing so fast, they're investing in an 85,000-square-foot new building next door. Axle Logistics is the kind of company we want in Knoxville. They've been recognized as a top workplace, and this expansion represents hundreds of new high-paying jobs.? | Want more news? Listen to today's daily briefing below or go here for more info: Lt. Gov. Randy McNally stated that the state's ?pro-business policies and superior workforce are key drivers for corporate decision-makers.? | Want more news? Listen to today's daily briefing below or go here for more info: Also attending the event were Doug Lawyer, vice president of Economic Development for the Knoxville Chamber. | NTSB CALLS FOR CALIFORNIA SHIPPING FIX AFTER 2021 OIL SPILL | Los Angeles Times [Stay on top of transportation news: Get TTNews in your inbox.] | A federal agency wants changes in how container ships are anchored off Southern California as well as new safety measures for vessels near offshore pipelines to help prevent or minimize ruptures like the one that spilled 25,000 gallons of crude oil off Huntington Beach. | The 2021 spill caused damage to beaches and wetlands and killed scores of fish and birds. | After a sweeping, two-year review, the National Transportation Safety Board released findings Dec. 5 that the Orange County spill was a direct result of container ships



anchoring in close proximity to offshore pipelines. The board called for the U.S. Coast Guard to increase the buffer between anchored ships and pipelines. The catastrophe also could have been avoided with improved communication and planning between those monitoring the massive container ships in Southern California's ports and the operators of the pipelines, investigators found. The probe into the major oil spill off Huntington Beach confirmed initial findings that indicated a months-earlier anchor strike caused the undersea pipeline to burst, sending at least 25,000 gallons of oil into the Pacific. The investigation found no other possible cause of the damage, officials said at an almost four-hour NTSB meeting Dec. 5. NTSB investigators specifically blamed the "proximity of established anchorage positions to the pipeline," which made it difficult for crews to prevent the anchors of two container ships from striking the pipeline during stormy weather in January 2021. Oil washed up on Huntington Beach in California in 2021. (Ariana Drehsler/Bloomberg News) Though two ships — the MSC Danit and Cosco Beijing — struck the pipeline with their anchors, investigators determined the former caused the "initiating event" that led to the spill. NTSB officials said that, given the ships' locations, there was not sufficient time to weigh anchor or redirect the vessels when bad weather struck. This finding led the board to recommend that the U.S. Coast Guard revamp its plan governing the locations of ships anchored off Southern California to provide a greater margin of error among pipelines. "Anchorages need to be designed to account for the size of vessels using them and the time it takes for these ships' crews to react when anchor dragging occurs," NTSB Chair Jennifer Homendy said in a statement. In the 2021 incident off Huntington Beach, the initial contact from the anchor caused "progressive cracks" in Houston-based Amplify Energy's 17.3-mile underwater pipeline, which eventually burst in October, almost nine months later. The two giant ships had been anchored outside the Long Beach and Los Angeles ports as vessels stacked up during the COVID-era supply chain backups, officials said. The probe found two other factors also contributed to the spill: When the ships dragged their anchors, the pipeline operators were never notified — a step that officials noted is not yet required. Also, months later, the operators' response to leak alarms was significantly delayed. Based on those

findings, board members urged the Coast Guard to implement new alarms for its marine traffic monitors who stand watch over busy waterways, to signal when anchors might come close to pipelines in any U.S. waterway, as well as to put in place processes for notifying pipeline operators when such contact may have occurred. Although the NTSB does not have regulatory or enforcement power, its recommendations carry weight. Investigators also found pipeline operators involved in the 2021 spill had "insufficient training," which contributed to a 14-hour delay in halting the pipeline's operation after the first alarm sounded to indicate a possible leak "confirming prior reports of a delayed response." It took eight total leak alarms before controllers shut down and isolated the line," the NTSB said in a statement. "Had the San Pedro Bay Pipeline controllers responded in accordance with company procedures and shut down and isolated the line at the first alarm, it would have significantly reduced the volume of crude oil released and the resulting environmental damage." NTSB also is seeking a federal audit of the company operating the pipeline, a subsidiary of Amplify Energy. Although the report didn't find any indication that drugs were a factor in the spill, it said operators were not given drug or alcohol tests after the spill "as regulations require" so it's impossible to know for sure. Amplify Energy did not immediately respond Dec. 5 to questions about the findings or recommendations. Although there were no human injuries, there most certainly was injury to the environment and to the wildlife and their habitats," Homendy said Dec. 5. She said the estimated damage and cleanup costs from the spill were \$160 million, and a total of 116 dead birds were recovered. Pinpointing fault in the spill before these findings created a string of complicated lawsuits, court cases and settlements. It wasn't immediately clear if any would be affected by the federal investigation. The companies behind the two containerships agreed earlier this year to pay Amplify Energy almost \$100 million. As for the energy firm, it pleaded guilty last year to federal environmental charges and later pleaded no contest to state charges, making financial payouts totaling millions of dollars in both cases. Amplify also agreed to pay \$50 million to residents and business owners affected by the spill. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. A federal agency

wants changes in how containerships are anchored off Southern California as well as new safety measures for vessels near offshore pipelines to help prevent or minimize ruptures like the one that spilled 25,000 gallons of crude oil off Huntington Beach. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. The 2021 spill caused damage to beaches and wetlands and killed scores of fish and birds. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. After a sweeping, two-year review, the National Transportation Safety Board released findings Dec. 5 that the Orange County spill was a direct result of containerships anchoring in close proximity to offshore pipelines. The board called for the U.S. Coast Guard to increase the buffer between anchored ships and pipelines. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. The catastrophe also could have been avoided with improved communication and planning between those monitoring the massive containerships in Southern California's ports and the operators of the pipelines, investigators found. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. The probe into the major oil spill off Huntington Beach confirmed initial findings that indicated a months-earlier anchor strike caused the undersea pipeline to burst, sending at least 25,000 gallons of oil into the Pacific. The investigation found no other possible cause of the damage, officials said at an almost four-hour NTSB meeting Dec. 5. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. NTSB investigators specifically blamed the "proximity of established anchorage positions to the pipeline," which made it difficult for crews to prevent the anchors of two containerships from striking the pipeline during stormy weather in January 2021. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Oil washed up on Huntington Beach in California in 2021. (Ariana Drehsler/ Bloomberg News) Though two ships — the MSC Danit and Cosco Beijing — struck the pipeline with their anchors, investigators determined the former caused the "initiating event" that led to the spill. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. NTSB officials said that, given the ships' locations, there

was not sufficient time to weigh anchor or redirect the vessels when bad weather struck. This finding led the board to recommend that the U.S. Coast Guard revamp its plan governing the locations of ships anchored off Southern California to provide a greater margin of error among pipelines. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Anchorages need to be designed to account for the size of vessels using them and the time it takes for these ships' crews to react when anchor dragging occurs, NTSB Chair Jennifer Homendy said in a statement. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. In the 2021 incident off Huntington Beach, the initial contact from the anchor caused progressive cracks in Houston-based Amplify Energy's 17.3-mile underwater pipeline, which eventually burst in October, almost nine months later. The two giant ships had been anchored outside the Long Beach and Los Angeles ports as vessels stacked up during the COVID-era supply chain backups, officials said. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. The probe found two other factors also contributed to the spill: When the ships dragged their anchors, the pipeline operators were never notified — a step that officials noted is not yet required. Also, months later, the operators' response to leak alarms was significantly delayed. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Based on those findings, board members urged the Coast Guard to implement new alarms for its marine traffic monitors who stand watch over busy waterways, to signal when anchors might come close to pipelines in any U.S. waterway, as well as to put in place processes for notifying pipeline operators when such contact may have occurred. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Although the NTSB does not have regulatory or

enforcement power, its recommendations carry weight. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Investigators also found pipeline operators involved in the 2021 spill had "insufficient training," which contributed to a 14-hour delay in halting the pipeline's operation after the first alarm sounded to indicate a possible leak "confirming prior reports of a delayed response. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. "It took eight total leak alarms before controllers shut down and isolated the line," the NTSB said in a statement. "Had the San Pedro Bay Pipeline controllers responded in accordance with company procedures and shut down and isolated the line at the first alarm, it would have significantly reduced the volume of crude oil released and the resulting environmental damage." | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. NTSB also is seeking a federal audit of the company operating the pipeline, a subsidiary of Amplify Energy. Although the report didn't find any indication that drugs were a factor in the spill, it said operators were not given drug or alcohol tests after the spill "as regulations require" so it's impossible to know for sure. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Amplify Energy did not immediately respond Dec. 5 to questions about the findings or recommendations. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. "Although there were no human injuries, there most certainly was injury to the environment and to the wildlife and their habitats," Homendy said Dec. 5. She said the estimated damage and cleanup costs from the spill were \$160 million, and a total of 116 dead birds were recovered. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Want more news? Listen to today's daily briefing above or go here for more info Pinpointing fault in the spill before these findings created a string of complicated lawsuits, court cases and settlements. It wasn't immediately clear if any would be affected by the federal investigation. | Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. The companies behind the two containerships agreed earlier this year to pay Amplify Energy almost \$100 million. | Earlier this year, the company reopened

the pipeline after receiving an OK from federal regulators. As for the energy firm, it pleaded guilty last year to federal environmental charges and later pleaded no contest to state charges, making financial payouts totaling millions of dollars in both cases. Amplify also agreed to pay \$50 million to residents and business owners affected by the spill. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Earlier this year, the company reopened the pipeline after receiving an OK from federal regulators. Distributed by Tribune Content Agency, LLC. Subscribe Gift a Subscription 800 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | UNPRECEDENTED US EXPORTS ARE WEIGHING ON GLOBAL CRUDE MARKET | Exports of U.S. crude are nearing a record of 6 million barrels a day ? flooding the market with oil and weighing on prices from Europe to Asia. | Shipments for the week ended Dec. 1 could reach about 5.7 million barrels a day, according to ship-tracking firms Kpler and Vortexa. Macquarie, meanwhile, sees exports hitting 5.9 million barrels a day. Either estimate would be a record high if confirmed by the Energy Administration Information data on Dec. 6. | The flood of U.S. crude barrels comes as domestic production surges to a record above 13 million barrels a day, catching some market participants by surprise. While OPEC and allies have agreed to deepen output cuts next year to help balance markets, non-OPEC supplies continue to grow, with overall inventories outpacing demand. | The glut has weakened U.S. crude timespreads, a key gauge of balances, which are flashing signs of oversupply into May next year. International benchmark Brent has also softened while the bullish backwardated structure in prompt timespreads for Dubai ? the region's benchmark oil ? has shrunk to just 30 cents a barrel, compared with over \$1 last month. | In Europe, ample availability of U.S. oil along with other regional supplies have depressed physical crude prices and triggered worries about a glut. WTI Midland, currently the cheapest grade that sets the Dated Brent benchmark, traded at the lowest in more than four months. Norway's Johan Sverdrup crude is trading at a discount of \$1.80-\$1.90 a barrel from a premium of nearly \$2 a month ago. | Some of the U.S. export surge is seasonal, as traders look to de-stock crude barrels to reduce year-end tax obligations. And while some of that supply will inevitably end up in Asia, where trading for March

delivery is just getting started, demand there has so far been muted. Around 4 million barrels of American crude has been purchased by South Korean buyers so far this month. Maintenance work at Abu Dhabi National Oil Co's biggest refinery is also freeing up more Murban crude for exports to Asia, where it's competing with U.S. supplies. The premium of Murban futures tumbled to 25 cents a barrel against Dubai swaps on the ICE Futures Abu Dhabi exchange on Dec. 4, data compiled by Bloomberg show. That compares with a premium of more than \$2 a month earlier. Want more news? Listen to today's daily briefing below or go here for more info: Exports of U.S. crude are nearing a record of 6 million barrels a day, flooding the market with oil and weighing on prices from Europe to Asia. Want more news? Listen to today's daily briefing below or go here for more info: Shipments for the week ended Dec. 1 could reach about 5.7 million barrels a day, according to ship-tracking firms Kpler and Vortexa. Macquarie, meanwhile, sees exports hitting 5.9 million barrels a day. Either estimate would be a record high if confirmed by the Energy Administration Information data on Dec. 6. Want more news? Listen to today's daily briefing below or go here for more info: The flood of U.S. crude barrels comes as domestic production surges to a record above 13 million barrels a day, catching some market participants by surprise. While OPEC and allies have agreed to deepen output cuts next year to help balance markets, non-OPEC supplies continue to grow, with overall inventories outpacing demand. Want more news? Listen to today's daily briefing below or go here for more info: The glut has weakened U.S. crude timespreads, a key gauge of balances, which are flashing signs of oversupply into May next year. International benchmark Brent has also softened while the bullish backwardated structure in prompt timespreads for Dubai, the region's benchmark oil, has shrunk to just 30 cents a barrel, compared with over \$1 last month. Want more news? Listen to today's daily briefing below or go here for more info: In Europe, ample availability of U.S. oil along with other regional supplies have depressed physical crude prices and triggered worries about a glut. WTI Midland, currently the cheapest grade that sets the Dated Brent benchmark, traded at the lowest in more than four months. Norway's Johan Sverdrup crude is trading at a discount of \$1.80-\$1.90 a barrel from a premium of nearly \$2 a month ago. Want more

news? Listen to today's daily briefing below or go here for more info:Some of the U.S. export surge is seasonal, as traders look to de-stock crude barrels to reduce year-end tax obligations. And while some of that supply will inevitably end up in Asia, where trading for March delivery is just getting started, demand there has so far been muted. Around 4 million barrels of American crude has been purchased by South Korean buyers so far this month.|Want more news? Listen to today's daily briefing below or go here for more info:Maintenance work at Abu Dhabi National Oil Co's biggest refinery is also freeing up more Murban crude for exports to Asia, where it's competing with U.S. supplies. The premium of Murban futures tumbled to 25 cents a barrel against Dubai swaps on the ICE Futures Abu Dhabi exchange on Dec. 4, data compiled by Bloomberg show. That compares with a premium of more than \$2 a month earlier.|CALIFORNIA-BASED LOGISTICS COMPANY EXPANDS IN SOUTH CAROLINA|Touting the advantages of his state's Port of Charleston, South Carolina Gov. Henry McMaster announced that California-based IronLink Logistics will invest \$16.45 million to establish operations there in a move to gain a Southeast presence.|'With Charleston having the deepest port on the East Coast, this new operation brings tremendous opportunities to IronLink,' McMaster said. 'We welcome the company to South Carolina and look forward to many years of a successful partnership.'|IronLink Logistics handles supply chain services such as inventory management, order fulfillment and worldwide freight transportation. Its investment in South Carolina will create 250 new jobs.|The new 340,000-square-foot building will be located near North Charleston in Ladson, which offers access to Interstate 26 and U.S. Route 78. Operations are expected to launch by the end of this year.| A forklift operator works in an IronLink warehouse. (IronLink via Facebook)|Already, IronLink has three West Coast facilities east of Los Angeles: one in Chino and two in Ontario. Its East Coast operations are in Burlington and Florence, N.J.|IronLink owner and CEO David Dembitzer said, 'We are thrilled to announce that IronLink Logistics has chosen Charleston, South Carolina, as the hub for our operations, utilizing the strategic advantages of the port to enhance our logistics capabilities. The vibrant community and dynamic economic environment of Charleston align seamlessly with our values and growth aspirations.'|South Carolina



Secretary of Commerce Harry Lightsey said, "Logistics, especially the supply chain, is an integral part of our state's economic framework. By establishing operations in Charleston County, IronLink gives South Carolina businesses an additional tool for moving products globally." Charleston County is within a two-day drive of more than 200 million people, and provides a strategic location for transporting cargo.

Herbert Ravenel Sass, chairman of the Charleston County Council, added, "IronLink Logistics' presence will boost economic growth and enhance the efficiency of our logistics network." According to South Carolina Ports, the Southeast market is "booming" with new residents, while companies are either relocating there or expanding existing operations.

"Even as manufacturing and retail imports have declined across the U.S., the Southeast market continues to thrive with an influx of new residents and industrial growth," the port said in October.

Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."

Touting the advantages of his state's Port of Charleston, South Carolina Gov. Henry McMaster announced that California-based IronLink Logistics will invest \$16.45 million to establish operations there in a move to gain a Southeast presence.

Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."

"With Charleston having the deepest port on the East Coast, this new operation brings tremendous opportunities to IronLink," McMaster said. "We welcome the company to South Carolina and look forward to many years of a successful partnership."

Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."

IronLink Logistics handles supply chain services such as inventory management, order fulfillment and worldwide freight transportation. Its investment in South Carolina will create 250 new

jobs. | Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success." The new 340,000-square-foot building will be located near North Charleston in Ladson, which offers access to Interstate 26 and U.S. Route 78. Operations are expected to launch by the end of this year. | Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success." A forklift operator works in an IronLink warehouse. (IronLink via Facebook) Already, IronLink has three West Coast facilities east of Los Angeles: one in Chino and two in Ontario. Its East Coast operations are in Burlington and Florence, N.J. | Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success." IronLink owner and CEO David Dembitzer said, "We are thrilled to announce that IronLink Logistics has chosen Charleston, South Carolina, as the hub for our operations, utilizing the strategic advantages of the port to enhance our logistics capabilities. The vibrant community and dynamic economic environment of Charleston align seamlessly with our values and growth aspirations." | Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success." South Carolina Secretary of Commerce Harry Lightsey said, "Logistics, especially the supply chain, is an integral part of our state's economic framework. By establishing operations in Charleston County, IronLink gives South Carolina businesses an additional tool for moving products globally." Charleston County is within a two-day drive of more than 200 million people, and provides a strategic location for transporting cargo. | Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong

partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."Herbert Ravenel Sass, chairman of the Charleston County Council, added, "IronLink Logistics' presence will boost economic growth and enhance the efficiency of our logistics network."Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."Want more news? Listen to today's daily briefing above or go here for more infoAccording to South Carolina Ports, the Southeast market is "booming" with new residents, while companies are either relocating there or expanding existing operations."Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."Even as manufacturing and retail imports have declined across the U.S., the Southeast market continues to thrive with an influx of new residents and industrial growth," the port said in October."Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."Dembitzer added, "As we integrate into this beautiful city, we look forward to forging strong partnerships, contributing to the local economy and becoming an integral part of the Charleston community. Together, we are poised to embark on an exciting journey of mutual growth and success."Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|GLOBAL FOSSIL FUELS EMISSIONS TO HIT RECORD PEAK IN 2023|The Global Carbon Project, an international collaboration of scientists, estimates that worldwide carbon dioxide emissions from burning fossil fuels will rise 1.1% this year over 2022, to 36.8 billion metric tons. That's a new peak and 1.4% higher than the level in 2019, before the COVID-19 pandemic."The planet is on track to exceed its

carbon budget for 1.5C of warming around 2030, and the budget for 1.7C in 15 years, according to the group's Global Carbon Budget annual report, released as talks continue at the COP28 climate conference in Dubai. The 2023 estimate marks a slowdown in emissions' upward trend, but what's needed is a consistent drop of roughly 9% a year, says the United Nations Environment Program for the world to have a shot at keeping global heating below the 1.5C target in the Paris Agreement. (Emissions fell 5.4% during the pandemic in 2020 before starting to rise again.) Fossil fuel emissions have declined in more than two dozen countries, which are collectively responsible for more than a quarter of the world's total. But their progress wasn't enough to contain an overall climb in 2023. The European Union's emissions dropped 7.4% this year on declining fossil fuel use. But India surpassed the EU as the world's third-biggest emitter, driven by a 9.5% increase in coal, 5.6% jump in oil and 8.8% rise in cement CO<sub>2</sub>. China remains the world's emissions juggernaut, responsible for 31% of carbon emissions. The U.S., the largest emitter historically, trails China at 14%. The increased fossil fuel use comes even as renewable energy has become a mature industry. "Even that rapid growth in renewables has not been sufficient by itself to push out the fossil fuels," said Glen Peters, senior researcher at the CICERO Centre for International Climate Research in Norway and a report author. "In my mind, that just really clarifies that if you want to get the fossil fuels out, you have to have policies which get the fossil fuels out." Coal plant closures, fuel-switching and renewables in the U.S. led to an 18.3% decline in coal use, bringing it down to its 1903 level. The EU saw a drop of similar magnitude. When changes to land use are included, the estimated 2023 emissions total rises to 40.9 billion tons. Deforestation is responsible for 4.2 billion tons of carbon a year for the last decade. That's 2.2 times the amount of CO<sub>2</sub> absorbed by new or healthier forests. For the first time in this year's report, the Global Carbon Project breaks out emissions related to aviation and shipping, which are up 28% and 1% year-on-year, as air transport in particular recovers from the pandemic. After an unprecedented fire season in Canada, the scientists also offer an analysis of global wildfire emissions, which reached as high as 8 gigatons, or a third higher than the 2013-2022 average for the first 10 months of the year. That's equivalent to

about 70% of China's emissions from burning fossil fuels. Four of the report's authors collaborated with other researchers on a separate study, published Dec. 4 in the journal *Nature Climate Change*. It challenges a critical assumption in debates over the potential role of technologies that remove some CO<sub>2</sub> from the atmosphere. Carbon removal has been a major subject of discussion at COP28, with some scientists saying it will be necessary to limit global heating, if not a substitute for curbing greenhouse gas emissions. There's not necessarily a one-to-one relationship between emitting and absorbing carbon, for four reasons, the study says. First, there's the problem of "permanence," or the concern that carbon removed by plants or oceans may return to the atmosphere. Second, reforestation — while a major goal of many countries and advocates — can darken the color of land, thereby attracting more light and heat to the ground. Third, a drawdown of CO<sub>2</sub> could have the perverse effect of increasing emissions of nitrous oxide and methane, two powerful greenhouse gases. Finally, there's an "asymmetry" between the carbon flow and the temperature's response. In other words, the temperature reduction from removing carbon may be less than the heat retained when it was in the atmosphere. The authors are right to point out the differences between removing CO<sub>2</sub> and not emitting it to begin with, said Kate Marvel, senior climate scientist at Project Drawdown, who was not involved in the research. "If we plant a bunch of trees, or hack the ocean, to take up more carbon, we have to worry about when that carbon will be released back into the atmosphere," she said. That's "something we don't have to think about if we never emit that carbon at all." "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the *Nature Climate Change* paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." The Global Carbon Project, an international collaboration of scientists, estimates that worldwide carbon dioxide emissions from burning fossil fuels will rise 1.1% this year over 2022, to 36.8 billion metric tons. That's a new peak and 1.4% higher than the level in 2019, before the COVID-19 pandemic. "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the *Nature Climate Change* paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." The planet is on track

to exceed its carbon budget for 1.5C of warming around 2030, and the budget for 1.7C in 15 years, according to the group's Global Carbon Budget annual report, released as talks continue at the COP28 climate conference in Dubai. What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it. The 2023 estimate marks a slowdown in emissions' upward trend, but what's needed is a consistent drop of roughly 9% a year, says the United Nations Environment Program for the world to have a shot at keeping global heating below the 1.5C target in the Paris Agreement. (Emissions fell 5.4% during the pandemic in 2020 before starting to rise again.) What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it. Fossil fuel emissions have declined in more than two dozen countries, which are collectively responsible for more than a quarter of the world's total. But their progress wasn't enough to contain an overall climb in 2023. What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it. The European Union's emissions dropped 7.4% this year on declining fossil fuel use. But India surpassed the EU as the world's third-biggest emitter, driven by a 9.5% increase in coal, 5.6% jump in oil and 8.8% rise in cement CO2. What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it. China remains the world's emissions juggernaut, responsible for 31% of carbon emissions. The U.S., the largest emitter historically, trails China at 14%. What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it. The increased fossil fuel use comes even as renewable energy has become a mature industry. Even that rapid growth in renewables has not been sufficient by itself to push out the fossil fuels," said Glen Peters, senior researcher at the

CICERO Centre for International Climate Research in Norway and a report author. "In my mind, that just really clarifies that if you want to get the fossil fuels out, you have to have policies which get the fossil fuels out." "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." Coal plant closures, fuel-switching and renewables in the U.S. led to an 18.3% decline in coal use, bringing it down to its 1903 level. The EU saw a drop of similar magnitude. "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." When changes to land use are included, the estimated 2023 emissions total rises to 40.9 billion tons. Deforestation is responsible for 4.2 billion tons of carbon a year for the last decade. That's 2.2 times the amount of CO<sub>2</sub> absorbed by new or healthier forests. "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." For the first time in this year's report, the Global Carbon Project breaks out emissions related to aviation and shipping, which are up 28% and 1% year-on-year, as air transport in particular recovers from the pandemic. "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." After an unprecedented fire season in Canada, the scientists also offer an analysis of global wildfire emissions, which reached as high as 8 gigatons, or a third higher than the 2013-2022 average for the first 10 months of the year. That's equivalent to about 70% of China's emissions from burning fossil fuels. "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." Four of the report's authors collaborated with other researchers on a separate study, published Dec. 4 in the journal Nature Climate Change. It challenges a critical assumption in debates over the potential role of technologies that remove some

CO<sub>2</sub> from the atmosphere. What goes up and what goes down are not necessarily equal, said Peters, who is also a co-author of the Nature Climate Change paper. Net zero is tougher than what you may think. I guess that's one way of putting it. Carbon removal has been a major subject of discussion at COP28, with some scientists saying it will be necessary to limit global heating, if not a substitute for curbing greenhouse gas emissions. What goes up and what goes down are not necessarily equal, said Peters, who is also a co-author of the Nature Climate Change paper. Net zero is tougher than what you may think. I guess that's one way of putting it. There's not necessarily a one-to-one relationship between emitting and absorbing carbon, for four reasons, the study says. What goes up and what goes down are not necessarily equal, said Peters, who is also a co-author of the Nature Climate Change paper. Net zero is tougher than what you may think. I guess that's one way of putting it. Want more news? Listen to today's daily briefing above or go here for more info. First, there's the problem of permanence, or the concern that carbon removed by plants or oceans may return to the atmosphere. Second, reforestation while a major goal of many countries and advocates can darken the color of land, thereby attracting more light and heat to the ground. Third, a drawdown of CO<sub>2</sub> could have the perverse effect of increasing emissions of nitrous oxide and methane, two powerful greenhouse gases. What goes up and what goes down are not necessarily equal, said Peters, who is also a co-author of the Nature Climate Change paper. Net zero is tougher than what you may think. I guess that's one way of putting it. Finally, there's an asymmetry between the carbon flow and the temperature's response. In other words, the temperature reduction from removing carbon may be less than the heat retained when it was in the atmosphere. What goes up and what goes down are not necessarily equal, said Peters, who is also a co-author of the Nature Climate Change paper. Net zero is tougher than what you may think. I guess that's one way of putting it. The authors are right to point out the differences between removing CO<sub>2</sub> and not emitting it to begin with, said Kate Marvel, senior climate scientist at Project Drawdown, who was not involved in the research. If we plant a bunch of trees, or hack the ocean, to take up more carbon, we have to worry about when that carbon will be



released back into the atmosphere," she said. That's "something we don't have to think about if we never emit that carbon at all." "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it." "What goes up and what goes down are not necessarily equal," said Peters, who is also a co-author of the Nature Climate Change paper. "Net zero is tougher than what you may think. I guess that's one way of putting it."

Subscribe Gift a Subscription

80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|USDOT ANNOUNCES \$1.5 BILLION IN INFRASTRUCTURE GRANTS|The U.S. Department of Transportation recently announced the availability of grants designed to advance big-ticket infrastructure projects along commercial and commuter corridors.|The funding, offered via the Rebuilding American Infrastructure with Sustainability and Equity initiative, is intended to improve supply chain connectivity nationwide, said Transportation Secretary Pete Buttigieg.|"Across the country, I have seen firsthand how projects funded by our RAISE program are helping communities realize long-held dreams and well-planned visions for better infrastructure," Buttigieg said Nov. 30. Specifically, the \$1.5 billion notice of RAISE funding availability would be used in assisting communities with finalizing projects that demonstrate significant local or regional economic impact."|Agencies seeking a RAISE grant during this cycle must apply before the end of February. Grant winners will be announced before July, per DOT.|Across the country, we're investing in projects at ports, on highways, along freight lines, and more. These projects will strengthen America's supply chains and make them more resilient for decades to come. [pic.twitter.com/WwYc9c2szX](https://pic.twitter.com/WwYc9c2szX)|" U.S. Department of Transportation (@USDOT) December 2, 2023|"We are delivering safer, cleaner infrastructure to communities of every size and in every part of the country, creating a new generation of jobs and helping families build generational wealth in the process," Buttigieg said.|The notice of funding opportunity issued outlined criteria for applicants. "RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability;

quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation," it said. Last year, RAISE grants assisted 162 infrastructure projects. Among the projects was \$10.5 million for the construction of a truck parking facility near the inland Port of Columbia in Louisiana. Per DOT, that project was intended to "increase multimodal freight movement and reduce supply chain bottlenecks, as truck parking is vital to goods movement operations and logistics." The department's infrastructure grants are funding instruments in the infrastructure portfolio of President Joe Biden. As a result of 2021's Infrastructure Investment and Jobs Act, the administration has dedicated billions of dollars for large-scale connectivity projects. For example, the \$1.2 trillion bipartisan infrastructure law paved the way for the Federal Transit Administration's recent announcement of \$220.2 million in grants to modernize the nation's ferry system. "Today's announcement represents our continued record support under the Biden-Harris administration for passenger ferry service," FTA Administrator Nuria Fernandez said Nov. 30. "The grants help transit agencies make investments to increase reliability, improve connections to other modes of transportation, and bring older ferry systems into a state of good repair." On Capitol Hill, Rep. Rick Larsen (D-Wash.) touted the recent round of FTA grants. The congressman is the top Democrat on the House Transportation and Infrastructure Committee. "Ferry service in America will soon improve thanks to the \$220 million in investments announced today under the bipartisan infrastructure law," Larsen said shortly after the announcement. "The Federal Transit Administration will fund 13 projects around the country to upgrade ferries and ferry terminals while expanding service in communities big and small, all while creating good-paying maritime jobs. Many of these projects support ferry electrification and resiliency enhancements to prepare these critical transportation systems for the future." "The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems." The U.S. Department of Transportation recently announced the availability of grants designed to advance big-ticket infrastructure projects along commercial and commuter corridors. "The bipartisan infrastructure

law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."The funding, offered via the Rebuilding American Infrastructure with Sustainability and Equity initiative, is intended to improve supply chain connectivity nationwide, said Transportation Secretary Pete Buttigieg."The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."Across the country, I have seen firsthand how projects funded by our RAISE program are helping communities realize long-held dreams and well-planned visions for better infrastructure," Buttigieg said Nov. 30. Specifically, the \$1.5 billion notice of RAISE funding availability would be used in assisting communities with finalizing projects that demonstrate significant local or regional economic impact."The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."Agencies seeking a RAISE grant during this cycle must apply before the end of February. Grant winners will be announced before July, per DOT."The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."Across the country, we're investing in projects at ports, on highways, along freight lines, and more. These projects will strengthen America's supply chains and make them more resilient for decades to come. [pic.twitter.com/WwYc9c2szX](https://pic.twitter.com/WwYc9c2szX)" U.S. Department of Transportation (@USDOT) December 2, 2023>We are delivering safer, cleaner infrastructure to communities of every size and in every part of the country, creating a new generation of jobs and helping families build generational wealth in the process," Buttigieg said."The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."The notice of funding opportunity issued outlined criteria for applicants. "RAISE grants will be awarded on a competitive basis, per statute, for planning or constructing surface transportation infrastructure projects that will improve safety; environmental sustainability; quality of life; mobility and community connectivity; economic competitiveness and opportunity including tourism; state of good repair; partnership and collaboration; and innovation," it said."The bipartisan infrastructure law," Larsen emphasized,


?continues to create cleaner, greener, safer and more accessible transportation systems.?Last year, RAISE grants assisted 162 infrastructure projects. Among the projects was \$10.5 million for the construction of a truck parking facility near the inland Port of Columbia in Louisiana. Per DOT, that project was intended to ?increase multimodal freight movement and reduce supply chain bottlenecks, as truck parking is vital to goods movement operations and logistics.??The bipartisan infrastructure law,? Larsen emphasized, ?continues to create cleaner, greener, safer and more accessible transportation systems.?The department?s infrastructure grants are funding instruments in the infrastructure portfolio of President Joe Biden. As a result of 2021?s Infrastructure Investment and Jobs Act, the administration has dedicated billions of dollars for large-scale connectivity projects. For example, the \$1.2 trillion bipartisan infrastructure law paved the way for the Federal Transit Administration?s recent announcement of \$220.2 million in grants to modernize the nation?s ferry system.??The bipartisan infrastructure law,? Larsen emphasized, ?continues to create cleaner, greener, safer and more accessible transportation systems.?Want more news? Listen to today's daily briefing above or go here for more info?Today?s announcement represents our continued record support under the Biden-Harris administration for passenger ferry service,? FTA Administrator Nuria Fernandez said Nov. 30. ?The grants help transit agencies make investments to increase reliability, improve connections to other modes of transportation, and bring older ferry systems into a state of good repair.??The bipartisan infrastructure law,? Larsen emphasized, ?continues to create cleaner, greener, safer and more accessible transportation systems.?On Capitol Hill, Rep. Rick Larsen (D-Wash.) touted the recent round of FTA grants. The congressman is the top Democrat on the House Transportation and Infrastructure Committee. ?Ferry service in America will soon improve thanks to the \$220 million in investments announced today under the bipartisan infrastructure law,? Larsen said shortly after the announcement. ?The Federal Transit Administration will fund 13 projects around the country to upgrade ferries and ferry terminals while expanding service in communities big and small, all while creating good-paying maritime jobs. Many of these projects support ferry electrification and resiliency enhancements to prepare these critical

transportation systems for the future.?"The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."The bipartisan infrastructure law," Larsen emphasized, "continues to create cleaner, greener, safer and more accessible transportation systems."

Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|HYDROGEN INDUSTRY RAISES ALARM OVER LEAKED TAX CREDIT RULES|A leaked draft of Treasury Department rules for hydrogen tax credits in President Joe Biden's climate law is drawing warnings from advocates for the fuel that they may stifle the burgeoning industry before it takes shape.|The rules, which aren't finalized, include measures sought by environmentalists that would require hydrogen production operations to be powered by wind, solar or other clean-power projects built within the last three years to qualify for a \$3-per-kilogram credit, according to people familiar with the draft. Some of the details of the tax guidelines were reported earlier by Politico.|If true, the Biden administration's proposed strategy for implementing these provisions will fail to get this new industry off the ground," Jason Grumet, CEO of the Washington-based American Clean Power Association, said in a statement Dec. 4. "It is surprising and disappointing that the administration would propose such a rigid approach that is at odds with decades of learning about new technology deployment."|The Treasury Department, which is expected to make its guidance public by year's end, declined to comment.|The rules governing the hydrogen tax credits have sparked a fierce lobbying battle. The guidance in the Treasury Department draft also calls for hydrogen projects be supplied with new, clean-power sources operating on the same grid on an annual basis through 2027, then on a hourly basis starting in 2028, the people said.|Hydrogen is seen as a critical fuel for decarbonizing steel, cement and other heavy industries, and the tax credit is viewed as an essential incentive to spur its development.|But environmentalists warn that unless there are strict rules requiring that hydrogen be produced with new clean-power sources operating on the same grid and during the same time, that it could drive further demand for fossil fuel-based electricity ? and unleash more greenhouse gas emissions.|A main point of contention is now whether ? and when ? projects should face stronger hourly

time-matching requirements, instead of more lenient annual mandates and if there should be any grandfathering for projects that begin construction in the near term. | Want more news? Listen to today's daily briefing below or go here for more info: A leaked draft of Treasury Department rules for hydrogen tax credits in President Joe Biden's climate law is drawing warnings from advocates for the fuel that they may stifle the burgeoning industry before it takes shape. | Want more news? Listen to today's daily briefing below or go here for more info: The rules, which aren't finalized, include measures sought by environmentalists that would require hydrogen production operations to be powered by wind, solar or other clean-power projects built within the last three years to qualify for a \$3-per-kilogram credit, according to people familiar with the draft. Some of the details of the tax guidelines were reported earlier by Politico. | Want more news? Listen to today's daily briefing below or go here for more info: If true, the Biden administration's proposed strategy for implementing these provisions will fail to get this new industry off the ground, Jason Grumet, CEO of the Washington-based American Clean Power Association, said in a statement Dec. 4. It is surprising and disappointing that the administration would propose such a rigid approach that is at odds with decades of learning about new technology deployment. | Want more news? Listen to today's daily briefing below or go here for more info: The Treasury Department, which is expected to make its guidance public by year's end, declined to comment. | Want more news? Listen to today's daily briefing below or go here for more info: The rules governing the hydrogen tax credits have sparked a fierce lobbying battle. The guidance in the Treasury Department draft also calls for hydrogen projects be supplied with new, clean-power sources operating on the same grid on an annual basis through 2027, then on a hourly basis starting in 2028, the people said. | Want more news? Listen to today's daily briefing below or go here for more info: Hydrogen is seen as a critical fuel for decarbonizing steel, cement and other heavy industries, and the tax credit is viewed as an essential incentive to spur its development. | Want more news? Listen to today's daily briefing below or go here for more info: But environmentalists warn that unless there are strict rules requiring that hydrogen be produced with new clean-power sources operating on the same grid and during

the same time, that it could drive further demand for fossil fuel-based electricity ? and unleash more greenhouse gas emissions. |Want more news? Listen to today's daily briefing below or go here for more info: A main point of contention is now whether ? and when ? projects should face stronger hourly time-matching requirements, instead of more lenient annual mandates and if there should be any grandfathering for projects that begin construction in the near term. |DIESEL PRICE FALLS TO \$4.092 IN SIXTH CONSECUTIVE DROP |The national average price for a gallon of diesel fuel fell another 5.4 cents this week, dropping it to a level that hovers around the \$4 mark. Falling for the sixth consecutive week, diesel now averages \$4.092 a gallon across the U.S., according to the Energy Information Administration. |?Nineteen states with average diesel prices are \$3.99/gal or lower, and the odds are looking better for the national average for diesel to fall below that soon! ? GasBuddy Head of Petroleum Analytics Patrick De Haan wrote Dec. 6 on social media network X, formerly known as Twitter. |Diesel is now 87.5 cents a gallon cheaper than it was a year ago. The price has fallen 45.3 cents in the last six weeks; it was at \$4.545 on Oct. 23. |The average price fell in eight of 10 regions EIA follows. The only regions with increases were the East Coast (up 1.8 cents) and Lower Atlantic (up 3.1 cents). |U.S. average on-highway #diesel fuel price on December 4, 2023 was \$4.092/gallon, DOWN 5.4¢/gallon from 11/27/23, DOWN 87.5¢/gallon from year ago #truckers #shippers #fuelprices <https://t.co/IPvRNZG7iO> [pic.twitter.com/EfhFhuWTnk](https://pic.twitter.com/EfhFhuWTnk) |? EIA (@EIAgov) December 5, 2023 |Prices in the Midwest were the closest to the \$4 mark with a national average of \$4.025, while the refinery-heavy Gulf Coast region saw the lowest regional price at \$3.737 a gallon. Both regions can expect substantial further decreases in the coming weeks, according to De Haan. |?It is now possible that some could see prices for diesel in the Great Lakes and Gulf Coast falling to \$2.99/gal (or lower) in the days/weeks ahead, ? he wrote Dec. 6 on X. |Diesel demand compared with production, technical indicators for wholesale diesel futures, and weakness in the underlying crude market all point to further price weakness, analysts say. |Demand for distillate fuel, which encompasses diesel and heating oil, averaged 3.7 million barrels a day on a rolling four-week basis, EIA data shows. |Distillate fuel production increased to 5.1 million barrels per

day last week from 5.0 million barrels per day a week earlier, according to EIA, only the 10th time output has topped 5 million barrels a day in 2023. As a result, U.S. distillate inventories increased by 1.3 million barrels to a total of 112.0 million barrels, EIA data shows, although this is 6.8 million barrels, or 5.7%, less than a year ago. Distillate inventories are about 13% below the five-year average for this time of year. Production remains relatively high because the crack spread for diesel is so much better than that for gasoline, analysts say. The crack spread is the overall pricing difference between a barrel of crude and the refined product distilled from it. From an economic perspective, diesel is a good product to make, Wood Mackenzie Principal Analyst Austin Lin said Dec. 7. U.S. average price for regular-grade gasoline on December 4, 2023 was \$3.231/gal, DOWN 0.7¢/gallon from 11/27/23, DOWN 15.9¢/gallon from year ago gasprices <https://t.co/jZphFa0Ptd>  U.S. Gulf Coast crack spreads for diesel versus West Texas Intermediate crude are roughly \$23 a barrel at the moment, Lin said, while the equivalent gasoline crack spread is running anywhere between \$5.50 and \$6 a barrel. The national average price of gasoline fell by less than a penny, 0.7 cent, to \$3.231 a gallon. Gasoline is 15.9 cents a gallon cheaper than it was a year ago. De Haan is similarly bearish about gasoline. GasBuddy now counts 19 states with an average gas price of \$2.99 or lower, including Indiana, New Mexico and Utah for the first time in this downturn, he wrote. He forecasts that the price of gas may be on its way to its lowest level since May 2021. The downturn in the prices of diesel and gasoline mirrors that of the underlying benchmark crude prices, which have fallen as a result of weaker-than-expected European and Chinese economic indicators despite the best efforts of OPEC+ producers. At OPEC+ oil ministers' latest meeting Nov. 30, they promised more than 2 million barrels per day in voluntary cuts through the first three quarters of 2024. However, as one observer told Transport Topics, the key word in the alliance's communiqué related to the cuts was "voluntary." Led by Saudi Arabia, the OPEC+ alliance has been attempting to put a floor under crude prices, largely through the output cuts. However, Wood Mackenzie's Lin said the \$80-a-barrel price floor sought by the Saudis is unlikely to be seen on a consistent basis before the second half



of 2024. On Dec. 7, the front-month crude futures contract was trading below \$70 a barrel. Alongside the slower-than-expected normalization of Chinese industrial output, parts of Europe have been flirting with a technical recession in recent quarters, said Lim. That limits demand for U.S. diesel exports, adding to the softness in the market. There are no real support pillars for diesel prices at the moment, said David Thompson, executive vice president at Washington-based brokerage Powerhouse. Even after the consistent decline in retail and wholesale prices, technical indicators in the futures market are not drastically oversold, said Thompson. Source: EIA.gov

Want more news? Listen to today's daily briefing below or go here for more info:

The national average price for a gallon of diesel fuel fell another 5.4 cents this week, dropping it to a level that hovers around the \$4 mark. Falling for the sixth consecutive week, diesel now averages \$4.092 a gallon across the U.S., according to the Energy Information Administration.

Want more news? Listen to today's daily briefing below or go here for more info:

Nineteen states with average diesel prices are \$3.99/gal or lower, and the odds are looking better for the national average for diesel to fall below that soon!

GasBuddy Head of Petroleum Analytics Patrick De Haan wrote Dec. 6 on social media network X, formerly known as Twitter.

Want more news? Listen to today's daily briefing below or go here for more info:

Diesel is now 87.5 cents a gallon cheaper than it was a year ago. The price has fallen 45.3 cents in the last six weeks; it was at \$4.545 on Oct. 23.

Want more news? Listen to today's daily briefing below or go here for more info:

The average price fell in eight of 10 regions EIA follows. The only regions with increases were the East Coast (up 1.8 cents) and Lower Atlantic (up 3.1 cents).

Want more news? Listen to today's daily briefing below or go here for more info:

U.S. average on-highway #diesel fuel price on December 4, 2023 was \$4.092/gallon, DOWN 5.4¢/gallon from 11/27/23, DOWN 87.5¢/gallon from year ago #truckers #shippers #fuelprices <https://t.co/IPvRNZG7iO> [pic.twitter.com/EfhFhuWTnk](https://pic.twitter.com/EfhFhuWTnk) EIA (@EIAgov) December 5, 2023

Prices in the Midwest were the closest to the \$4 mark with a national average of \$4.025, while the refinery-heavy Gulf Coast region saw the lowest regional price at \$3.737 a gallon. Both regions can expect substantial further decreases in the coming weeks, according to De Haan.

Want more news?

Listen to today's daily briefing below or go here for more info: It is now possible that some could see prices for diesel in the Great Lakes and Gulf Coast falling to \$2.99/gal (or lower) in the days/weeks ahead," he wrote Dec. 6 on X. | Want more news? Listen to today's daily briefing below or go here for more info: Diesel demand compared with production, technical indicators for wholesale diesel futures, and weakness in the underlying crude market all point to further price weakness, analysts say. | Want more news? Listen to today's daily briefing below or go here for more info: Demand for distillate fuel, which encompasses diesel and heating oil, averaged 3.7 million barrels a day on a rolling four-week basis, EIA data shows. | Want more news? Listen to today's daily briefing below or go here for more info: Distillate fuel production increased to 5.1 million barrels per day last week from 5.0 million barrels per day a week earlier, according to EIA, only the 10th time output has topped 5 million barrels a day in 2023. | Want more news? Listen to today's daily briefing below or go here for more info: As a result, U.S. distillate inventories increased by 1.3 million barrels to a total of 112.0 million barrels, EIA data shows, although this is 6.8 million barrels, or 5.7%, less than a year ago. Distillate inventories are about 13% below the five-year average for this time of year. | Want more news? Listen to today's daily briefing below or go here for more info: Production remains relatively high because the crack spread for diesel is so much better than that for gasoline, analysts say. The crack spread is the overall pricing difference between a barrel of crude and the refined product distilled from it. | Want more news? Listen to today's daily briefing below or go here for more info: "From an economic perspective, diesel is a good product to make," Wood Mackenzie Principal Analyst Austin Lin said Dec. 7. | Want more news? Listen to today's daily briefing below or go here for more info: U.S. average price for regular-grade gasoline on December 4, 2023 was \$3.231/gal, DOWN 0.7¢/gallon from 11/27/23, DOWN 15.9¢/gallon from year ago #gasprices <https://t.co/jZphFa0Ptd> [pic.twitter.com/J9d4Tap9Cn](https://t.co/jZphFa0Ptd) | EIA (@EIAgov) December 5, 2023 U.S. Gulf Coast crack spreads for diesel versus West Texas Intermediate crude are roughly \$23 a barrel at the moment, Lin said, while the equivalent gasoline crack spread is running anywhere between \$5.50 and \$6 a barrel. | Want more news? Listen to today's daily briefing below or go here for more

info:The national average price of gasoline fell by less than a penny, 0.7 cent, to \$3.231 a gallon. Gasoline is 15.9 cents a gallon cheaper than it was a year ago. |Want more news? Listen to today's daily briefing below or go here for more info:De Haan is similarly bearish about gasoline. ?GasBuddy now counts 19 states with an average gas price of \$2.99 or lower, including Indiana, New Mexico and Utah for the first time in this downturn,? he wrote. He forecasts that the price of gas may be on its way to its lowest level since May 2021. |Want more news? Listen to today's daily briefing below or go here for more info:The downturn in the prices of diesel and gasoline mirrors that of the underlying benchmark crude prices, which have fallen as a result of weaker-than-expected European and Chinese economic indicators despite the best efforts of OPEC+ producers. |Want more news? Listen to today's daily briefing below or go here for more info:At OPEC+ oil ministers' latest meeting Nov. 30, they promised more than 2 million barrels per day in voluntary cuts through the first three quarters of 2024. However, as one observer told Transport Topics, the key word in the alliance's communiqué related to the cuts was "voluntary." |Want more news? Listen to today's daily briefing below or go here for more info:Led by Saudi Arabia, the OPEC+ alliance has been attempting to put a floor under crude prices, largely through the output cuts. |Want more news? Listen to today's daily briefing below or go here for more info:However, Wood Mackenzie's Lin said the \$80-a-barrel price floor sought by the Saudis is unlikely to be seen on a consistent basis before the second half of 2024. On Dec. 7, the front-month crude futures contract was trading below \$70 a barrel. |Want more news? Listen to today's daily briefing below or go here for more info:Alongside the slower-than-expected normalization of Chinese industrial output, parts of Europe have been flirting with a technical recession in recent quarters, said Lim. That limits demand for U.S. diesel exports, adding to the softness in the market. |Want more news? Listen to today's daily briefing below or go here for more info:There are no real support pillars for diesel prices at the moment, said David Thompson, executive vice president at Washington-based brokerage Powerhouse. Even after the consistent decline in retail and wholesale prices, technical indicators in the futures market are not drastically oversold, said Thompson. |Want more news? Listen to today's daily briefing below or

go here for more info:Image|Want more news? Listen to today's daily briefing below or go here for more info:Source: EIA.gov|CRUISE COULD FACE FINES FOR ALLEGEDLY MISLEADING REGULATORS|Cruise, the self-driving vehicle unit majority owned by General Motors Co., could face a fine for allegedly misleading regulators about an incident on Oct. 2 in which one of its cars dragged a pedestrian, according to a ruling filed Dec. 1.|The California Public Utilities Commission said Cruise must show up at a hearing on Feb. 6, 2024, to show why the company shouldn't be fined for "making misleading public comments regarding its interactions with the Commission." Cruise could pay up to \$100,000 per incident in which it failed to disclose information to regulators about the accident.|A Cruise spokesman said in an email that the company "is committed to rebuilding trust with our regulators and will respond in a timely manner to the CPUC."|While GM and Cruise could afford the fine, it would be another slap to a company that is working to regain public trust after suspending all robotaxi rides in San Francisco as well as more nascent operations in Texas and Arizona.|In the Dec. 1 ruling, the CPUC said Cruise's email from its government affairs staff sent on Oct. 2 failed to disclose that the woman was dragged for 20 feet after the incident. The commission also said Cruise didn't disclose the full video of the incident until Oct. 18.|Since then, Cruise has not only grounded its fleet, its founder and CEO Kyle Vogt resigned Nov. 19 and GM has given its own executives and board members tighter control of the company.|Cruise is also planning layoffs as it cuts back on robotaxi operations and focuses on developing safe self-driving technology.|Want more news? Listen to today's daily briefing below or go here for more info:Cruise, the self-driving vehicle unit majority owned by General Motors Co., could face a fine for allegedly misleading regulators about an incident on Oct. 2 in which one of its cars dragged a pedestrian, according to a ruling filed Dec. 1.|Want more news? Listen to today's daily briefing below or go here for more info:The California Public Utilities Commission said Cruise must show up at a hearing on Feb. 6, 2024, to show why the company shouldn't be fined for "making misleading public comments regarding its interactions with the Commission." Cruise could pay up to \$100,000 per incident in which it failed to disclose information to regulators about the accident.|Want more news?

Listen to today's daily briefing below or go here for more info: A Cruise spokesman said in an email that the company "is committed to rebuilding trust with our regulators and will respond in a timely manner to the CPUC."|Want more news? Listen to today's daily briefing below or go here for more info: While GM and Cruise could afford the fine, it would be another slap to a company that is working to regain public trust after suspending all robotaxi rides in San Francisco as well as more nascent operations in Texas and Arizona.|Want more news? Listen to today's daily briefing below or go here for more info: In the Dec. 1 ruling, the CPUC said Cruise's email from its government affairs staff sent on Oct. 2 failed to disclose that the woman was dragged for 20 feet after the incident. The commission also said Cruise didn't disclose the full video of the incident until Oct. 18.|Want more news? Listen to today's daily briefing below or go here for more info: Since then, Cruise has not only grounded its fleet, its founder and CEO Kyle Vogt resigned Nov. 19 and GM has given its own executives and board members tighter control of the company.|Want more news? Listen to today's daily briefing below or go here for more info: Cruise is also planning layoffs as it cuts back on robotaxi operations and focuses on developing safe self-driving technology.

**GEORGIA OFFICIALS LAUD PLASTIC EXPRESS EXPANSION NEAR PORT**|Georgia Gov. Brian Kemp announced Plastic Express will build a facility near the Port of Savannah in an \$80 million project that will create 200 jobs while expanding its operations in the state.|"Job creators like Plastic Express choose to expand their footprints in Georgia because they know we're a great bet," Kemp said. "More than 70% of last year's economic development projects were expansions of businesses already operating in our state. That's a testament to our incredible partnership approach and reliable infrastructure, like the Savannah port."|Texas-based Plastic Express, founded in 1970, already has operations in Georgia that support 200 jobs. The company offers bulk trucking, bulk terminal, packaging and warehousing services for the plastics industry. Its PX Services unit handles nonplastic materials, including steel, paper and lumber.|"Savannah, Georgia, has presented a solid opportunity for investment in export logistic centers to complement the aggressive capability expansions at the port," Plastic Express CEO Ray Hufnagel said.|Hufnagel |He said the company

anticipates "the same success" with this investment as it has experienced with its facility in Pooler, Ga. Plastic Express will build a 982,800-square-foot facility within 5 miles of the Port of Savannah and served by CSX. It will have 104 truck dock doors and 7,200 container spots, with packing lines capable of packaging 4 million pounds of resin daily. Operations are expected to begin mid-2024. "As resin and industrial product producers continue to diversify and strengthen their export channels, Plastic Express recognizes the need to customize and provide resilient transportation options for our customers," Chief Marketing Officer Jennifer Pittman Fussell said. "We are aggressively pursuing these opportunities to support our customers' needs in Savannah and are ready to do so here [at the new site]." A Georgia resin warehouse. Kemp announced Plastic Express will build a facility near the Port of Savannah that will create 200 jobs while expanding its operations in the state. (Georgia Ports Authority) According to Plastic Express, the new facility near the port will enable the company to lower carbon emissions in logistics operations and provide "future considerations" for electric trucks. With a direct route to port terminals, the facility has access to Veterans Parkway as well as interstates 95 and 16. Georgia Ports Authority CEO Griff Lynch said, "This latest announcement underlines the strength of the logistics corridor moving exports from U.S. inland markets through Georgia to global destinations. As one of the best-connected gateway ports in the U.S., the Port of Savannah is ready to help Plastic Express succeed in a competitive environment." Hugh "Trip" Tollison, CEO of the Savannah Economic Development Authority, said Plastic Express will be "the first employer to locate at Rockingham Farms and will provide 200 new jobs to the region." Want more news? Listen to today's daily briefing below or go here for more info: Georgia Gov. Brian Kemp announced Plastic Express will build a facility near the Port of Savannah in an \$80 million project that will create 200 jobs while expanding its operations in the state. Want more news? Listen to today's daily briefing below or go here for more info: "Job creators like Plastic Express choose to expand their footprints in Georgia because they know we're a great bet," Kemp said. "More than 70% of last year's economic development projects were expansions of businesses already operating in our state. That's a

testament to our incredible partnership approach and reliable infrastructure, like the Savannah port.?

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

Texas-based Plastic Express, founded in 1970, already has operations in Georgia that support 200 jobs. The company offers bulk trucking, bulk terminal, packaging and warehousing services for the plastics industry. Its PX Services unit handles nonplastic materials, including steel, paper and lumber.

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

Savannah, Georgia, has presented a solid opportunity for investment in export logistic centers to complement the aggressive capability expansions at the port, Plastic Express CEO Ray Hufnagel said.

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

HufnagelHe said the company anticipates the same success with this investment as it has experienced with its facility in Pooler, Ga.

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

Plastic Express will build a 982,800-square-foot facility within 5 miles of the Port of Savannah and served by CSX. It will have 104 truck dock doors and 7,200 container spots, with packing lines capable of packaging 4 million pounds of resin daily. Operations are expected to begin mid-2024.

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

As resin and industrial product producers continue to diversify and strengthen their export channels, Plastic Express recognizes the need to customize and provide resilient transportation options for our customers, Chief Marketing Officer Jennifer Pittman Fussell said.

We are aggressively pursuing these opportunities to support our customers' needs in Savannah and are ready to do so here [at the new site].

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

A Georgia resin warehouse. Kemp announced Plastic Express will build a facility near the Port of Savannah that will create 200 jobs while expanding its operations in the state. (Georgia Ports Authority)

[|Want more news? Listen to today's daily briefing below or go here for more info:](#)

According to Plastic Express, the new facility near the port will enable the company to lower carbon emissions in logistics operations and provide future considerations for electric trucks. With a direct route to port terminals, the facility has access to Veterans Parkway as well as interstates 95 and 16.

[|Want more news? Listen to today's](#)

daily briefing below or go here for more info:Georgia Ports Authority CEO Griff Lynch said, "This latest announcement underlines the strength of the logistics corridor moving exports from U.S. inland markets through Georgia to global destinations. As one of the best-connected gateway ports in the U.S., the Port of Savannah is ready to help Plastic Express succeed in a competitive environment."|Want more news? Listen to today's daily briefing below or go here for more info:Hugh "Trip" Tollison, CEO of the Savannah Economic Development Authority, said Plastic Express will be "the first employer to locate at Rockingham Farms and will provide 200 new jobs to the region."|DAILY BRIEFINGS FROM TRANSPORT TOPICS|Sponsor TT Daily BriefingHere's how you listen to Transport Topics on your Alexa device:Here's how you listen to Transport Topics on your Google device in one easy step:Voila! Now you're ready to get your 1-minute briefingEsmeralda Leon grew up in the suburbs of Chicago in Joliet, IL and went to school at DePaul University in Chicago. There, she studied Communications and was on air at Radio DePaul. She went on to work at some of Chicago's most notable radio stations. She was a producer for The Jonathon Brandmeier Show on 97.9 The Loop and a traffic reporter on WGN Radio. She now voices various commercials and podcasts. She still lives in Chicago with her partner Colin and their cat Jake.80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|VIRGINIA WINS \$59.9 MILLION LOGISTICS EXPANSION IN NORFOLK|Virginia Gov. Glenn Youngkin recently revealed that a Belgium-based international logistics provider's subsidiary is expanding its footprint in the commonwealth with a new warehouse, rail yard and rail spur expansion at its Norfolk facility."Katoen Natie Norfolk's increased demand matches the surge Virginia is experiencing as a premier supply chain destination, and this expansion will foster the synergy of the industry ecosystem," Youngkin said."Noting that the subsidiary of the Belgium company has thrived in Hampton Roads for more than a decade because of the region's logistics advantages, access to the Port of Virginia and workforce, Youngkin noted, "I look forward to its continued growth."|The Norfolk unit of Katoen Natie plans to invest \$59.9 million to add a 450,000-square-foot warehouse and rail yard while also expanding its existing rail spur to meet increased demand.|Katoen Natie



Norfolk's facility enables producers of plastic resin pellets to ship bulk railcars to its warehouse for products to be packaged and loaded onto intermodal containers for international shipments through the Port of Virginia. The expanded warehouse and rail yard will enable the company to address current and future demand while boosting Virginia's supply chain industry, said Caren Merrick, state secretary of commerce and trade. I congratulate all the partners involved in securing this project that will create 76 new jobs for hardworking citizens of Hampton Roads. This is a strong signal of confidence in Virginia. According to the governor's office, Virginia won the project after successfully competing against Georgia and South Carolina. Edwards | Stephen Edwards, CEO and executive director of the Virginia Port Authority, called the company a "valued port user" that is making a significant investment in the future of both the port and Norfolk. The Port of Virginia is investing in parallel to ensure we can meet the demand that this type of expansion requires, Edwards said. This announcement shows the confidence Katoen Natie has in the port's ability to safely and sustainably move its cargo to world markets for years to come. In April, port officials announced a \$15 million investment at the Virginia Inland Port and Richmond Marine Terminal to expand capacity, reconfigure some operational areas, such as a container stack yard, and prepare the terminals for future needs. Completion is expected next year. Vingerhoets | Katoen Natie President Frank Vingerhoets said, "Due to its central location on the East Coast, great workforce including former military, dual rail service via Norfolk Southern and CSX, and natural deep-water, great-functioning port, we chose Norfolk for our expansion." Founded in 1854, Katoen Natie is an international logistics service provider and port operator with a presence in 35 countries on five continents that boasts a workforce of 15,000 employees. It focuses on industries such as supply chain and process engineering, petrochemicals, specialty chemicals, consumer goods, port operations and general cargo/commodities. The Virginia Economic Development Partnership worked with the city of Norfolk, the Hampton Roads Alliance, the state Department of Rail and Public Transportation, and the Port of Virginia to win the project. The Norfolk facility enables producers of plastic resin pellets to ship bulk railcars to its warehouse for products to be packaged

and loaded onto intermodal containers for international shipments through the Port of Virginia. (Katoen Natie via YouTube)|Katoen Natie Norfolk is eligible to receive state benefits from the Virginia Enterprise Zone program (administered by the Virginia Department of Housing and Community Development). Other incentives are funding and services to support employee training through the Virginia Jobs Investment Program. The company also may be eligible to receive benefits from the Rail Industrial Access Program through the Department of Rail and Public Transportation.|Secretary of Transportation W. Sheppard Miller III said, "This international company chose Virginia over other states, once again demonstrating that the commonwealth is a great place to do business. With our premier port, strong rail infrastructure and outstanding workforce, Virginia has everything a company like Katoen Natie needs to thrive."|Want more news? Listen to today's daily briefing below or go here for more info:Virginia Gov. Glenn Youngkin recently revealed that a Belgium-based international logistics provider's subsidiary is expanding its footprint in the commonwealth with a new warehouse, rail yard and rail spur expansion at its Norfolk facility.|Want more news? Listen to today's daily briefing below or go here for more info:"Katoen Natie Norfolk's increased demand matches the surge Virginia is experiencing as a premier supply chain destination, and this expansion will foster the synergy of the industry ecosystem," Youngkin said.|Want more news? Listen to today's daily briefing below or go here for more info:Noting that the subsidiary of the Belgium company has thrived in Hampton Roads for more than a decade because of the region's logistics advantages, access to the Port of Virginia and workforce, Youngkin noted, "I look forward to its continued growth."|Want more news? Listen to today's daily briefing below or go here for more info:The Norfolk unit of Katoen Natie plans to invest \$59.9 million to add a 450,000-square-foot warehouse and rail yard while also expanding its existing rail spur to meet increased demand.|Want more news? Listen to today's daily briefing below or go here for more info:Katoen Natie Norfolk's facility enables producers of plastic resin pellets to ship bulk railcars to its warehouse for products to be packaged and loaded onto intermodal containers for international shipments through the Port of Virginia.|Want more news? Listen to today's daily briefing below or go here for more info:"The

expanded warehouse and rail yard will enable the company to address current and future demand while boosting Virginia's supply chain industry," said Caren Merrick, state secretary of commerce and trade. "I congratulate all the partners involved in securing this project that will create 76 new jobs for hardworking citizens of Hampton Roads. This is a strong signal of confidence in Virginia."

|Want more news? Listen to today's daily briefing below or go here for more info:According to the governor's office, Virginia won the project after successfully competing against Georgia and South Carolina.

|Want more news? Listen to today's daily briefing below or go here for more info:Edwards

Stephen Edwards, CEO and executive director of the Virginia Port Authority, called the company a "valued port user" that is making a significant investment in the future of both the port and Norfolk.

|Want more news? Listen to today's daily briefing below or go here for more info:"The Port of Virginia is investing in parallel to ensure we can meet the demand that this type of expansion requires," Edwards said. "This announcement shows the confidence Katoen Natie has in the port's ability to safely and sustainably move its cargo to world markets for years to come."

|Want more news? Listen to today's daily briefing below or go here for more info:In April, port officials announced a \$15 million investment at the Virginia Inland Port and Richmond Marine Terminal to expand capacity, reconfigure some operational areas, such as a container stack yard, and prepare the terminals for future needs. Completion is expected next year.

|Want more news? Listen to today's daily briefing below or go here for more info:Vingerhoets

Katoen Natie President Frank Vingerhoets said, "Due to its central location on the East Coast, great workforce including former military, dual rail service via Norfolk Southern and CSX, and natural deep-water, great-functioning port, we chose Norfolk for our expansion."

|Want more news? Listen to today's daily briefing below or go here for more info:Founded in 1854, Katoen Natie is an international logistics service provider and port operator with a presence in 35 countries on five continents that boasts a workforce of 15,000 employees. It focuses on industries such as supply chain and process engineering, petrochemicals, specialty chemicals, consumer goods, port operations and general cargo/commodities.

|Want more news? Listen to today's daily briefing below or go here for more info:The Virginia Economic

Development Partnership worked with the city of Norfolk, the Hampton Roads Alliance, the state Department of Rail and Public Transportation, and the Port of Virginia to win the project. |Want more news? Listen to today's daily briefing below or go here for more info: The Norfolk facility enables producers of plastic resin pellets to ship bulk railcars to its warehouse for products to be packaged and loaded onto intermodal containers for international shipments through the Port of Virginia. (Katoen Natie via YouTube) |Want more news? Listen to today's daily briefing below or go here for more info: Katoen Natie Norfolk is eligible to receive state benefits from the Virginia Enterprise Zone program (administered by the Virginia Department of Housing and Community Development). Other incentives are funding and services to support employee training through the Virginia Jobs Investment Program. The company also may be eligible to receive benefits from the Rail Industrial Access Program through the Department of Rail and Public Transportation. |Want more news? Listen to today's daily briefing below or go here for more info: Secretary of Transportation W. Sheppard Miller III said, "This international company chose Virginia over other states, once again demonstrating that the commonwealth is a great place to do business. With our premier port, strong rail infrastructure and outstanding workforce, Virginia has everything a company like Katoen Natie needs to thrive." |ILLINOIS 3 CONNECTOR PLAN GETS MIXED RECEPTION FOR FREIGHT |Plans for a new highway connector from Illinois 3 in Fairmont City to Illinois 203 near World Wide Technology Raceway in Madison, Ill., are designed to improve traffic flow for tractor-trailers and other vehicles and help with the region's logistics and industrial development. |But a family that owns three trucking-related companies says the Illinois Department of Transportation's "preferred" route, which was formally unveiled last week, will have a devastating effect on their business. |The route, which consists of two adjoining roads, would require the state to use eminent domain to buy an estimated five of the family's 18 acres in Fairmont City, Ill., where they opened a new headquarters eight months ago. |This would limit space for semi parking and prohibit construction of a railroad spur to allow train cars to pull up to the building and unload tanks of liquid commodities, according to the family, which owns and operates Newman

Carriers, Archview Tank Wash and Newman Holdings. "Our business is going to be significantly impacted by this," said Josh Newman, vice president of Archview. "The building is less than a year old. We have over 100 employees." Josh's brother, Jake Newman, predicted that the loss of land would reduce the facility's life span from 25 to five years. He also questioned the need for the new roads based on current levels of traffic in the area. The Illinois Department of Transportation's plan for new roads connecting Illinois 3 and Illinois 203. (IDOT) IDOT has been talking about the Illinois 3 Connector Project for nearly 20 years. It's part of a larger plan to eventually reroute Interstate 70 so that it splits from Interstate 55 east of the raceway and circles northwest to Stan Musial Veterans Memorial Bridge. The Illinois 3 connector is high on a list of 26 priority infrastructure projects for St. Louis Regional Freightway, an arm of Bi-State Development that's coordinating a campaign to make the St. Louis region an "epicenter" of freight transportation in the Midwest. The connector will benefit manufacturers, warehouses, railroad yards, river terminals, trucking companies and other "freight generators" in the area, according to Mary Lamie, who oversees Freightway as Bi-State's executive vice president of multimodal enterprises. "Right now, if you're on 203 and you want to get to Route 3, you can use some of the local agency roads, or you can travel to (Interstate 55-70) and get on and off the interstate system," she said, noting both options slow down truck drivers hauling freight. Eagle Park Road connects Illinois 3 and Illinois 203 to the north, but it crosses three sets of railroad tracks, and vehicles must go through the village of Brooklyn on Canal Street at the west end. Another alternative is Collinsville Road to the south of Interstate 55-70. Four Potential Routes IDOT studied four potential routes for the Illinois 3 Connector Project. All involved construction of a new relocated section of Illinois 3 in Fairmont City; a new two-lane road between that section and Illinois 203 in Madison; and improvements along a stretch of Exchange Avenue in East St. Louis. IDOT unveiled its preferred route at an open house and public hearing Nov. 28 at Clyde C. Jordan Senior Citizens Center in East St. Louis. About 30 people showed up to ask questions and get information, but the only ones who spoke publicly were Josh and Jake Newman and their parents, Joe and Pam Newman, of Edwardsville.

Illinois 3 connector plan good

for freight-hauling industry, bad for family business <https://t.co/Heg2MIKqDh> ? BND.com (@bellevillenewsd) December 4, 2023 <|Joe Newman founded Newman Carriers in 1984. The trucking company specializes in transporting tanks of liquid commodities, such as chemicals, resin and petroleum products. Archview provides tank-washing services.|At the hearing, Pam Newman said expansion on the Fairmont City land, which borders railroad tracks, was a family ?dream.? Joe Newman asked IDOT officials to consider moving the connector north.|?We have drivers making upwards of \$100,000,? he said. ?We have mechanics making \$90,000. These are good-paying jobs. (The loss of land) is going to have a huge economic impact, and this is literally a brand-new facility. We?ve been in there about eight months, and nobody has told us anything about this.?|The Newmans said they knew IDOT was planning to build an Illinois 3 connector, but they assumed the state would take only a small corner of their land, not a large swath all the way across.|The route that IDOT selected has the least environmental impact, is more favorable in terms of construction and maintenance costs and was preferred by ?stakeholders,? according to the agency?s online summary.|?The Preferred Alternative satisfies purpose and need by enhancing accessibility for all users, providing travel time reliability, and eliminating the dependence on indirect local routes and short trips along I-55 and I-70,? it states.|IDOT Studies and Plans Engineer Tiffany Blase, who answered questions at the open house, said property disputes aren?t uncommon with highway projects, particularly large ones.|Three Main Components|Construction of a two-lane section of relocated Illinois 3 in Fairmont City. This is part of a larger plan for rerouting Illinois 3 from Sauget north to Venice that dates back to the 1990s. Much of the work has been completed. The highway could be expanded from two to four lanes in the future.|Construction of a two-lane road between the new section of relocated Illinois 3 in Fairmont City to Illinois 203 in Madison, north of the raceway. It will bridge over railroad tracks and the Lansdowne Ditch.|Reconstruction of Exchange Avenue from First Street to Seventh Street in East St. Louis. This includes new sidewalks, curbs, gutters and closed storm sewers.|Blase listened to the Newman family?s concerns and promised that agency staff would take them into consideration.|Another person who attended the open house

was Danielle McGill, an East St. Louis resident who lives near Exchange Avenue. She wanted to find out how construction would affect her driving habits. "I think it will be worth it because, just looking at the map, (the connector) makes sense," McGill said. "It looks like they'll be taking you on a shorter, simpler route versus going around in a circle."

### \$80 Million Price Tag

The Illinois 3 Connector Project is expected to cost about \$80 million, according to Cindy Stafford, IDOT Location Studies Engineer. The agency is completing Phase 1, which is preliminary engineering and environmental study. Phase 2 is final engineering and land acquisition. The state already has approved funding for the project, which will result in 1.5 miles of new roadway. The connector project will eliminate about 2 acres of floodplain and 3 acres of wetlands. IDOT Environmental Studies Manager Jennifer Hunt said that will be mitigated by building detention basins and expanding another wetlands area in the vicinity. "There's a regulation that there be no net loss of wetlands," she said. "So what we take out, we have to give back." IDOT also has identified 24 "special waste sites" and at least one archaeological site that will be impacted by construction. The former includes areas where chemicals or petroleum may need to be cleaned up. Any archaeological investigations will focus on identification and documentation, according to Stafford. "This area has a lot of archaeological history with the Cahokia (American Indian) heritage, along with more recent history such as the stockyards," she said, speaking of the former St. Louis National Stockyards in National City.

Want more news? Listen to today's daily briefing below or go here for more info: [Stay on top of transportation news: Get TTNews in your inbox.](#)

Want more news? Listen to today's daily briefing below or go here for more info: [Plans for a new highway connector from Illinois 3 in Fairmont City to Illinois 203 near World Wide Technology Raceway in Madison, Ill., are designed to improve traffic flow for tractor-trailers and other vehicles and help with the region's logistics and industrial development.](#)

Want more news? Listen to today's daily briefing below or go here for more info: [But a family that owns three trucking-related companies says the Illinois Department of Transportation's "preferred" route, which was formally unveiled last week, will have a devastating effect on their business.](#)

Want more news? Listen to today's daily briefing

below or go here for more info: The route, which consists of two adjoining roads, would require the state to use eminent domain to buy an estimated five of the family's 18 acres in Fairmont City, Ill., where they opened a new headquarters eight months ago. | Want more news? Listen to today's daily briefing below or go here for more info: This would limit space for semi parking and prohibit construction of a railroad spur to allow train cars to pull up to the building and unload tanks of liquid commodities, according to the family, which owns and operates Newman Carriers, Archview Tank Wash and Newman Holdings. | Want more news? Listen to today's daily briefing below or go here for more info: "Our business is going to be significantly impacted by this," said Josh Newman, vice president of Archview. "The building is less than a year old. We have over 100 employees." | Want more news? Listen to today's daily briefing below or go here for more info: Josh's brother, Jake Newman, predicted that the loss of land would reduce the facility's life span from 25 to five years. He also questioned the need for the new roads based on current levels of traffic in the area. | Want more news? Listen to today's daily briefing below or go here for more info: The Illinois Department of Transportation's plan for new roads connecting Illinois 3 and Illinois 203. (IDOT) | Want more news? Listen to today's daily briefing below or go here for more info: IDOT has been talking about the Illinois 3 Connector Project for nearly 20 years. It's part of a larger plan to eventually reroute Interstate 70 so that it splits from Interstate 55 east of the raceway and circles northwest to Stan Musial Veterans Memorial Bridge. | Want more news? Listen to today's daily briefing below or go here for more info: The Illinois 3 connector is high on a list of 26 priority infrastructure projects for St. Louis Regional Freightway, an arm of Bi-State Development that's coordinating a campaign to make the St. Louis region an "epicenter" of freight transportation in the Midwest. | Want more news? Listen to today's daily briefing below or go here for more info: The connector will benefit manufacturers, warehouses, railroad yards, river terminals, trucking companies and other "freight generators" in the area, according to Mary Lamie, who oversees Freightway as Bi-State's executive vice president of multimodal enterprises. | Want more news? Listen to today's daily briefing below or go here for more info: "Right now, if you're on 203 and you want to get to Route 3, you can



use some of the local agency roads, or you can travel to (Interstate 55-70) and get on and off the interstate system," she said, noting both options slow down truck drivers hauling freight. |Want more news? Listen to today's daily briefing below or go here for more info: Eagle Park Road connects Illinois 3 and Illinois 203 to the north, but it crosses three sets of railroad tracks, and vehicles must go through the village of Brooklyn on Canal Street at the west end. Another alternative is Collinsville Road to the south of Interstate 55-70. |Want more news? Listen to today's daily briefing below or go here for more info: IDOT studied four potential routes for the Illinois 3 Connector Project. All involved construction of a new relocated section of Illinois 3 in Fairmont City; a new two-lane road between that section and Illinois 203 in Madison; and improvements along a stretch of Exchange Avenue in East St. Louis. |Want more news? Listen to today's daily briefing below or go here for more info: IDOT unveiled its preferred route at an open house and public hearing Nov. 28 at Clyde C. Jordan Senior Citizens Center in East St. Louis. |Want more news? Listen to today's daily briefing below or go here for more info: About 30 people showed up to ask questions and get information, but the only ones who spoke publicly were Josh and Jake Newman and their parents, Joe and Pam Newman, of Edwardsville. |Want more news? Listen to today's daily briefing below or go here for more info: Illinois 3 connector plan good for freight-hauling industry, bad for family business <https://t.co/Heg2MIKqDh> ? BND.com (@bellevillenewsd) December 4, 2023 Joe Newman founded Newman Carriers in 1984. The trucking company specializes in transporting tanks of liquid commodities, such as chemicals, resin and petroleum products. Archview provides tank-washing services. |Want more news? Listen to today's daily briefing below or go here for more info: At the hearing, Pam Newman said expansion on the Fairmont City land, which borders railroad tracks, was a family "dream." Joe Newman asked IDOT officials to consider moving the connector north. |Want more news? Listen to today's daily briefing below or go here for more info: "We have drivers making upwards of \$100,000," he said. "We have mechanics making \$90,000. These are good-paying jobs. (The loss of land) is going to have a huge economic impact, and this is literally a brand-new facility. We've been in there about eight months, and nobody has told us anything about this." |Want

more news? Listen to today's daily briefing below or go here for more info:

The Newmans said they knew IDOT was planning to build an Illinois 3 connector, but they assumed the state would take only a small corner of their land, not a large swath all the way across.

|Want more news? Listen to today's daily briefing below or go here for more info:

The route that IDOT selected has the least environmental impact, is more favorable in terms of construction and maintenance costs and was preferred by ?stakeholders,? according to the agency?s online summary.

|Want more news? Listen to today's daily briefing below or go here for more info:?

The Preferred Alternative satisfies purpose and need by enhancing accessibility for all users, providing travel time reliability, and eliminating the dependence on indirect local routes and short trips along I-55 and I-70,? it states.

|Want more news? Listen to today's daily briefing below or go here for more info:

IDOT Studies and Plans Engineer Tiffany Blase, who answered questions at the open house, said property disputes aren?t uncommon with highway projects, particularly large ones.

|Want more news? Listen to today's daily briefing below or go here for more info:

Construction of a two-lane section of relocated Illinois 3 in Fairmont City. This is part of a larger plan for rerouting Illinois 3 from Sauget north to Venice that dates back to the 1990s. Much of the work has been completed. The highway could be expanded from two to four lanes in the future.

Construction of a two-lane road between the new section of relocated Illinois 3 in Fairmont City to Illinois 203 in Madison, north of the raceway. It will bridge over railroad tracks and the Lansdowne Ditch.

Reconstruction of Exchange Avenue from First Street to Seventh Street in East St. Louis. This includes new sidewalks, curbs, gutters and closed storm sewers.

Blase listened to the Newman family?s concerns and promised that agency staff would take them into consideration.

|Want more news? Listen to today's daily briefing below or go here for more info:

Another person who attended the open house was Danielle McGill, an East St. Louis resident who lives near Exchange Avenue. She wanted to find out how construction would affect her driving habits.

|Want more news? Listen to today's daily briefing below or go here for more info:?

I think it will be worth it because, just looking at the map, (the connector) makes sense,? McGill said. ?It looks like they?ll be taking you on a shorter, simpler route versus going around in a circle.?

|Want more

news? Listen to today's daily briefing below or go here for more info:The Illinois 3 Connector Project is expected to cost about \$80 million, according to Cindy Stafford, IDOT Location Studies Engineer. The agency is completing Phase 1, which is preliminary engineering and environmental study. Phase 2 is final engineering and land acquisition. |Want more news? Listen to today's daily briefing below or go here for more info:The state already has approved funding for the project, which will result in 1.5 miles of new roadway. |Want more news? Listen to today's daily briefing below or go here for more info:The connector project will eliminate about 2 acres of floodplain and 3 acres of wetlands. IDOT Environmental Studies Manager Jennifer Hunt said that will be mitigated by building detention basins and expanding another wetlands area in the vicinity. |Want more news? Listen to today's daily briefing below or go here for more info: "There's a regulation that there be no net loss of wetlands," she said. "So what we take out, we have to give back." |Want more news? Listen to today's daily briefing below or go here for more info: IDOT also has identified 24 "special waste sites" and at least one archaeological site that will be impacted by construction. The former includes areas where chemicals or petroleum may need to be cleaned up. |Want more news? Listen to today's daily briefing below or go here for more info: Any archaeological investigations will focus on identification and documentation, according to Stafford. |Want more news? Listen to today's daily briefing below or go here for more info: "This area has a lot of archaeological history with the Cahokia (American Indian) heritage, along with more recent history such as the stockyards," she said, speaking of the former St. Louis National Stockyards in National City. |Want more news? Listen to today's daily briefing below or go here for more info: Want more news? Listen to today's daily briefing below or go here for more info: Distributed by Tribune Content Agency, LLC Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | TO STRENGTHEN FREIGHT CONNECTIVITY, DOT GOES WITH THE FLOW | At the height of the COVID-19 pandemic just a couple of years ago, the nation's supply chains experienced myriad degrees of disruptions. | Americans experienced major shortages of essential home supplies, and the scarcity captivated the public's attention. Lessons learned about the supply chain were key to the

advancement of 2021's Infrastructure Investment and Jobs Act. The \$1.2 trillion bipartisan infrastructure law focuses heavily on boosting supply chain connectivity. Fast-forward to this fall when shortly after the Thanksgiving holiday, President Joe Biden and his administration again acknowledged the potential for vulnerabilities to domestic freight corridors. That was the president's main argument for recently promoting freight efficiency efforts. Already a priority throughout the year, freight connectivity is especially important during the busy holiday shopping season. On Nov. 27, the Biden administration announced the launch of the Office of Multimodal Freight Infrastructure and Policy. The office is tasked with overseeing the maintenance of freight networks and supply chains. Central to the office's objective will be the advancement of the U.S. Department of Transportation's Freight Logistics Optimization Works, or FLOW, program. FLOW Participants Motor carriers involved in the FLOW program, according to the Bureau of Labor Statistics: C&K Gulf Winds IMC Companies NFI Industries RoadOne Werner Per background the White House provided, the FLOW program is a public-private partnership that "brings together U.S. supply chain stakeholders to create a shared, common picture of supply chain networks and facilitate a more reliable flow of goods." DOT is announcing a new milestone for FLOW, in which participants are beginning to utilize FLOW data to inform their logistics decision-making, helping to avoid bottlenecks, shorten lead times for customers, and enable a more resilient and globally competitive freight network through earlier warnings of supply chain disruption," according to the White House. "I truly believe that 50 years from now, when historians are taking a look at this ? looking back at this moment ? when they look back on the work we're doing to build the economy from the bottom up and middle out; to strengthen the American supply chains and manufacturing workers all across the country, they're going to say that this was the beginning ? when America won the competition of the 21st century," Biden said. "I've never been more optimistic about our nation's future." Buttigieg Transportation Secretary Pete Buttigieg, tasked with overseeing the IIJA's implementation, also expressed optimism about ensuring the reliability of supply chains, especially during the holidays. The secretary also echoed the president's upbeat sentiment

regarding the economy and infrastructure investments: "Since President Biden took office we have focused on supply chain improvements, not just to recover from pandemic-driven disruptions but also to make lasting improvements for a stronger and more resilient future." Our new Multimodal Freight Office," Buttigieg continued, "will lead coordination of our work to strengthen supply chains including the FLOW data initiative helping companies and ports make better-informed decisions so that they can move goods more efficiently and keep costs down for Americans." |The Week Ahead (all times ET)|Dec. 5, 10 a.m.: The House Water Resources and Environment Subcommittee meets for a hearing titled, "Water Resources Development Acts: Status of Past Provisions and Future Needs." (Watch live)|Dec. 6, 10 a.m.: The Senate Environment and Public Works Committee meets for a hearing titled, "IIJA Investments in Habitat and Ecosystem Restoration, Pollinators and Wildlife Crossings." Witnesses include Martha Williams, director of the U.S. Fish and Wildlife Service; and Brian Fouch, associate administrator for federal lands at the Federal Highway Administration.|Dec. 7, 10 a.m.: Senate Commerce Committee holds a hearing on the nomination of J. Todd Inman for a seat on the National Transportation Safety Board. (Watch live)|Freight Corridor|In a post-Yellow world, stakeholders are trying to pick up the pieces industrywide.|Legislative Docket|American Trucking Associations is leading opposition to legislation in Congress aiming at recasting how certain commercial drivers are compensated. The recently introduced Guaranteeing Overtime for Truckers Act would disrupt existing compensation structures between an employer and employee, as well as potentially interfere with supply chain connectivity, the leadership at ATA said in response to the legislation.|Spear |"This proposal is nothing more than a thinly veiled attempt to boost trial attorneys' fees. It would reduce drivers' paychecks and decimate trucking jobs by upending the pay models that for 85 years have provided family-sustaining wages while growing the U.S. supply chain," said Chris Spear, ATA president, shortly after the bill's introduction in November. "Truckload drivers today are earning nearly \$70,000 on average plus benefits, and wages across the board continue to rise at historic rates year-over-year except at Yellow, where one party's refusal to come to the table destroyed 30,000

jobs. The bill would not affect owner-operators, who, as independent contractors, are not covered by the Fair Labor Standards Act.?

**The Guaranteeing Overtime for Truckers Act** would repeal a section of the Fair Labor Standards Act specific to certain commercial drivers in regard to overtime compensation.

**Buzz**Months after the Senate Commerce Committee approved Alvin Brown for a seat on the National Transportation Safety Board, the chamber has yet to schedule a vote on his nomination. If confirmed, the mayor of Jacksonville, Fla., would serve on the independent agency through 2026. The panel reported Brown's nomination in July. Commerce Committee Chairwoman Maria Cantwell (D-Wash.) supports the nominee: "The NTSB board needs hardworking and dedicated individuals who put safety as their top priority, and I believe that Mayor Brown will do so on behalf of the American people."

**Favorite Video**Elon Musk, the world's richest person, takes it to the extreme (again).

**Favorite Tweet**Whiskey is for drinking and water is for fighting. It's a full house at today's bipartisan staff briefing as we prepare to kick off the Water Resources Development Act of 2024 process! [pic.twitter.com/RRofBopAk4](https://pic.twitter.com/RRofBopAk4)

**T&I Committee Republicans (@TransportGOP)** December 1, 2023

**Last Word**Our entire economy relies heavily on reliable air travel of people and goods.

Rep. Sharice Davids (D-Kan.) on Nov. 30We publish Mondays when Congress is in session. See previous installments of Capitol Agenda here. Email [emulero@ttnews.com](mailto:emulero@ttnews.com) with tips. Follow us @eugenemulero and @transporttopics.

**Want more news?** Listen to today's daily briefing below or go here for more info:At the height of the COVID-19 pandemic just a couple of years ago, the nation's supply chains experienced myriad degrees of disruptions.

**Want more news?** Listen to today's daily briefing below or go here for more info:Americans experienced major shortages of essential home supplies, and the scarcity captivated the public's attention. Lessons learned about the supply chain were key to the advancement of 2021's Infrastructure Investment and Jobs Act. The \$1.2 trillion bipartisan infrastructure law focuses heavily on boosting supply chain connectivity.

**Want more news?** Listen to today's daily briefing below or go here for more info:Fast-forward to this fall when shortly after the Thanksgiving holiday, President Joe Biden and his administration again acknowledged the potential for vulnerabilities to domestic freight

corridors. | Want more news? Listen to today's daily briefing below or go here for more info: That was the president's main argument for recently promoting freight efficiency efforts. Already a priority throughout the year, freight connectivity is especially important during the busy holiday shopping season. | Want more news? Listen to today's daily briefing below or go here for more info: On Nov. 27, the Biden administration announced the launch of the Office of Multimodal Freight Infrastructure and Policy. The office is tasked with overseeing the maintenance of freight networks and supply chains. Central to the office's objective will be the advancement of the U.S. Department of Transportation's Freight Logistics Optimization Works, or FLOW, program. | Want more news? Listen to today's daily briefing below or go here for more info: Motor carriers involved in the FLOW program, according to the Bureau of Labor Statistics: | Werner Per background the White House provided, the FLOW program is a public-private partnership that "brings together U.S. supply chain stakeholders to create a shared, common picture of supply chain networks and facilitate a more reliable flow of goods." | Want more news? Listen to today's daily briefing below or go here for more info: "DOT is announcing a new milestone for FLOW, in which participants are beginning to utilize FLOW data to inform their logistics decision-making, helping to avoid bottlenecks, shorten lead times for customers, and enable a more resilient and globally competitive freight network through earlier warnings of supply chain disruption," according to the White House. | Want more news? Listen to today's daily briefing below or go here for more info: "I truly believe that 50 years from now, when historians are taking a look at this "looking back at this moment" when they look back on the work we're doing to build the economy from the bottom up and middle out; to strengthen the American supply chains and manufacturing workers all across the country, they're going to say that this was the beginning "when America won the competition of the 21st century," Biden said. "I've never been more optimistic about our nation's future." | Want more news? Listen to today's daily briefing below or go here for more info: Buttigieg Transportation Secretary Pete Buttigieg, tasked with overseeing the IIJA's implementation, also expressed optimism about ensuring the reliability of supply chains, especially during the holidays. | Want more news? Listen to today's daily briefing

below or go here for more info: The secretary also echoed the president's upbeat sentiment regarding the economy and infrastructure investments: "Since President Biden took office we have focused on supply chain improvements, not just to recover from pandemic-driven disruptions but also to make lasting improvements for a stronger and more resilient future." | Want more news? Listen to today's daily briefing below or go here for more info: "Our new Multimodal Freight Office," Buttigieg continued, "will lead coordination of our work to strengthen supply chains" including the FLOW data initiative helping companies and ports make better-informed decisions "so that they can move goods more efficiently and keep costs down for Americans." | Want more news? Listen to today's daily briefing below or go here for more info: Dec. 5, 10 a.m.: The House Water Resources and Environment Subcommittee meets for a hearing titled, "Water Resources Development Acts: Status of Past Provisions and Future Needs." (Watch live) | Want more news? Listen to today's daily briefing below or go here for more info: Dec. 6, 10 a.m.: The Senate Environment and Public Works Committee meets for a hearing titled, "IIJA Investments in Habitat and Ecosystem Restoration, Pollinators and Wildlife Crossings." Witnesses include Martha Williams, director of the U.S. Fish and Wildlife Service; and Brian Fouch, associate administrator for federal lands at the Federal Highway Administration. | Want more news? Listen to today's daily briefing below or go here for more info: Dec. 7, 10 a.m.: Senate Commerce Committee holds a hearing on the nomination of J. Todd Inman for a seat on the National Transportation Safety Board. (Watch live) | Want more news? Listen to today's daily briefing below or go here for more info: In a post-Yellow world, stakeholders are trying to pick up the pieces industrywide. | Want more news? Listen to today's daily briefing below or go here for more info: American Trucking Associations is leading opposition to legislation in Congress aiming at recasting how certain commercial drivers are compensated. The recently introduced Guaranteeing Overtime for Truckers Act would disrupt existing compensation structures between an employer and employee, as well as potentially interfere with supply chain connectivity, the leadership at ATA said in response to the legislation. | Want more news? Listen to today's daily briefing below or go here for more info: Spear "This proposal is nothing more than a thinly veiled attempt to boost trial attorneys?"



fees. It would reduce drivers' paychecks and decimate trucking jobs by upending the pay models that for 85 years have provided family-sustaining wages while growing the U.S. supply chain," said Chris Spear, ATA president, shortly after the bill's introduction in November. "Truckload drivers today are earning nearly \$70,000 on average plus benefits, and wages across the board continue to rise at historic rates year-over-year — except at Yellow, where one party's refusal to come to the table destroyed 30,000 jobs. The bill would not affect owner-operators, who, as independent contractors, are not covered by the Fair Labor Standards Act."|Want more news? Listen to today's daily briefing below or go here for more info:The Guaranteeing Overtime for Truckers Act would repeal a section of the Fair Labor Standards Act specific to certain commercial drivers in regard to overtime compensation.|Want more news? Listen to today's daily briefing below or go here for more info:Months after the Senate Commerce Committee approved Alvin Brown for a seat on the National Transportation Safety Board, the chamber has yet to schedule a vote on his nomination. If confirmed, the mayor of Jacksonville, Fla., would serve on the independent agency through 2026. The panel reported Brown's nomination in July. Commerce Committee Chairwoman Maria Cantwell (D-Wash.) supports the nominee: "The NTSB board needs hardworking and dedicated individuals who put safety as their top priority, and I believe that Mayor Brown will do so on behalf of the American people."|Want more news? Listen to today's daily briefing below or go here for more info:Elon Musk, the world's richest person, takes it to the extreme (again).|Want more news? Listen to today's daily briefing below or go here for more info:Favorite Tweet|Want more news? Listen to today's daily briefing below or go here for more info:Whiskey is for drinking and water is for fighting.|Want more news? Listen to today's daily briefing below or go here for more info:It's a full house at today's bipartisan staff briefing as we prepare to kick off the Water Resources Development Act of 2024 process! [pic.twitter.com/RRofBopAk4](https://pic.twitter.com/RRofBopAk4)|? T&I Committee Republicans (@TransportGOP) December 1, 2023Rep. Sharice Davids (D-Kan.) on Nov. 30|ImageWe publish Mondays when Congress is in session. See previous installments of Capitol Agenda here. Email [emulero@ttnews.com](mailto:emulero@ttnews.com) with tips. Follow us @eugenemulero and @transporttopics.|STRATEGIC OIL

RESERVE REFILL IS LIMITED DESPITE LOW PRICES|The Biden administration may not be able to take full advantage of the recent drop in oil prices as it seeks to refill its depleted crude oil reserve, the Energy Department's No. 2 official said Dec. 4.|The U.S. Strategic Petroleum Reserve stands at its lowest level since the 1980s, but physical constraints and maintenance at the network of underground caverns along the U.S. Gulf Coast have been limiting the amount the Energy Department can purchase to about 3 million barrels a month, Deputy Energy Secretary David Turk said.|?That is the physical limit of how much we can buy back,? Turk said in a Bloomberg TV interview on the sidelines of the COP28 climate conference. ?We hope we can bring more capacity on line at these price levels to buy as much as we can to refill. We will buy back as much as we possibly can, but there are some physical constraints.?

|Oil prices have posted back-to-back monthly declines as supplies from non-OPEC countries ballooned, while the outlook for demand growth has softened. West Texas Intermediate fell 0.8% on Dec. 4 to \$73.45 a barrel, the lowest since Nov. 16.|The more than 700-million-barrel oil reserve, constructed in the aftermath of the 1970s Arab oil embargo, currently stands at about 350 million barrels, following the Biden administration's historic 180 million-barrel withdrawal to tame gasoline prices in the wake of Russia's invasion of Ukraine as well as sales mandated by Congress.|So far efforts to refill it have been at a trickle, with two of the reserve's sites in Texas and Louisiana offline for maintenance and a \$1.4 billion modernization program, funded through oil sales, behind schedule and over budget.|The Energy Department, which solicited a request for 3 million more barrels for the reserve Dec. 1, said since January it has ?secured? 12 million barrels for the reserve, including the direct purchase of 9 million barrels and the return of 4 million barrels from oil companies.|Want more news? Listen to today's daily briefing below or go here for more info:

The Biden administration may not be able to take full advantage of the recent drop in oil prices as it seeks to refill its depleted crude oil reserve, the Energy Department's No. 2 official said Dec. 4.|Want more news? Listen to today's daily briefing below or go here for more info:

The U.S. Strategic Petroleum Reserve stands at its lowest level since the 1980s, but physical constraints and maintenance at the network of underground caverns along the

U.S. Gulf Coast have been limiting the amount the Energy Department can purchase to about 3 million barrels a month, Deputy Energy Secretary David Turk said. |Want more news? Listen to today's daily briefing below or go here for more info: That is the physical limit of how much we can buy back, Turk said in a Bloomberg TV interview on the sidelines of the COP28 climate conference. We hope we can bring more capacity on line at these price levels to buy as much as we can to refill. We will buy back as much as we possibly can, but there are some physical constraints. |Want more news? Listen to today's daily briefing below or go here for more info: Oil prices have posted back-to-back monthly declines as supplies from non-OPEC countries ballooned, while the outlook for demand growth has softened. West Texas Intermediate fell 0.8% on Dec. 4 to \$73.45 a barrel, the lowest since Nov. 16. |Want more news? Listen to today's daily briefing below or go here for more info: The more than 700-million-barrel oil reserve, constructed in the aftermath of the 1970s Arab oil embargo, currently stands at about 350 million barrels, following the Biden administration's historic 180 million-barrel withdrawal to tame gasoline prices in the wake of Russia's invasion of Ukraine as well as sales mandated by Congress. |Want more news? Listen to today's daily briefing below or go here for more info: So far efforts to refill it have been at a trickle, with two of the reserve's sites in Texas and Louisiana offline for maintenance and a \$1.4 billion modernization program, funded through oil sales, behind schedule and over budget. |Want more news? Listen to today's daily briefing below or go here for more info: The Energy Department, which solicited a request for 3 million more barrels for the reserve Dec. 1, said since January it has secured 12 million barrels for the reserve, including the direct purchase of 9 million barrels and the return of 4 million barrels from oil companies. |US ANNOUNCES NEW EMISSIONS-CURBING METHANE RULE AT COP28 |WASHINGTON ? The Biden administration on Dec. 2 issued a final rule aimed at reducing methane emissions, targeting the U.S. oil and natural gas industry for its role in global warming as President Joe Biden seeks to advance his climate legacy. |The Environmental Protection Agency said the rule will sharply reduce methane and other harmful air pollutants generated by the oil and gas industry, promote use of cutting-edge methane detection technologies

and deliver significant public health benefits in the form of reduced hospital visits, lost school days and even deaths. Air pollution from oil and gas operations can cause cancer, harm the nervous and respiratory systems and contribute to birth defects. |EPA Administrator Michael Regan and White House climate adviser Ali Zaidi announced the final rule at the U.N. climate conference in the United Arab Emirates. Separately, the president of the climate summit announced Dec. 2 that 50 oil companies representing nearly half of global production have pledged to reach near-zero methane emissions and end routine flaring in their operations by 2030. |Vice President Kamala Harris, the top American representative at the summit, said the U.S. and other nations must act boldly to confront the fallout from climate change. |“The urgency of this moment is clear,” Harris said. “The clock is no longer just ticking. It is banging. And we must make up for lost time.” |The U.S. rule on methane emissions is part of a broader effort by the Biden administration that includes financial incentives to buy electric vehicles and upgrade infrastructure — spending that Harris said will total roughly \$1 trillion over 10 years. |Vice President Kamala Harris speaks at the COP28 U.N. Climate Summit. (Kamran Jebreili/Associated Press) |Oil and gas operations are the largest industrial source of methane, the main component in natural gas and far more potent than carbon dioxide in the short term. It is responsible for about one-third of planet-warming greenhouse gas emissions. Sharp cuts in methane emissions are a global priority to slow the rate of climate change and are a major topic at the conference, known as COP28. |Presidents, prime ministers and royals from nations rich and poor have vowed to reduce how much their countries spew heat-trapping gases and asked their colleagues to do better. |“On Day One, President Biden restored America’s critical role as the global leader in confronting climate change,” Regan said, referring to Biden’s actions returning the U.S. to the Paris climate agreement and ordering an immediate review of environmental regulations rolled back by the previous administration. |The methane rule finalizes a proposal Biden made at a U.N. climate conference in Scotland in 2021 and expanded a year later at a climate conference in Egypt. It targets emissions from existing oil and gas wells nationwide, rather than focusing only on new wells, as previous EPA regulations have done. It also regulates smaller wells that will be required to

find and plug methane leaks. Such wells currently are subject to an initial inspection but are rarely checked again for leaks. Studies have found that smaller wells produce just 6% of the nation's oil and gas but account for up to half the methane emissions from well sites. The plan also will phase in a requirement for energy companies to eliminate routine flaring, or burning of natural gas that is produced by new oil wells. The new methane rule will help ensure that the United States meets a goal set by more than 100 nations to cut methane emissions by 30% by 2030 from 2020 levels, Regan said. The EPA rule is just one of more than 100 actions the Biden administration has taken to reduce methane emissions, Zaidi added. From mobilizing billions in investment to plug orphaned wells, patch leaky pipes and reclaim abandoned mines, to setting strong standards that will cut pollution from the oil and gas sector, the Biden-Harris Administration is putting the full throw-weight of the federal government into slashing harmful methane pollution," he said. The new rule will be coordinated with a methane fee approved in the 2022 climate law. The fee, set to take effect next year, will charge energy producers that exceed a certain level of methane emissions as much as \$1,500 per metric ton of methane. The plan marks the first time the U.S. government has directly imposed a fee, or tax, on greenhouse gas emissions. The law allows exemptions for companies that comply with the EPA's standards or fall below a certain emissions threshold. It also includes \$1.5 billion in grants and other spending to help companies and local communities improve monitoring and data collection, and find and repair natural gas leaks. Harold Wimmer, president and CEO of the American Lung Association, called the new rule a victory for public health. "EPA heeded the urgent guidance of health experts across the country and finalized a strong methane rule that, when fully implemented, will significantly reduce hazardous air pollutants and climate-warming methane pollution from the oil and gas industry," he said in a statement. Methane has been shown to leak into the atmosphere during every stage of oil and gas production, Wimmer said, and people who live near oil and gas wells are especially vulnerable to these exposure risks. David Doniger, a climate expert at the Natural Resources Defense Council, called methane a "super-polluter." He said in an interview that the Biden plan "takes a very solid whack at climate pollution. I wish this had

happened 10 years ago (under the Obama administration), but I'm really happy it's happening now.?"Fred Krupp, president of the Environmental Defense Fund, said the new rule ensures that "the U.S. now has the most protective methane pollution limits on the books. With other countries also zeroing in on methane as a key climate risk, it's a signal to operators worldwide that cleanup time is here," he said.?"The American Petroleum Institute, the oil industry's top lobbying group, said it was reviewing the rule to see whether it meets a dual goal of reducing emissions while meeting rising energy demand.?"Smart federal regulation can help build on industry's progress to date," said Dustin Meyer, an API vice president.?"The oil industry has generally welcomed direct federal regulation on methane, preferring a national standard to a hodgepodge of state rules. Even so, energy companies have asked EPA to exempt hundreds of thousands of the nation's smallest wells from the pending rule.?" Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report.

WASHINGTON ? The Biden administration on Dec. 2 issued a final rule aimed at reducing methane emissions, targeting the U.S. oil and natural gas industry for its role in global warming as President Joe Biden seeks to advance his climate legacy.?" Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report.

The Environmental Protection Agency said the rule will sharply reduce methane and other harmful air pollutants generated by the oil and gas industry, promote use of cutting-edge methane detection technologies and deliver significant public health benefits in the form of reduced hospital visits, lost school days and even deaths. Air pollution from oil and gas operations can cause cancer, harm the nervous and respiratory systems and contribute to birth defects.?" Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report.

EPA Administrator Michael Regan and White House climate adviser Ali Zaidi announced the final rule at the U.N. climate conference in the United Arab Emirates. Separately, the president of the climate summit announced Dec. 2 that 50 oil companies representing nearly half of global production have pledged to reach near-zero methane emissions and end routine flaring in their operations by 2030.?" Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report.

Vice President Kamala Harris, the top American

representative at the summit, said the U.S. and other nations must act boldly to confront the fallout from climate change. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The urgency of this moment is clear, Harris said. The clock is no longer just ticking. It is banging. And we must make up for lost time. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The U.S. rule on methane emissions is part of a broader effort by the Biden administration that includes financial incentives to buy electric vehicles and upgrade infrastructure spending that Harris said will total roughly \$1 trillion over 10 years. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Vice President Kamala Harris speaks at the COP28 U.N. Climate Summit. (Kamran Jebreili/Associated Press) Oil and gas operations are the largest industrial source of methane, the main component in natural gas and far more potent than carbon dioxide in the short term. It is responsible for about one-third of planet-warming greenhouse gas emissions. Sharp cuts in methane emissions are a global priority to slow the rate of climate change and are a major topic at the conference, known as COP28. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Presidents, prime ministers and royals from nations rich and poor have vowed to reduce how much their countries spew heat-trapping gases and asked their colleagues to do better. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. On Day One, President Biden restored America's critical role as the global leader in confronting climate change, Reagan said, referring to Biden's actions returning the U.S. to the Paris climate agreement and ordering an immediate review of environmental regulations rolled back by the previous administration. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The methane rule finalizes a proposal Biden made at a U.N. climate conference in Scotland in 2021 and expanded a year later at a climate conference in Egypt. It targets emissions from existing oil and gas wells nationwide, rather than focusing only on new wells, as previous EPA regulations have done. It also regulates smaller wells that will be required to find and plug methane leaks. Such wells currently are subject to an initial inspection but

are rarely checked again for leaks. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Studies have found that smaller wells produce just 6% of the nation's oil and gas but account for up to half the methane emissions from well sites. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The plan also will phase in a requirement for energy companies to eliminate routine flaring, or burning of natural gas that is produced by new oil wells. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The new methane rule will help ensure that the United States meets a goal set by more than 100 nations to cut methane emissions by 30% by 2030 from 2020 levels, Regan said. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The EPA rule is just one of more than 100 actions the Biden administration has taken to reduce methane emissions, Zaidi added. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Zaidi: From mobilizing billions in investment to plug orphaned wells, patch leaky pipes and reclaim abandoned mines, to setting strong standards that will cut pollution from the oil and gas sector, the Biden-Harris Administration is putting the full throw-weight of the federal government into slashing harmful methane pollution, he said. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The new rule will be coordinated with a methane fee approved in the 2022 climate law. The fee, set to take effect next year, will charge energy producers that exceed a certain level of methane emissions as much as \$1,500 per metric ton of methane. The plan marks the first time the U.S. government has directly imposed a fee, or tax, on greenhouse gas emissions. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The law allows exemptions for companies that comply with the EPA's standards or fall below a certain emissions threshold. It also includes \$1.5 billion in grants and other spending to help companies and local communities improve monitoring and data collection, and find and repair natural gas leaks. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Harold Wimmer, president and CEO of the American Lung Association, called the new rule a victory for public health. Associated



Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. EPA heeded the urgent guidance of health experts across the country and finalized a strong methane rule that, when fully implemented, will significantly reduce hazardous air pollutants and climate-warming methane pollution from the oil and gas industry," he said in a statement. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Methane has been shown to leak into the atmosphere during every stage of oil and gas production, Wimmer said, and people who live near oil and gas wells are especially vulnerable to these exposure risks. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. David Doniger, a climate expert at the Natural Resources Defense Council, called methane a "super-polluter." He said in an interview that the Biden plan "takes a very solid whack at climate pollution. I wish this had happened 10 years ago (under the Obama administration), but I'm really happy it's happening now." Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. Want more news? Listen to today's daily briefing above or go here for more info. Fred Krupp, president of the Environmental Defense Fund, said the new rule ensures that "the U.S. now has the most protective methane pollution limits on the books. With other countries also zeroing in on methane as a key climate risk, it's a signal to operators worldwide that cleanup time is here," he said. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The American Petroleum Institute, the oil industry's top lobbying group, said it was reviewing the rule to see whether it meets a dual goal of reducing emissions while meeting rising energy demand. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. "Smart federal regulation can help build on industry's progress to date," said Dustin Meyer, an API vice president. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report. The oil industry has generally welcomed direct federal regulation on methane, preferring a national standard to a hodgepodge of state rules. Even so, energy companies have asked EPA to exempt hundreds of thousands of the nation's smallest wells from the pending rule. Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this

report.? Associated Press writer Will Weissert in Dubai, United Arab Emirates, contributed to this report.Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|BMW RECALLS SUVs OVER AIR BAG EXPLOSION RISK|DETROIT ? BMW is recalling a small number of SUVs in the U.S. because the driver?s air bag inflators can blow apart in a crash, hurling metal shrapnel and possibly injuring or killing people in the vehicles.|U.S. auto safety regulators say in documents posted Dec. 2 that the recall covers 486 X3, X4 and X5 SUVs from the 2014 model year that are equipped with air bags made by Takata Corp. of Japan.|The recall raises questions about the safety of about 30 million Takata inflators that are under investigation by the National Highway Traffic Safety Administration. Most have not been recalled.|Takata used volatile ammonium nitrate to create a small explosion to inflate air bags in a crash. But the chemical can deteriorate over time when exposed to high temperatures and humidity. It can explode with too much force, blowing apart a metal canister and spewing shrapnel.|At least 26 people have been killed in the U.S. by Takata inflators since May 2009, and at least 30 have died worldwide including people in Malaysia and Australia. In addition, about 400 people have been injured.|Potential for a dangerous malfunction led to the largest series of auto recalls in U.S. history, with at least 67 million Takata inflators involved. The U.S. government says many have not been repaired. About 100 million inflators have been recalled worldwide. The exploding air bags sent Takata into bankruptcy.|Documents say the inflators in the BMWs have a moisture absorbing chemical called a dessicant that were not part of previous recalls.|BMW says in documents that in November, it was told of a complaint to NHTSA that the driver?s air bag in a 2014 X3 had ruptured. The automaker began investigating and hasn?t determined an exact cause. But preliminary information points to a manufacturing problem from Feb. 22, 2014, to March 7, 2014, the documents said.|The German automaker says in documents that it?s still investigating but it has not yet been able to inspect the X3 with the faulty air bag.|NHTSA records show a complaint saying that on Oct. 23, the inflator on a 2014 X3 exploded in Chicago, sending a large piece of metal into the driver?s lung. The driver also had chest and shoulder cuts that appeared to be caused by shrapnel, the

complaint said. A surgeon removed a gold-colored disc from the driver's lung, according to the complaint, which did not identify the driver. NHTSA says Takata air bags with a dessicant are under investigation because they have the potential to explode and expel shrapnel. The investigation opened in 2021 covers more than 30 million inflators in over 200 models from 20 car and truck makers, including Honda, Stellantis, General Motors, Ford, Nissan, Tesla, BMW, Toyota, Jaguar Land Rover, Daimler Vans, Mitsubishi, Subaru, Mercedes-Benz, Ferrari, McLaren, Porsche, Mazda, Karma, Fisker, Spartan Fire vehicles. The agency decided in May of 2020 not to recall the inflators with the dessicant, but said it would monitor them. While no present safety risk has been identified, further work is needed to evaluate the future risk of non-recalled dessicated inflators, the agency said in a document opening the probe. A spokeswoman for NHTSA said Dec. 2 she would check into the status of the investigation. A message was left seeking comment from BMW. In the BMW recall, dealers will replace the air bags at no cost to owners, who will be notified by letter starting Jan. 16. The BMW recall comes after General Motors recalled nearly 900 vehicles in July with Takata inflators that have the dessicant. GM also blamed the problem on a manufacturing defect at Takata. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. DETROIT ? BMW is recalling a small number of SUVs in the U.S. because the driver's air bag inflators can blow apart in a crash, hurling metal shrapnel and possibly injuring or killing people in the vehicles. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. U.S. auto safety regulators say in documents posted Dec. 2 that the recall covers 486 X3, X4 and X5 SUVs from the 2014 model year that are equipped with air bags made by Takata Corp. of Japan. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. The recall raises questions about the safety of about 30 million Takata inflators that are under investigation by the National Highway Traffic Safety Administration. Most have not been recalled. In a statement about the GM recall last summer, NHTSA said the agency did not have any

data suggesting that other dessicated Takata inflators might rupture. Takata used volatile ammonium nitrate to create a small explosion to inflate air bags in a crash. But the chemical can deteriorate over time when exposed to high temperatures and humidity. It can explode with too much force, blowing apart a metal canister and spewing shrapnel. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. At least 26 people have been killed in the U.S. by Takata inflators since May 2009, and at least 30 have died worldwide including people in Malaysia and Australia. In addition, about 400 people have been injured. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. Potential for a dangerous malfunction led to the largest series of auto recalls in U.S. history, with at least 67 million Takata inflators involved. The U.S. government says many have not been repaired. About 100 million inflators have been recalled worldwide. The exploding air bags sent Takata into bankruptcy. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. Documents say the inflators in the BMWs have a moisture absorbing chemical called a dessicant that were not part of previous recalls. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). BMW says in documents that in November, it was told of a complaint to NHTSA that the driver's air bag in a 2014 X3 had ruptured. The automaker began investigating and hasn't determined an exact cause. But preliminary information points to a manufacturing problem from Feb. 22, 2014, to March 7, 2014, the documents said. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that

other dessicated Takata inflators might rupture. The German automaker says in documents that it's still investigating but it has not yet been able to inspect the X3 with the faulty air bag. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. NHTSA records show a complaint saying that on Oct. 23, the inflator on a 2014 X3 exploded in Chicago, sending a large piece of metal into the driver's lung. The driver also had chest and shoulder cuts that appeared to be caused by shrapnel, the complaint said. A surgeon removed a gold-colored disc from the driver's lung, according to the complaint, which did not identify the driver. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. NHTSA says Takata air bags with a dessicant are under investigation because they have the potential to explode and expel shrapnel. The investigation opened in 2021 covers more than 30 million inflators in over 200 models from 20 car and truck makers, including Honda, Stellantis, General Motors, Ford, Nissan, Tesla, BMW, Toyota, Jaguar Land Rover, Daimler Vans, Mitsubishi, Subaru, Mercedes-Benz, Ferrari, McLaren, Porsche, Mazda, Karma, Fisker, Spartan Fire vehicles. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. The agency decided in May of 2020 not to recall the inflators with the dessicant, but said it would monitor them. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. While no present safety risk has been identified, further work is needed to evaluate the future risk of non-recalled dessicated inflators, the agency said in a document opening the probe. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. Want more news? Listen to today's daily briefing above or go here for more info. A spokeswoman for NHTSA said Dec. 2 she would check into the status of the investigation. A message was left seeking comment from BMW. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators

might rupture. In the BMW recall, dealers will replace the air bags at no cost to owners, who will be notified by letter starting Jan. 16. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. The BMW recall comes after General Motors recalled nearly 900 vehicles in July with Takata inflators that have the dessicant. GM also blamed the problem on a manufacturing defect at Takata. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture. In a statement about the GM recall last summer, NHTSA said the agency did not have any data suggesting that other dessicated Takata inflators might rupture.

Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770

STRIKE COST FORD 100,000 VEHICLE SALES, \$1.7 BILLION IN PROFITS

A six-week United Auto Workers strike at Ford cut sales by about 100,000 vehicles for the year and cost the company \$1.7 billion in lost profits, the automaker said Nov. 30. Additional labor costs from the four-year and eight-month labor agreement that was ultimately reached will total \$8.8 billion by the end of the contract, translating to about \$900 per vehicle by 2028, Chief Financial Officer John Lawler said in a company release. Ford will work to offset that cost through higher productivity and reduced expenses, Lawler said. The Dearborn, Mich., automaker reissued full-year earnings guidance that was withdrawn during the strike, but trimmed its expectations. The company now expects to earn \$10 billion to \$10.5 billion before taxes in 2023. That's down from \$11 billion to \$12 billion that it projected last summer. Ford said the strike caused it to lose production of high-profit trucks and SUVs. UAW workers shut down the company's largest and most profitable factory in Louisville, Ky., which makes big SUVs and heavy-duty pickup trucks. The UAW strike began Sept. 15, targeting assembly plants and other facilities at Ford, General Motors and Jeep maker Stellantis. The strike ended at Ford on Oct. 25. Ford, as well as rivals General Motors and Jeep maker Stellantis, agreed to new contracts with the UAW that raise top assembly plant worker pay by about 33% by the time the deals expire in April 2028. The new contracts also ended some lower tiers of wages, gave raises to temporary workers and shortened the time it takes for full-time

workers to get to the top of the pay scale. At the end of the contract top-scale assembly workers will make about \$42 per hour, plus they'll get annual profit-sharing checks. UAW President Shawn Fain said during the strike that labor costs are only 4% to 5% of a vehicle's costs, and that the companies were making billions and could afford to pay workers more. At the Barclays Global Automotive and Mobility Technology Conference in New York on Nov. 30, Lawler was asked about whether Ford would consider something like GM's \$10 billion stock buyback program, which the company announced Nov. 29. Lawler said Ford plans to return 40% to 50% of its free cash flow to shareholders, on top of the current 15-cent per-share dividend. He said the company has faith that executing its plans will increase the stock price. He also said Ford expects prices to fall next year by about \$1,800 for internal combustion vehicles. About \$800 of that would come from dealer profits, while Ford would offer \$1,000 in discounts, he said. The company, he said, has to be aware of affordability issues for consumers, who now spend an average of \$45,332 on vehicles, according to J.D. Power. Before the coronavirus pandemic in 2019, people spent about 13.5% of monthly disposable income on vehicles, Lawler said, but that increased to 15.7% in 2022. It's since dropped to 14.5%, and Ford expects it to return to pre-pandemic levels next year, Lawler said. Electric vehicle prices, he said, already have fallen faster than Ford or other automakers expected, so he doesn't see much of a decline next year. But as people who aren't early adopters start buying EVs, the prices will come down, he said. They are not willing to pay a premium over gas-powered vehicles, he said. He foresees EV prices reaching parity with gas vehicles, and said the company is working to reduce EV costs so profit margins equal gas vehicles by 2026 or 2027. In October Ford announced it would delay \$12 billion worth of EV capital spending as the growth rate for EVs started to slow. Lawler said Ford isn't changing its EV strategy, but is changing tactics so that we can better match (manufacturing) capacity with demand. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place, he said. A six-week United Auto Workers

strike at Ford cut sales by about 100,000 vehicles for the year and cost the company \$1.7 billion in lost profits, the automaker said Nov. 30. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Additional labor costs from the four-year and eight-month labor agreement that was ultimately reached will total \$8.8 billion by the end of the contract, translating to about \$900 per vehicle by 2028, Chief Financial Officer John Lawler said in a company release. Ford will work to offset that cost through higher productivity and reduced expenses, Lawler said. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. The Dearborn, Mich., automaker reissued full-year earnings guidance that was withdrawn during the strike, but trimmed its expectations. The company now expects to earn \$10 billion to \$10.5 billion before taxes in 2023. That's down from \$11 billion to \$12 billion that it projected last summer. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Ford said the strike caused it to lose production of high-profit trucks and SUVs. UAW workers shut down the company's largest and most profitable factory in Louisville, Ky., which makes big SUVs and heavy-duty pickup trucks. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. The UAW strike began Sept. 15, targeting assembly plants and other facilities at Ford, General Motors and Jeep maker Stellantis. The strike ended at Ford on Oct. 25. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and



other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Ford, as well as rivals General Motors and Jeep maker Stellantis, agreed to new contracts with the UAW that raise top assembly plant worker pay by about 33% by the time the deals expire in April 2028. The new contracts also ended some lower tiers of wages, gave raises to temporary workers and shortened the time it takes for full-time workers to get to the top of the pay scale. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. At the end of the contract top-scale assembly workers will make about \$42 per hour, plus they'll get annual profit-sharing checks. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). UAW President Shawn Fain said during the strike that labor costs are only 4% to 5% of a vehicle's costs, and that the companies were making billions and could afford to pay workers more. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. At the Barclays Global Automotive and Mobility Technology Conference in New York on Nov. 30, Lawler was asked about whether Ford would consider something like GM's \$10 billion stock buyback program, which the company announced Nov. 29. | The company has cut in half the size of a Michigan battery factory, delayed a battery plant

in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Lawler said Ford plans to return 40% to 50% of its free cash flow to shareholders, on top of the current 15-cent per-share dividend. He said the company has faith that executing its plans will increase the stock price. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. He also said Ford expects prices to fall next year by about \$1,800 for internal combustion vehicles. About \$800 of that would come from dealer profits, while Ford would offer \$1,000 in discounts, he said. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. The company, he said, has to be aware of affordability issues for consumers, who now spend an average of \$45,332 on vehicles, according to J.D. Power. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Before the coronavirus pandemic in 2019, people spent about 13.5% of monthly disposable income on vehicles, Lawler said, but that increased to 15.7% in 2022. It's since dropped to 14.5%, and Ford expects it to return to pre-pandemic levels next year, Lawler said. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. "It's not about not moving forward on our electric plans. It's about the level of capacity that we're putting in place," he said. Electric vehicle prices, he said, already have fallen faster than Ford or other automakers expected, so he doesn't see much of a decline next year. But as people who aren't early adopters start buying EVs, the prices will come down, he said. "They are not willing to

pay a premium? over gas-powered vehicles, he said. |The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. ?It?s not about not moving forward on our electric plans. It?s about the level of capacity that we?re putting in place,? he said. Want more news? Listen to today's daily briefing above or go here for more info He foresees EV prices reaching parity with gas vehicles, and said the company is working to reduce EV costs so profit margins equal gas vehicles by 2026 or 2027. |The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. ?It?s not about not moving forward on our electric plans. It?s about the level of capacity that we?re putting in place,? he said. In October Ford announced it would delay \$12 billion worth of EV capital spending as the growth rate for EVs started to slow. Lawler said Ford isn?t changing its EV strategy, but is changing tactics ?so that we can better match (manufacturing) capacity with demand. ? |The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. ?It?s not about not moving forward on our electric plans. It?s about the level of capacity that we?re putting in place,? he said. The company has cut in half the size of a Michigan battery factory, delayed a battery plant in Kentucky and cut manufacturing capacity for electric motors and other components. ?It?s not about not moving forward on our electric plans. It?s about the level of capacity that we?re putting in place,? he said. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | SILICON-FOCUSED BATTERY STARTUP NANOGRAP TO OPEN CHICAGO PLANT | A startup specializing in high-performance batteries is close to starting operations at a facility near Chicago?s central business district that will help power devices such as night-vision headsets and radios for the U.S. military. | NanoGraf received \$10 million in funding from the U.S. government to build what the company says is the Midwest?s first large-volume facility to produce silicon oxide ? an important ingredient for a new kind of longer-lasting battery that can be used in electric vehicles and medical devices. It?s part of a wave of investment in U.S. capacity to make

more lithium-ion batteries at home as the country looks to compete with China, which controls large swaths of the world's output. NanoGraf says a key component of the batteries it's working on use silicon instead of graphite. That's noteworthy because China recently announced further export controls on graphite, raising concerns of a potential shortfall for global buyers. One of the things we're proud of is that we're building a facility here, and our silicon partially replaces graphite," NanoGraf CEO Francis Wang said in an interview. "So it kind of does ease some of these potential issues around materials like graphite that China might decide to hold back." During a ceremony at the plant on Dec. 1, Sen. Dick Durbin (D-Ill.) said the world is transitioning to batteries from oil, and this represents an opportunity for the third-largest U.S. city. "That's why we're going to devote our industrial machines to try to develop the next generation of batteries," Durbin said. The company aims to start operating the facility in Chicago's West Loop neighborhood in 2024, with production ramping up around the third quarter. The facility, which has already started pilot production, also has research and development labs. The estimated annual production will be enough for 24 million battery cells, which NanoGraf says is more than enough to fulfill the U.S. military's needs. As much as three quarters of the initial production will be destined for the military, with the rest going into medical devices and premium consumer products. About 35 jobs will be created in Chicago, and the company expects to expand elsewhere in the U.S. with other production facilities. NanoGraf's announcement follows plans by Chinese battery maker Gotion High-tech Co. to build a \$2 billion factory south of Chicago. "People are beginning to say that the Rust Belt is becoming the battery belt," Wang said. Want more news? Listen to today's daily briefing below or go here for more info: A startup specializing in high-performance batteries is close to starting operations at a facility near Chicago's central business district that will help power devices such as night-vision headsets and radios for the U.S. military. Want more news? Listen to today's daily briefing below or go here for more info: NanoGraf received \$10 million in funding from the U.S. government to build what the company says is the Midwest's first large-volume facility to produce silicon oxide — an important ingredient for a new kind of longer-lasting battery that can be used in electric vehicles and medical

devices. It's part of a wave of investment in U.S. capacity to make more lithium-ion batteries at home as the country looks to compete with China, which controls large swaths of the world's output. |Want more news? Listen to today's daily briefing below or go here for more info: NanoGraf says a key component of the batteries it's working on use silicon instead of graphite. That's noteworthy because China recently announced further export controls on graphite, raising concerns of a potential shortfall for global buyers. |Want more news? Listen to today's daily briefing below or go here for more info: "One of the things we're proud of is that we're building a facility here, and our silicon partially replaces graphite," NanoGraf CEO Francis Wang said in an interview. "So it kind of does ease some of these potential issues around materials like graphite that China might decide to hold back." |Want more news? Listen to today's daily briefing below or go here for more info: During a ceremony at the plant on Dec. 1, Sen. Dick Durbin (D-Ill.) said the world is transitioning to batteries from oil, and this represents an opportunity for the third-largest U.S. city. |Want more news? Listen to today's daily briefing below or go here for more info: Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. "That's why we're going to devote our industrial machines to try to develop the next generation of batteries," Durbin said. |Want more news? Listen to today's daily briefing below or go here for more info: The company aims to start operating the facility in Chicago's West Loop neighborhood in 2024, with production ramping up around the third quarter. The facility, which has already started pilot production, also has research and development labs. The estimated annual production will be enough for 24 million battery cells, which NanoGraf says is more than enough to fulfill the U.S. military's needs. As much as three quarters of the initial production will be destined for the military, with the rest going into medical devices and premium consumer products. |Want more news? Listen to today's daily briefing below or go here for more info: About 35 jobs will be

created in Chicago, and the company expects to expand elsewhere in the U.S. with other production facilities. | Want more news? Listen to today's daily briefing below or go here for more info: NanoGraf's announcement follows plans by Chinese battery maker Gotion High-tech Co. to build a \$2 billion factory south of Chicago. | Want more news? Listen to today's daily briefing below or go here for more info: "People are beginning to say that the Rust Belt is becoming the battery belt," Wang said. | PROPOSED EV TAX RULES COULD MAKE FULL CREDIT HARDER TO GET | WASHINGTON ? The government proposed new rules Dec. 1 that could make it harder for electric vehicles to qualify for a full \$7,500 federal tax credit, complicating efforts to meet President Joe Biden's goal that half of new passenger vehicles sold in the U.S. run on electricity by 2030. | Plans outlined by the departments of Treasury and Energy would limit EV buyers from claiming the full tax credit if they purchase cars containing battery materials from China and other countries that are considered hostile to the United States. | The new rules, required under Biden's signature climate law approved last year, are likely to slow consumer acceptance of electric vehicles just as Biden is trying to ramp up sales to help meet his goal to cut planet-warming greenhouse gas emissions in half by 2030. EV sales have tripled since Biden took office, but the U.S. still depends on foreign sources, especially China, for many of critical minerals needed to produce EV batteries. | It's still not clear which vehicles would be eligible for the full \$7,500 tax credit under the rules because the Biden administration has yet to publish any lists. | Congress included language in the Inflation Reduction Act that bars electric cars from qualifying for the full tax break if critical minerals or other battery components were made by a "foreign entity of concern." The law defines that as any company that is owned by, controlled by or subject to the jurisdiction of North Korea, China, Russia or Iran, although the main target is China. | Administration officials said the auto industry has long been aware of the pending rules and has taken steps to develop auto-supply chains in the U.S and distance the industry from China, which has long dominated production and processing of minerals such as lithium and graphite used in EV batteries. | The White House hopes the new tax credit rules will encourage development of auto-supply chains in the U.S. | The Ford

F-150 Lightning displayed at the 2023 Philadelphia Auto Show. (Matt Rourke/Associated Press)|?Automakers have already adjusted the supply chain to ensure buyers are eligible for these credits and are continuing to do so,? Deputy Treasury Secretary Wally Adeyemo told reporters this week. ?These changes take time, but companies are making the investments and Americans are buying these cars.?[Spurred by the climate law, carmakers such as General Motors and Hyundai are racing to build U.S. factories to produce batteries and process materials like lithium. But they are still years away from being able to produce an electric vehicle without materials and components from China.][Adeyemo and other officials said the rules are intended to provide clarity following months of uncertainty over how strictly the administration would interpret rules on foreign entities of concern, sometimes referred to as FEOC.][?Clarity is exactly what we?re after with manufacturers in particular as they make major investments in EVs that are vital for the future growth of this important industry,? Deputy Energy Secretary David Turk said.][Asked how many cars that now qualify for tax credits will lose some or all of the credit next year, Adeyemo said the auto companies themselves ?will determine which ones qualify? by their actions.][?These are sophisticated players,? Turk added, referring to the auto industry. Ford, GM and other U.S. companies ?are moving already? to boost U.S. supplies of batteries and critical minerals and will move further to comply in coming months, Turk said.][John Bozzella, president and CEO of the Alliance for Automotive Innovation, a trade group representing major automakers, said the transition to EVs ?requires nothing short of a complete transformation of the U.S. industrial base. It?s a monumental task that won?t happen overnight.?[The Treasury Department?s guidance ?recognizes the complexity of this task and the challenges facing automakers with some good balance. Day one verdict: Clarity for automakers. Finally,? he said in a statement Dec. 1.][Sam Abuelsamid, a mobility analyst for Guidehouse Insights, expects many EVs now eligible for the full \$7,500 tax credit will see that cut in half next year when the new regulations take effect.][Automakers can probably comply with a requirement that 60% of battery parts come from North America next year to qualify for a \$3,750 tax credit, he said. But it will be much harder for them to get batteries with half their critical minerals from the U.S. or countries

with which it has a free trade agreement, and it's likely they'll lose \$3,750 of the credit. Beginning in 2024, an eligible clean vehicle may not contain any battery components that are manufactured by a foreign entity of concern, the Treasury Department said. Beginning in 2025 clean vehicles must not contain any critical minerals that were extracted, processed or recycled by a foreign entity of concern in order to qualify for a tax credit. As a result, 2024 and 2025 are likely to be tough years for automakers to meet the battery content requirements, Abuelsamid and other analysts said. To allow for credits to continue while the rulemaking process proceeds, the proposed rules would provide a transition period for EVs placed in service after Jan. 1, Treasury said. While smaller tax credits and high interest rates could hurt EV sales, a new rule allowing tax credits to be applied at the time of sale might offset those problems, Abuelsamid said. Getting the tax credit upfront, rather than waiting until filing tax returns next year, "will actually reduce your monthly payment, which is a major stumbling block for consumers," he said. Customers also can lease an EV and get the full tax credit since they are classified under the law as commercial vehicles exempt from the North America manufacturing and battery-content requirements. Before the new rules were announced, Sen. Joe Manchin (D-W.Va.) urged the Treasury Department to adopt the "strictest possible standards" to prevent Chinese-produced minerals or Chinese battery companies from winning electric vehicle tax credits. Manchin, chairman of the Senate Energy and Natural Resources Committee, was a key author of the provision barring the full tax credit if battery components are manufactured or assembled by an FEOC such as China. "China has routinely shown a blatant disregard for fair competition, unfairly leveraged state-sponsored investments, and wielded their market domination in key industries as a cudgel," Manchin wrote in a Nov. 13 letter to Treasury Secretary Janet Yellen. China is currently responsible for nearly three-quarters of the world's cathode production, 92% of anode production and 76% of lithium-ion battery cell production, Manchin wrote. A spokesman for the National Mining Association welcomed the new rules as "an important step forward" to address China's dominance of EV supply chains, but said more needs to be done to build secure and reliable mineral supply chains in the U.S. "We simply need vastly more domestic mining and



processing. We can't catalyze secure, responsible supply chains if we don't approve domestic mines," spokesman Conor Bernstein said. The complexity of the rules is shown by controversy over Ford Motor Co.'s plans to build a factory in Michigan that would employ about 1,700 people to make batteries for new and existing EVs. Ford says a wholly owned subsidiary would own the factory and employ the workers. But China's Contemporary Amperex Technology Co. Limited, or CATL, which is known for its lithium-iron-phosphate expertise, would supply technology, some equipment and workers. Administration officials declined to say whether batteries from the Ford plant would qualify for tax credits. AP Auto Writer Tom Krisher in Detroit contributed to this report.

WASHINGTON — The government proposed new rules Dec. 1 that could make it harder for electric vehicles to qualify for a full \$7,500 federal tax credit, complicating efforts to meet President Joe Biden's goal that half of new passenger vehicles sold in the U.S. run on electricity by 2030. AP Auto Writer Tom Krisher in Detroit contributed to this report.

Plans outlined by the departments of Treasury and Energy would limit EV buyers from claiming the full tax credit if they purchase cars containing battery materials from China and other countries that are considered hostile to the United States. AP Auto Writer Tom Krisher in Detroit contributed to this report.

The new rules, required under Biden's signature climate law approved last year, are likely to slow consumer acceptance of electric vehicles just as Biden is trying to ramp up sales to help meet his goal to cut planet-warming greenhouse gas emissions in half by 2030. EV sales have tripled since Biden took office, but the U.S. still depends on foreign sources, especially China, for many of critical minerals needed to produce EV batteries. AP Auto Writer Tom Krisher in Detroit contributed to this report.

It's still not clear which vehicles would be eligible for the full \$7,500 tax credit under the rules because the Biden administration has yet to publish any lists. AP Auto Writer Tom Krisher in Detroit contributed to this report.

Congress included language in the Inflation Reduction Act that bars electric cars from qualifying for the full tax break if critical minerals or other battery components were made by a "foreign entity of concern." The law defines that as any company that is owned by, controlled by or subject to the jurisdiction of North Korea, China, Russia or Iran, although the main target is China. AP

AP Auto Writer Tom Krisher in Detroit contributed to this report. Administration officials said the auto industry has long been aware of the pending rules and has taken steps to develop auto-supply chains in the U.S and distance the industry from China, which has long dominated production and processing of minerals such as lithium and graphite used in EV batteries. AP Auto Writer Tom Krisher in Detroit contributed to this report. The White House hopes the new tax credit rules will encourage development of auto-supply chains in the U.S. AP Auto Writer Tom Krisher in Detroit contributed to this report. The Ford F-150 Lightning displayed at the 2023 Philadelphia Auto Show. (Matt Rourke/Associated Press) Automakers have already adjusted the supply chain to ensure buyers are eligible for these credits and are continuing to do so, Deputy Treasury Secretary Wally Adeyemo told reporters this week. These changes take time, but companies are making the investments and Americans are buying these cars. AP Auto Writer Tom Krisher in Detroit contributed to this report. Spurred by the climate law, carmakers such as General Motors and Hyundai are racing to build U.S. factories to produce batteries and process materials like lithium. But they are still years away from being able to produce an electric vehicle without materials and components from China. AP Auto Writer Tom Krisher in Detroit contributed to this report. Adeyemo and other officials said the rules are intended to provide clarity following months of uncertainty over how strictly the administration would interpret rules on foreign entities of concern, sometimes referred to as FEOC. AP Auto Writer Tom Krisher in Detroit contributed to this report. Clarity is exactly what we're after with manufacturers in particular as they make major investments in EVs that are vital for the future growth of this important industry, Deputy Energy Secretary David Turk said. AP Auto Writer Tom Krisher in Detroit contributed to this report. Asked how many cars that now qualify for tax credits will lose some or all of the credit next year, Adeyemo said the auto companies themselves will determine which ones qualify by their actions. AP Auto Writer Tom Krisher in Detroit contributed to this report. These are sophisticated players, Turk added, referring to the auto industry. Ford, GM and other U.S. companies are moving already to boost U.S. supplies of batteries and critical minerals and will move further to comply in coming months, Turk

said. AP Auto Writer Tom Krisher in Detroit contributed to this report. John Bozzella, president and CEO of the Alliance for Automotive Innovation, a trade group representing major automakers, said the transition to EVs "requires nothing short of a complete transformation of the U.S. industrial base. It's a monumental task that won't happen overnight." AP Auto Writer Tom Krisher in Detroit contributed to this report. The Treasury Department's guidance "recognizes the complexity of this task and the challenges facing automakers with some good balance. Day one verdict: Clarity for automakers. Finally," he said in a statement Dec. 1. AP Auto Writer Tom Krisher in Detroit contributed to this report. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). Sam Abuelsamid, a mobility analyst for Guidehouse Insights, expects many EVs now eligible for the full \$7,500 tax credit will see that cut in half next year when the new regulations take effect. AP Auto Writer Tom Krisher in Detroit contributed to this report. Automakers can probably comply with a requirement that 60% of battery parts come from North America next year to qualify for a \$3,750 tax credit, he said. But it will be much harder for them to get batteries with half their critical minerals from the U.S. or countries with which it has a free trade agreement, and it's likely they'll lose \$3,750 of the credit. AP Auto Writer Tom Krisher in Detroit contributed to this report. Beginning in 2024, an eligible clean vehicle may not contain any battery components that are manufactured by a foreign entity of concern, the Treasury Department said. Beginning in 2025 clean vehicles must not contain any critical minerals that were extracted, processed or recycled by a foreign entity of concern in order to qualify for a tax credit. AP Auto Writer Tom Krisher in Detroit contributed to this report. As a result, 2024 and 2025 are likely to be tough years for automakers to meet the battery content requirements, Abuelsamid and other analysts said. AP Auto Writer Tom Krisher in Detroit contributed to this report. To allow for credits to continue while the rulemaking process proceeds, the proposed rules would provide a transition

period for EVs placed in service after Jan. 1, Treasury said. AP Auto Writer Tom Krisher in Detroit contributed to this report. While smaller tax credits and high interest rates could hurt EV sales, a new rule allowing tax credits to be applied at the time of sale might offset those problems, Abuelsamid said. Getting the tax credit upfront, rather than waiting until filing tax returns next year, "will actually reduce your monthly payment, which is a major stumbling block for consumers," he said. AP Auto Writer Tom Krisher in Detroit contributed to this report. Customers also can lease an EV and get the full tax credit since they are classified under the law as commercial vehicles exempt from the North America manufacturing and battery-content requirements. AP Auto Writer Tom Krisher in Detroit contributed to this report. Want more news? Listen to today's daily briefing above or go here for more info. Before the new rules were announced, Sen. Joe Manchin (D-W.Va.) urged the Treasury Department to adopt the "strictest possible standards" to prevent Chinese-produced minerals or Chinese battery companies from winning electric vehicle tax credits. AP Auto Writer Tom Krisher in Detroit contributed to this report. Manchin, chairman of the Senate Energy and Natural Resources Committee, was a key author of the provision barring the full tax credit if battery components are manufactured or assembled by an FEOC such as China. AP Auto Writer Tom Krisher in Detroit contributed to this report. "China has routinely shown a blatant disregard for fair competition, unfairly leveraged state-sponsored investments, and wielded their market domination in key industries as a cudgel," Manchin wrote in a Nov. 13 letter to Treasury Secretary Janet Yellen. China is currently responsible for nearly three-quarters of the world's cathode production, 92% of anode production and 76% of lithium-ion battery cell production, Manchin wrote. AP Auto Writer Tom Krisher in Detroit contributed to this report. A spokesman for the National Mining Association welcomed the new rules as "an important step forward" to address China's dominance of EV supply chains, but said more needs to be done to build secure and reliable mineral supply chains in the U.S. AP Auto Writer Tom Krisher in Detroit contributed to this report. "We simply need vastly more domestic mining and processing. We can't catalyze secure, responsible supply chains if we don't approve domestic mines," spokesman Conor Bernstein said. AP Auto Writer Tom Krisher in Detroit

contributed to this report. The complexity of the rules is shown by controversy over Ford Motor Co.'s plans to build a factory in Michigan that would employ about 1,700 people to make batteries for new and existing EVs. Ford says a wholly owned subsidiary would own the factory and employ the workers. But China's Contemporary Amperex Technology Co. Limited, or CATL, which is known for its lithium-iron-phosphate expertise, would supply technology, some equipment and workers. AP Auto Writer Tom Krisher in Detroit contributed to this report. Administration officials declined to say whether batteries from the Ford plant would qualify for tax credits. AP Auto Writer Tom Krisher in Detroit contributed to this report. AP Auto Writer Tom Krisher in Detroit contributed to this report. Subscribe Gift a Subscription 800 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | TORC LAYS OUT ROAD MAP TO AUTONOMOUS TRUCK LAUNCH IN 2027 | Video Categories: All | Government | Business | Technology | Equipment | Safety | Fuel | Logistics | Autonomous The independent subsidiary of Daimler Truck is paving the way for that rollout by conducting pilots with major motor carriers and mapping out the details of how fleet customers will dispatch and monitor unmanned commercial vehicles in the coming years. For the full article, visit: <https://www.ttnews.com/articles/torc-autonomous-launch-27> To subscribe to Transport Topics, visit: <https://pages.ttnews.com/tt-subscribe.html> Subscribe Gift a Subscription 800 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | MEETING ENTERPRISE DEMANDS AT THE SPEED OF 5G | Program Airs: December 14, 2 p.m. ET As a business leader, are you looking for ways to improve speed to market and foster innovation to gain a competitive edge? Are you seeking to improve employee engagement, elevate customer experiences, and streamline operations? Join us to explore the unique advantages America's largest and fastest 5G network provides. With special guests Margot Lopez, founder of Lopez Research and Steve Crowley, Director of Solutions Engineering at T-Mobile. .mktoForm label.mktoLabel {width:20% !important;}.mktoForm .mktoField, form-control {width:75% !important;}.mktoFormRow, div.form-type-checkbox, div.webform-actions {width:100%;}.mktoForm, .mktoFormCol, .mktoFieldWrap, .mktoButtonRow {width:100% !important;}.mktoForm

label.mktoLabel#LbbsubscriptionWebinars, .mktoForm label.mktoLabel#LbloptInMailingList  
{width:70% !important;}.mktoButtonWrap {margin:auto !important;width:100%  
!important;display:block !important;}|span.mktoButtonWrap {text-align:center;}|h3 {color: #27272a  
!important;}.mktoForm .mktoButtonWrap.mktoPaperMashup .mktoButton {| font-family:  
"HelveticaNeueLTStd-HvCn",Arial,sans-serif;| font-size: 1.125rem !important;|font-weight:300;|  
padding: 1rem !important;| margin: 1.25rem 0 !important;|}@media only screen and (min-width:  
640px) {|.webform-submission-form input.form-control, .webform-submission-form  
div.select-wrapper {|width:75% !important;}.webform-submission-form label.control-label  
{|width:20% !important;| float: left;| line-height: 1.2em;| padding-top: 0.3em;| text-align: left;|  
margin: 0;| font-family:inherit;| width:100%;| display:inline-block;| font-size: 15px;| color:  
rgb(51, 51, 51);|.webform-submission-form div.form-type-checkbox label.control-label {|width:100%  
!important;|.webform-submission-form input.form-checkbox {|height:13px;;| margin: 0 0 5px  
0;|font-size: 1em;|width:100%;|font-family:inherit;|.webform-submission-form  
.webform-button--submit {| background-color: #ff6418 !important;| border-color: #ff6418  
!important;| margin-left: 45%; }|div.form-group { width: 100%;  
}|h3.views-label-field-related-articles-category {| display: inline-block;| margin-right: 8px;| color:  
#66676b !important;|.views-field-field-related-articles-category .field-content {| font-style: italic;|  
font-size: 1rem;|.views-field-field-related-articles-category .field-content a  
{|text-decoration:underline;|}By submitting your registration, you agree to have your name, title,

company, address, telephone and email, included in an attendee list to be distributed to attendees,  
exhibitors and sponsors. For more information on your data privacy rights, please click here.Sponsor  
a Webinar | Join Webinar Mailing List|Webinar Categories: All | Autonomous80 M Street SE, Suite  
800, Washington, D.C., 20003703-838-1770|SECURE - LEARNING SESSIONS FOR  
TECHNOLOGY AND OPERATIONS EXECUTIVES| AutonomousThis event takes place on this  
page December 12, 2023 at 11 a.m. ET. Only registrants are allowed to attend. If you are not  
already registered, please register for free below.Cybersecurity experts recognize trucking as one of

the most cyberattacked industries today not only because it generates large revenue but also because trucking is a vital industry. With a growing number of headlines detailing cyber and ransomware attacks on companies in the transportation industry, every fleet executive needs to understand the problem and take action to protect their company's cyber integrity. Is your fleet up-to-date on cybersecurity best practices for employees? What tools might offer your company more protection from cyberattacks? And, how can you best safeguard your company, your employees, and yourself? Join us for conversations that will help you uncover the threat the industry faces and learn how to safeguard your fleet's future. Secure your seat for this half-day virtual event with learning sessions dedicated to providing specific insights for fleet technology and operations decisionmakers. With industry experts and Transport Topics' own reporters in conversation, you are sure to learn something new, find conversation topics worth sharing, and apply new understanding to your most vital decisions.

Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | OMNITRACS SUES MOTIVE TECHNOLOGIES FOR PATENT INFRINGEMENT | Motive Technologies Inc. in a Dec. 6 legal filing attacked the legal standing of a technology patent infringement lawsuit filed against it by Omnitrac that alleges Motive for years copied Omnitrac products and patents, and leveraged information from former Omnitrac employees in development of its product line. | For over three decades, plaintiffs have invested hundreds of millions of dollars in cutting-edge safety and fleet technologies that have transformed the fleet management and telematics industries, Omnitrac said in the Oct. 13 lawsuit, in which Omnitrac technology partners XRS Corp. and SmartDrive Systems are also named as plaintiffs. That investment has resulted in a variety of innovative hardware and software solutions, including artificial intelligence, driver safety, and vehicle dispatch technologies. | Today, Motive offers fleet management, safety and compliance software applications and in-vehicle telematics hardware, the lawsuit said. Rather than design and develop its own services and technologies to provide legitimate competition to plaintiffs, Motive has taken shortcuts and used the innovative technologies designed, developed and patented by plaintiffs. | The suit continued, Plaintiffs bring this lawsuit to

protect their intellectual property investments and to hold Motive accountable for its willful infringement. Motive's actions have caused harm to plaintiffs, as alleged below, by incorporating plaintiffs' patented technologies into Motive's products. The allegations center specifically on 11 patents. In its response, Motive denied the allegations and asked the court to dismiss the case. Plaintiffs' infringement allegations using the XRS patents fail as a matter of law because the accused product cannot meet the XRS patent claims, Motive wrote. Second, plaintiff's allegations of willfulness and indirect infringement do not meet established pleading standards set forth by the federal circuit. Motive further stated that two of the asserted patents are ineligible for protection under federal patent law. There are no viable mechanisms for plaintiffs to cure the latent defects in their allegations, Motive said of the claims. In its lawsuit, Omnitracs alleged that in December 2015, Motive (then known as KeepTruckin) hired Dan Fuglewicz, a senior engineering director, from XRS. Mr. Fuglewicz is listed as an inventor on several patents at issue in this case, Omnitracs alleged. Upon hiring Mr. Fuglewicz, Motive immediately began using XRS's technology to develop new and improved products to gain a larger share of the fleet management market products Motive continues to market and sell to this day. Motive's employment of Mr. Fuglewicz enabled Motive's rapid development and marketing of the accused products, despite its much later arrival in the fleet management industry. If Motive's improper copying and use of plaintiffs' technologies allows it to avoid what is needed to develop new products, other companies will be encouraged to simply copy others' proprietary technologies rather than hire their own engineers, invest in innovation, and develop new technologies independently and organically. Motive responded that the plaintiffs fail to allege any facts showing Mr. Fuglewicz informed Motive of the XRS patents, much less had knowledge of any alleged infringement of the XRS patents. Omnitracs said it attempted to resolve the infringement issues directly with Motive through communications and correspondence with Motive executives and counsel. Plaintiffs sent Motive a letter raising its concerns that Motive was using its technology without permission, specifically identifying the '873 patent, and discussed the issues with Motive in person, the lawsuit said. Thus, Motive has been



on notice of these infringement allegations since at least July 2018, if not sooner. Despite knowing of plaintiffs' infringement allegations, Motive did nothing and continued to infringe plaintiffs' patents and technologies.?

|Omnitracs called on the court to conduct a jury trial.Motive Technologies Inc. in a Dec. 6 legal filing attacked the legal standing of a technology patent infringement lawsuit filed against it by Omnitracs that alleges Motive for years copied Omnitracs products and patents, and leveraged information from former Omnitracs employees in development of its product line.|Omnitracs called on the court to conduct a jury trial.?

For over three decades, plaintiffs have invested hundreds of millions of dollars in cutting-edge safety and fleet technologies that have transformed the fleet management and telematics industries,? Omnitracs said in the Oct. 13 lawsuit, in which Omnitracs technology partners XRS Corp. and SmartDrive Systems are also named as plaintiffs. ?That investment has resulted in a variety of innovative hardware and software solutions, including artificial intelligence, driver safety, and vehicle dispatch technologies.?

|Omnitracs called on the court to conduct a jury trial.?

Today, Motive offers fleet management, safety and compliance software applications and in-vehicle telematics hardware,? the lawsuit said. ?Rather than design and develop its own services and technologies to provide legitimate competition to plaintiffs, Motive has taken shortcuts and used the innovative technologies designed, developed and patented by plaintiffs.?

|Omnitracs called on the court to conduct a jury trial.The suit continued, ?Plaintiffs bring this lawsuit to protect their intellectual property investments and to hold Motive accountable for its willful infringement. Motive?s actions have caused harm to plaintiffs, as alleged below, by incorporating plaintiffs' patented technologies into Motive?s products.?

|Omnitracs called on the court to conduct a jury trial.The allegations center specifically on 11 patents.|Omnitracs called on the court to conduct a jury trial.In its response, Motive denied the allegations and asked the court to dismiss the case.|Omnitracs called on the court to conduct a jury trial.?

Plaintiffs' infringement allegations using the XRS patents fail as a matter of law because the accused product cannot meet the XRS patent claims,? Motive wrote. ?Second, plaintiff?s allegations of willfulness and indirect infringement do not meet established pleading standards set forth by the federal circuit.? Motive

further stated that two of the "asserted patents" are ineligible for protection under federal patent law. Omnitracs called on the court to conduct a jury trial. "There are no viable mechanisms for plaintiffs to cure the latent defects in their allegations," Motive said of the claims. Omnitracs called on the court to conduct a jury trial. In its lawsuit, Omnitracs alleged that in December 2015, Motive (then known as KeepTruckin) hired Dan Fuglewicz, a senior engineering director, from XRS. Omnitracs called on the court to conduct a jury trial. "Mr. Fuglewicz is listed as an inventor on several patents at issue in this case," Omnitracs alleged. "Upon hiring Mr. Fuglewicz, Motive immediately began using XRS's technology to develop new and improved products to gain a larger share of the fleet management market " products Motive continues to market and sell to this day. Omnitracs called on the court to conduct a jury trial. "Motive's employment of Mr. Fuglewicz enabled Motive's rapid development and marketing of the accused products, despite its much later arrival in the fleet management industry. If Motive's improper copying and use of plaintiffs' technologies allows it to avoid what is needed to develop new products, other companies will be encouraged to simply copy others' proprietary technologies rather than hire their own engineers, invest in innovation, and develop new technologies independently and organically." Omnitracs called on the court to conduct a jury trial. Motive responded that the plaintiffs fail to "allege any facts showing Mr. Fuglewicz informed Motive of the XRS patents, much less had knowledge of any alleged infringement of the XRS patents." Omnitracs called on the court to conduct a jury trial. Want more news? Listen to today's daily briefing above or go here for more info. Omnitracs said it attempted to resolve the infringement issues directly with Motive through communications and correspondence with Motive executives and counsel. Omnitracs called on the court to conduct a jury trial. "Plaintiffs sent Motive a letter raising its concerns that Motive was using its technology without permission, specifically identifying the '873 patent, and discussed the issues with Motive in person," the lawsuit said. "Thus, Motive has been on notice of these infringement allegations since at least July 2018, if not sooner. Despite knowing of plaintiffs' infringement allegations, Motive did nothing and continued to infringe plaintiffs' patents and technologies." Omnitracs called on the

court to conduct a jury trial.Omnitracs called on the court to conduct a jury trial.Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|TESLA'S DOJO SUPERCOMPUTER HEAD EXITS IN BLOW TO EFFORTS|Tesla Inc.'s Dojo supercomputer project lead Ganesh Venkataramanan has left the company, according to people familiar with the matter, a setback to the automaker's self-driving technology efforts.|Venkataramanan, who has led the Dojo project for the past five years, departed the EV maker last month, the people said, asking not to be identified discussing confidential information. Peter Bannon, a former Apple Inc. executive and director at Tesla for the past seven years, is now leading the project.|Tesla CEO Elon Musk and representatives for the company didn't immediately respond to requests for comment.|The Dojo system is a Tesla-designed supercomputer made to train the machine-learning models behind the EV maker's self-driving systems. The computer takes in data captured by vehicles and processes it rapidly to improve the company's algorithms. Analysts have said Dojo could be a key competitive advantage, and earlier this year Morgan Stanley estimated it could add \$500 billion to Tesla's value.|Musk has said the carmaker plans to invest more than \$1 billion on Project Dojo by the end of 2024. The Tesla leader first shared plans for the supercomputer in 2019 before formally announcing it in 2021.|Dojo is powered by a custom D1 chip designed by Venkataramanan, Bannon and a slew of other big names from the silicon industry. Venkataramanan previously worked at Advanced Micro Devices, while Tesla has several other veterans from the chip designer on staff. The recently departed executive set up Tesla's AI hardware and silicon teams in 2016.|In recent weeks, Tesla also installed hardware for Dojo at a centralized location in Palo Alto, Calif., two of the people said. Dojo has relied on multiple data centers in different locations.|As of Dec. 6, Venkataramanan was no longer appearing in Tesla's internal directories, one of the people said. At least one other member of the group has also left. The reason behind the departures couldn't immediately be learned, but they pose a blow to the expensive and technologically advanced project.|Tesla previously relied on supercomputers from Nvidia Corp. to power its AI-based systems, while Dojo would compete with offerings from Hewlett Packard Enterprise Co. and IBM. In July, Tesla said it started production of

the Dojo supercomputer system. It's being manufactured by Taiwan Semiconductor Manufacturing Company Ltd., the same builder of chips that Apple uses. Last year, another key artificial intelligence player from Tesla departed: Andrej Karpathy, who led AI efforts at the carmaker. Karpathy has since joined OpenAI. Want more news? Listen to today's daily briefing below or go here for more info: Tesla Inc.'s Dojo supercomputer project lead Ganesh Venkataramanan has left the company, according to people familiar with the matter, a setback to the automaker's self-driving technology efforts. Want more news? Listen to today's daily briefing below or go here for more info: Venkataramanan, who has led the Dojo project for the past five years, departed the EV maker last month, the people said, asking not to be identified discussing confidential information. Peter Bannon, a former Apple Inc. executive and director at Tesla for the past seven years, is now leading the project. Want more news? Listen to today's daily briefing below or go here for more info: Tesla CEO Elon Musk and representatives for the company didn't immediately respond to requests for comment. Want more news? Listen to today's daily briefing below or go here for more info: The Dojo system is a Tesla-designed supercomputer made to train the machine-learning models behind the EV maker's self-driving systems. The computer takes in data captured by vehicles and processes it rapidly to improve the company's algorithms. Analysts have said Dojo could be a key competitive advantage, and earlier this year Morgan Stanley estimated it could add \$500 billion to Tesla's value. Want more news? Listen to today's daily briefing below or go here for more info: Musk has said the carmaker plans to invest more than \$1 billion on Project Dojo by the end of 2024. The Tesla leader first shared plans for the supercomputer in 2019 before formally announcing it in 2021. Want more news? Listen to today's daily briefing below or go here for more info: VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to RoadSigns.ttnews.com. VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to RoadSigns.ttnews.com. Dojo is powered by a custom D1

chip designed by Venkataramanan, Bannon and a slew of other big names from the silicon industry. Venkataramanan previously worked at Advanced Micro Devices, while Tesla has several other veterans from the chip designer on staff. The recently departed executive set up Tesla's AI hardware and silicon teams in 2016. |Want more news? Listen to today's daily briefing below or go here for more info: In recent weeks, Tesla also installed hardware for Dojo at a centralized location in Palo Alto, Calif., two of the people said. Dojo has relied on multiple data centers in different locations. |Want more news? Listen to today's daily briefing below or go here for more info: As of Dec. 6, Venkataramanan was no longer appearing in Tesla's internal directories, one of the people said. At least one other member of the group has also left. The reason behind the departures couldn't immediately be learned, but they pose a blow to the expensive and technologically advanced project. |Want more news? Listen to today's daily briefing below or go here for more info: Tesla previously relied on supercomputers from Nvidia Corp. to power its AI-based systems, while Dojo would compete with offerings from Hewlett Packard Enterprise Co. and IBM. In July, Tesla said it started production of the Dojo supercomputer system. It's being manufactured by Taiwan Semiconductor Manufacturing Company Ltd., the same builder of chips that Apple uses. |Want more news? Listen to today's daily briefing below or go here for more info: Last year, another key artificial intelligence player from Tesla departed: Andrej Karpathy, who led AI efforts at the carmaker. Karpathy has since joined OpenAI. |USING TECHNOLOGY TO SOLVE TRUCKING'S TOP INDUSTRY ISSUES |Program Aired: December 7, 2 p.m. ET/11 a.m. PT Recently released results from an American Transportation Research Institute survey shows the economy, truck parking, fuel prices and zero-emission vehicles are some of the most critical issues in trucking, among others. Register for this webinar, presented by PrePass and Geotab, and learn new ways your fleet can use technology to better address these important concerns..mktoForm label.mktoLabel {width:20% !important;}} Sponsor a Webinar |RENAULT TAPS AI TO CUT EV PRODUCTION COSTS IN HALF BY 2027 |Renault SA is deploying artificial intelligence technology to help slash the cost of producing electric vehicles in half by 2027 as the race to make affordable

mass-market cars intensifies. The carmaker also wants to reduce vehicle development times to two years from three years, it said Dec. 7 in a statement laying out a plan to make its manufacturing base more competitive. The measures should cut costs to make internal combustion engine cars by 30% over the same period. The steps are part of a major transformation at Renault, which this year reshaped its decadeslong alliance with Nissan Motor Corp. The French manufacturer plans to list its EV unit Ampere next year, targeting a valuation of as much as 10 billion euros (\$10.8 billion), with both Nissan and Mitsubishi confirming significant investments. Renault already uses more than 300 AI applications to trace car parts and bolster quality control, and now aims to increase that number to 3,000 by mid-decade. The company has built an industrial metaverse that saved the group 270 million euros this year, mainly through predictive maintenance on installations. Knocking 50% off EV production costs would mark a significant step toward competing with Chinese manufacturers entering the European market with cheaper cars. CEO Luca de Meo will introduce a much-anticipated Renault 5 priced at 25,000 euros next year and is rejuvenating the Twingo for the electric era for less than 20,000 euros from 2026. As part of the industrial shift announced Dec. 7, Renault said it will manufacture four new models between now and 2027 at its Bursa site in Turkey. The company has halved capital expenditures over the past four years and will be able to launch 12 new models next year, according to the statement. Want more news? Listen to today's daily briefing below or go here for more info: Renault SA is deploying artificial intelligence technology to help slash the cost of producing electric vehicles in half by 2027 as the race to make affordable mass-market cars intensifies. Want more news? Listen to today's daily briefing below or go here for more info: The carmaker also wants to reduce vehicle development times to two years from three years, it said Dec. 7 in a statement laying out a plan to make its manufacturing base more competitive. The measures should cut costs to make internal combustion engine cars by 30% over the same period. Want more news? Listen to today's daily briefing below or go here for more info: The steps are part of a major transformation at Renault, which this year reshaped its decadeslong alliance with Nissan Motor Corp. The French manufacturer plans to list its EV unit Ampere next year, targeting a valuation of as

much as 10 billion euros (\$10.8 billion), with both Nissan and Mitsubishi confirming significant investments. | Want more news? Listen to today's daily briefing below or go here for more info: Renault already uses more than 300 AI applications to trace car parts and bolster quality control, and now aims to increase that number to 3,000 by mid-decade. The company has built an industrial metaverse that saved the group 270 million euros this year, mainly through predictive maintenance on installations. | Want more news? Listen to today's daily briefing below or go here for more info: Knocking 50% off EV production costs would mark a significant step toward competing with Chinese manufacturers entering the European market with cheaper cars. CEO Luca de Meo will introduce a much-anticipated Renault 5 priced at 25,000 euros next year and is rejuvenating the Twingo for the electric era for less than 20,000 euros from 2026. | Want more news? Listen to today's daily briefing below or go here for more info: As part of the industrial shift announced Dec. 7, Renault said it will manufacture four new models between now and 2027 at its Bursa site in Turkey. The company has halved capital expenditures over the past four years and will be able to launch 12 new models next year, according to the statement. | **UBER FREIGHT AND TORC ROBOTICS FORM PARTNERSHIP ON AUTONOMOUS TRUCKS** | Uber Freight announced a deal that aligns it with a new partner in development of autonomous trucking services, and separately outlined how it is delving more deeply into where artificial intelligence might support its services in the years ahead. | Uber and Torc Robotics announced Dec. 7 the formation of a strategic partnership under which Uber Freight would incorporate its logistics network into Torc's ongoing development and future deployment of autonomous trucks. The Uber Freight network represents \$18 billion in active freight under management, it said. | "Torc is a proven pioneer in autonomous trucking, and we're thrilled to collaborate with them on the road ahead," Uber Freight CEO Lior Ron said. "We firmly believe that by collaborating with partners early on, we are helping incorporate the important voices of shippers and carriers across the Uber Freight network and shaping the future of freight with autonomous trucks. In partnering with Torc, we're able to provide a leader in this space with rich insights." | Torc said the information gathered will be used to inform its autonomous freight network

design and expansion strategy. That includes determining optimal lanes and the management of autonomous loads with transfer hubs, it said.

[Schmidt | "Our partnership with Uber Freight is a prime example of how working together with industry players will ensure the technology is integrated seamlessly, safely and efficiently," Torc CEO Peter Vaughan Schmidt said. "This partnership is a natural expansion of our initial working relationship through [the Torc Autonomous Advisory Council], and leveraging Uber Freight's data and insights will help our mission to commercialize autonomous trucks at scale by 2027."]

Uber Freight has been active on the autonomous truck vehicle front in recent years, forming partnerships with autonomous vehicle technology company Waymo as well as generative AI and autonomous technology company Waabi. It also operates a multiphase pilot program with Aurora.

[Who's Who in the Autonomous Space] | Overview of Self-Driving Truck Development | Company Sketches | Click the links to jump to profiles of autonomous companies. | Aurora | Waymo | TuSimple | Gatik | Locomotion | Torc Robotics | Waabi | Einride | Plus | Embark | Kodiak Robotics | Robotic Research | Outrider | Pronto |

Uber Freight has been active on the autonomous truck vehicle front in recent years, forming partnerships with generative AI and autonomous technology company Waabi and autonomous vehicle technology company Waymo. It also operates a multiphase pilot program with Aurora.

[These moves broadly fit with its overall approach to technology, highlighted by a Dec. 6 discussion Uber Freight hosted to discuss artificial intelligence in the logistics sector.]

"In many models the machines are already beyond human levels and we're going to see that continue to rise as both computing and data will rise over the next couple of years," Ron said during the discussion. "We will see in our lifetime, and very soon, AI completely revolutionizing logistics."

Ron believes this technological evolution makes sense considering that logistics is essentially a global optimization challenge with supply chain professionals trying to make sense of all of the constraints, complexities and data that come with it.

On one challenge in particular – reducing vehicle emissions – Ron pointed out that machine learning can help by optimizing routes and minimizing empty miles.

"Machines can do that more effectively, more efficiently, and solve that global constraint optimization problem better than us,"



Ron said. "The opportunity lies in really unleashing the power of big data processing to allow us to inform better decision-making, better supply chain optimization, better outcomes for what we're trying to do day-to-day. So, we fundamentally believe at Uber Freight that AI will transform logistics."|Uber Freight has advanced this outlook by channeling its energies toward a series of priorities."|I would say there's four categories of transformation that we see," Ron said. "Digitization, which is basically the precondition for everything. To do any better inference, to do any better decision, things need to be digitized. Then you want to automate that and connect all the dots. Then we'll talk about machine learning, which is a simplistic way of actually learning once you have digitized stuff. And then the next frontier, generative AI."|We will see in our lifetime, and very soon, AI completely revolutionizing logistics.|Uber Freight CEO Lior Ron|Generative AI is artificial intelligence capable of generating different forms of media and information by using generative models that learn the patterns and structure of their input training data and then generate new data that has similar characteristics. Ron noted this technology can be used across supply chain operations, including optimizing warehouses."|We see a prevalence of use cases and applications of generative AI in logistics across everything," Ron said. "One of the interesting applications we see for generative AI is in the realm of self-driving. One of the companies that we have been partnering with is a company called Waabi. They are really putting a generative AI-first approach in everything it's doing."|Ron discussed one autonomous mobility initiative focused on use of a virtual simulator instead of trucks on the road. The effort is built around simulations to help an autonomous vehicle system better visualize and detect objects. From there, the technology can safely learn how to handle various conditions based on numerous permutations covering everything from traffic and emergencies to weather and construction zones."|When you actually bring the driver to the physical road, you're getting superior self-driving results because of all of that learning that happens in the simulator," Ron said. "That's not just a concept, it's actually a reality."|Want more news? Listen to today's daily briefing below or go here for more info:Uber Freight announced a deal that aligns it with a new partner in development of autonomous trucking services, and separately outlined how it is

delving more deeply into where artificial intelligence might support its services in the years ahead. | Want more news? Listen to today's daily briefing below or go here for more info: Uber and Torc Robotics announced Dec. 7 the formation of a strategic partnership under which Uber Freight would incorporate its logistics network into Torc's ongoing development and future deployment of autonomous trucks. The Uber Freight network represents \$18 billion in active freight under management, it said. | Want more news? Listen to today's daily briefing below or go here for more info: Torc is a proven pioneer in autonomous trucking, and we're thrilled to collaborate with them on the road ahead, Uber Freight CEO Lior Ron said. We firmly believe that by collaborating with partners early on, we are helping incorporate the important voices of shippers and carriers across the Uber Freight network and shaping the future of freight with autonomous trucks. In partnering with Torc, we're able to provide a leader in this space with rich insights. | Want more news? Listen to today's daily briefing below or go here for more info: Torc said the information gathered will be used to inform its autonomous freight network design and expansion strategy. That includes determining optimal lanes and the management of autonomous loads with transfer hubs, it said. | Want more news? Listen to today's daily briefing below or go here for more info: Schmidt Our partnership with Uber Freight is a prime example of how working together with industry players will ensure the technology is integrated seamlessly, safely and efficiently, Torc CEO Peter Vaughan Schmidt said. This partnership is a natural expansion of our initial working relationship through [the Torc Autonomous Advisory Council], and leveraging Uber Freight's data and insights will help our mission to commercialize autonomous trucks at scale by 2027. | Want more news? Listen to today's daily briefing below or go here for more info: Uber Freight has been active on the autonomous truck vehicle front in recent years, forming partnerships with autonomous vehicle technology company Waymo as well as generative AI and autonomous technology company Waabi. It also operates a multiphase pilot program with Aurora. | Want more news? Listen to today's daily briefing below or go here for more info: Overview of Self-Driving Truck Development | Pronto Click the links to jump to profiles of autonomous companies. | Pronto Aurora | Pronto Uber Freight has been active on the

autonomous truck vehicle front in recent years, forming partnerships with generative AI and autonomous technology company Waabi and autonomous vehicle technology company Waymo. It also operates a multiphase pilot program with Aurora. | Want more news? Listen to today's daily briefing below or go here for more info: These moves broadly fit with its overall approach to technology, highlighted by a Dec. 6 discussion Uber Freight hosted to discuss artificial intelligence in the logistics sector. | Want more news? Listen to today's daily briefing below or go here for more info: ? In many models the machines are already beyond human levels and we're going to see that continue to rise as both computing and data will rise over the next couple of years, ? Ron said during the discussion. ? We will see in our lifetime, and very soon, AI completely revolutionizing logistics. ? | Want more news? Listen to today's daily briefing below or go here for more info: Ron believes this technological evolution makes sense considering that logistics is essentially a global optimization challenge with supply chain professionals trying to make sense of all of the constraints, complexities and data that come with it. | Want more news? Listen to today's daily briefing below or go here for more info: On one challenge in particular ? reducing vehicle emissions ? Ron pointed out that machine learning can help by optimizing routes and minimizing empty miles. | Want more news? Listen to today's daily briefing below or go here for more info: ? Machines can do that more effectively, more efficiently, and solve that global constraint optimization problem better than us, ? Ron said. ? The opportunity lies in really unleashing the power of big data processing to allow us to inform better decision-making, better supply chain optimization, better outcomes for what we're trying to do day-to-day. So, we fundamentally believe at Uber Freight that AI will transform logistics. ? | Want more news? Listen to today's daily briefing below or go here for more info: Uber Freight has advanced this outlook by channeling its energies toward a series of priorities. | Want more news? Listen to today's daily briefing below or go here for more info: ? I would say there's four categories of transformation that we see, ? Ron said. ? Digitization, which is basically the precondition for everything. To do any better inference, to do any better decision, things need to be digitized. Then you want to automate that and connect all the dots. Then we'll talk about machine

learning, which is a simplistic way of actually learning once you have digitized stuff. And then the next frontier, generative AI.?

|Want more news? Listen to today's daily briefing below or go here for more info:Uber Freight CEO Lior Ron|ImageGenerative AI is artificial intelligence capable of generating different forms of media and information by using generative models that learn the patterns and structure of their input training data and then generate new data that has similar characteristics. Ron noted this technology can be used across supply chain operations, including optimizing warehouses.|Want more news? Listen to today's daily briefing below or go here for more info:?

We see a prevalence of use cases and applications of generative AI in logistics across everything,? Ron said. ?One of the interesting applications we see for generative AI is in the realm of self-driving. One of the companies that we have been partnering with is a company called Waabi. They are really putting a generative AI-first approach in everything it?s doing.?

|Want more news? Listen to today's daily briefing below or go here for more info:Ron discussed one autonomous mobility initiative focused on use of a virtual simulator instead of trucks on the road. The effort is built around simulations to help an autonomous vehicle system better visualize and detect objects. From there, the technology can safely learn how to handle various conditions based on numerous permutations covering everything from traffic and emergencies to weather and construction zones.|Want more news? Listen to today's daily briefing below or go here for more info:?

When you actually bring the driver to the physical road, you?re getting superior self-driving results because of all of that learning that happens in the simulator,? Ron said. ?That?s not just a concept, it?s actually a reality.?

|RECRUITING AND RETAINING DRIVERS REMAINS A CHALLENGE|Special to Transport Topics[Stay on top of transportation news: Get TTNews in your inbox.]]Managing driver retention is an ongoing challenge for many trucking companies. At family-owned McLeod Express in Decatur, Ill., the company culture is a key selling point. For one thing, to help retain talent, the fleet ? which operates through the Eastern and Midwest United States ? offers varied route options, such as local transport, shuttle, over-the-road and flatbeds.|However, McLeod driver recruiter Randy Gretz points out that recruitment and retention is as much a challenge in offering enticements as it is

with managing driver expectations. People need to have a realistic picture with honest expectations when being recruited," Gretz said. "Companies tell people what their highest paid drivers are making, but that's not realistic for new drivers, and they need to have honest expectations." The economics of recruiting and retaining drivers has taken on a new layer of challenge recently, as a slowing freight market has shaken up the driving ranks. Amid what many have called a freight recession, keeping one's best drivers takes on a new level of priority, said Scott Dismuke, vice president of operations for the Professional Driver Agency. Dismuke "There's no doubt that investing in recruitment and retention during the slowdown will pay off when freight comes back," he said. Dismuke noted that his group is seeing companies investing in finding and keeping good drivers, and looking closely at driver satisfaction during this slowdown. In fact, the Q3 2023 Driver Recruiting and Retention Download that PDA produces in partnership with Conversion Interactive Agency noted that equipment and compensation were top concerns for drivers. "While some of our Q3 data shows some minor signs of encouragement on the recruiting and retention front, a rise in driver concerns relating to equipment issues and stagnant freight continue to have an impact," the October report noted. Specific to compensation, more than half of drivers said a lack of miles was the primary reason for their compensation issues. Of those, 66% said the two biggest factors were loads not being available and inconsistent miles. Although the truck driver shortage is far from resolved, the retention gap has decreased year-over-year. (John Sommers II for Transport Topics) "The trucking economy is cyclical," the report said. "This is not the first freight recession, nor will it be the last. What we do know is when freight comes back, it will come back quickly." This intersection of the economy and driver issues was on display in October when the American Transportation Research Institute issued its Top Industry Issues list during American Trucking Associations' annual Management Conference & Exhibition. While the economy claimed the top spot on the list, the driver shortage landed at No. 4 while retention ranked No. 8 on the list. While ATA hasn't yet calculated its official driver shortage number for 2023, in 2022 it forecast the number would fall to 64,200 from nearly 78,000 last year. The shortage hit a high of 81,000 in 2021. During

the busy pandemic-era freight surge, many fleets increased pay rates and boosted retention bonuses. In June, ATRI in its 2023 Operational Costs of Trucking report noted that the average retention bonus for drivers had reached \$1,272, up nearly 90% over the previous four years. Now, amid a slower market, those enticements may dry up and drivers may be faced with fewer alternatives ? making them more likely to stay. Fleet management technology firm Motive Inc. from its Holiday Outlook Report issued in October noted that the number of drivers leaving their jobs declined steadily from Q3 2022 to Q3 2023. Industries seeing the largest improvement include passenger transport, retail and warehousing, the report said. However, this improvement might be due to carriers leaving the market, and hiring slowing down, limiting drivers' job choices and making them more likely to stay where they are. Johnson | Gary Johnson, the company's head of safety and compliance strategy, noted companies are in some cases expanding use of technology ? including dual-facing dash cameras, which can document and support drivers' actions in the event of a crash ? to improve driver retention. We've seen carriers taking advantage of technology in addressing driver satisfaction to keep drivers, he said. People don't leave because of technology. It opens doors to get in front of issues. Johnson described the use of technology as akin to an athlete reviewing game film. Video has definite advantages of seeing exactly what is occurring with the driver. Old video mentoring was lagging in time with 24 to 72 hours needed for response, he explained. Current technology allows video mentoring with almost immediate response. Johnson noted that drivers' privacy and safety will always be a concern, so proactive communication is always needed. Given what technology has enabled, its role is much higher than it's ever been, he said. PDA's Scott Dismuke (center) says that investing in recruitment and retention during the freight slowdown will pay off when volumes come back. (John Sommers II for Transport Topics) | The ATRI operational costs report noted that fleets should also evaluate the impact of truck driver benefits, including health insurance and retirement benefits, on driver retention: According to the report, 80% or more of participating motor carriers provided a suite of benefits to their drivers including health insurance (97% of fleet), paid vacation (91%), 401(k) (85%) and dental insurance

(81%). In addition, the percentage of fleets providing health, paid vacation and 401(k) increased, an indication that these fleets believe these core benefits are an important component in retaining drivers. | ATRI also recommended that fleets conduct market research on truck driver experiences and perspectives, and said fleet managers must understand not only how drivers feel about their job but also the differences in those perspectives between new entrant and veteran drivers. | Want more news? Listen to today's daily briefing below or go here for more info: Managing driver retention is an ongoing challenge for many trucking companies. At family-owned McLeod Express in Decatur, Ill., the company culture is a key selling point. For one thing, to help retain talent, the fleet which operates through the Eastern and Midwest United States offers varied route options, such as local transport, shuttle, over-the-road and flatbeds. | Want more news? Listen to today's daily briefing below or go here for more info: However, McLeod driver recruiter Randy Gretz points out that recruitment and retention is as much a challenge in offering enticements as it is with managing driver expectations. | Want more news? Listen to today's daily briefing below or go here for more info: People need to have a realistic picture with honest expectations when being recruited, Gretz said. Companies tell people what their highest paid drivers are making, but that's not realistic for new drivers, and they need to have honest expectations. | Want more news? Listen to today's daily briefing below or go here for more info: The economics of recruiting and retaining drivers has taken on a new layer of challenge recently, as a slowing freight market has shaken up the driving ranks. Amid what many have called a freight recession, keeping one's best drivers takes on a new level of priority, said Scott Dismuke, vice president of operations for the Professional Driver Agency. | Want more news? Listen to today's daily briefing below or go here for more info: Dismuke There's no doubt that investing in recruitment and retention during the slowdown will pay off when freight comes back, he said. Dismuke noted that his group is seeing companies investing in finding and keeping good drivers, and looking closely at driver satisfaction during this slowdown. | Want more news? Listen to today's daily briefing below or go here for more info: In fact, the Q3 2023 Driver Recruiting and Retention Download that PDA produces in partnership with Conversion Interactive Agency

noted that equipment and compensation were top concerns for drivers. |Want more news? Listen to today's daily briefing below or go here for more info: While some of our Q3 data shows some minor signs of encouragement on the recruiting and retention front, a rise in driver concerns relating to equipment issues and stagnant freight continue to have an impact, the October report noted. Specific to compensation, more than half of drivers said a lack of miles was the primary reason for their compensation issues. Of those, 66% said the two biggest factors were loads not being available and inconsistent miles. |Want more news? Listen to today's daily briefing below or go here for more info: Although the truck driver shortage is far from resolved, the retention gap has decreased year-over-year. (John Sommers II for Transport Topics) |Want more news? Listen to today's daily briefing below or go here for more info: The trucking economy is cyclical, the report said. This is not the first freight recession, nor will it be the last. What we do know is when freight comes back, it will come back quickly. |Want more news? Listen to today's daily briefing below or go here for more info: This intersection of the economy and driver issues was on display in October when the American Transportation Research Institute issued its Top Industry Issues list during American Trucking Associations' annual Management Conference & Exhibition. While the economy claimed the top spot on the list, the driver shortage landed at No. 4 while retention ranked No. 8 on the list. While ATA hasn't yet calculated its official driver shortage number for 2023, in 2022 it forecast the number would fall to 64,200 from nearly 78,000 last year. The shortage hit a high of 81,000 in 2021. |Want more news? Listen to today's daily briefing below or go here for more info: During the busy pandemic-era freight surge, many fleets increased pay rates and boosted retention bonuses. In June, ATRI in its 2023 Operational Costs of Trucking report noted that the average retention bonus for drivers had reached \$1,272, up nearly 90% over the previous four years. |Want more news? Listen to today's daily briefing below or go here for more info: Now, amid a slower market, those enticements may dry up and drivers may be faced with fewer alternatives making them more likely to stay. Fleet management technology firm Motive Inc. from its Holiday Outlook Report issued in October noted that the number of drivers leaving their jobs declined



steadily from Q3 2022 to Q3 2023. |Want more news? Listen to today's daily briefing below or go here for more info: Industries seeing the largest improvement include passenger transport, retail and warehousing, the report said. However, this improvement might be due to carriers leaving the market, and hiring slowing down, limiting drivers' job choices and making them more likely to stay where they are. |Want more news? Listen to today's daily briefing below or go here for more info: Johnson Gary Johnson, the company's head of safety and compliance strategy, noted companies are in some cases expanding use of technology – including dual-facing dash cameras, which can document and support drivers' actions in the event of a crash – to improve driver retention. We've seen carriers taking advantage of technology in addressing driver satisfaction to keep drivers, he said. People don't leave because of technology. It opens doors to get in front of issues. |Want more news? Listen to today's daily briefing below or go here for more info: Johnson described the use of technology as akin to an athlete reviewing game film. Video has definite advantages of seeing exactly what is occurring with the driver. Old video mentoring was lagging in time with 24 to 72 hours needed for response, he explained. Current technology allows video mentoring with almost immediate response. |Want more news? Listen to today's daily briefing below or go here for more info: Johnson noted that drivers' privacy and safety will always be a concern, so proactive communication is always needed. Given what technology has enabled, its role is much higher than it's ever been, he said. |Want more news? Listen to today's daily briefing below or go here for more info: PDA's Scott Dismuke (center) says that investing in recruitment and retention during the freight slowdown will pay off when volumes come back. (John Sommers II for Transport Topics) |Want more news? Listen to today's daily briefing below or go here for more info: The ATRI operational costs report noted that fleets should also evaluate the impact of truck driver benefits, including health insurance and retirement benefits, on driver retention: According to the report, 80% or more of participating motor carriers provided a suite of benefits to their drivers including health insurance (97% of fleet), paid vacation (91%), 401(k) (85%) and dental insurance (81%). In addition, the percentage of fleets providing health, paid vacation and 401(k) increased, an

indication that these fleets believe these core benefits are an important component in retaining drivers. | Want more news? Listen to today's daily briefing below or go here for more info: ATRI also recommended that fleets conduct market research on truck driver experiences and perspectives, and said fleet managers must understand not only how drivers feel about their job but also the differences in those perspectives between new entrant and veteran drivers. | TU SIMPLE TO WIND DOWN US OPERATIONS, LAY OFF 150 EMPLOYEES | Self-driving truck technology provider TuSimple plans to lay off about 150 employees immediately, or 75% of the company's U.S. workforce — a wind down of U.S. operations after finding no buyers during a strategic review. | TuSimple is based in San Diego. The employees comprise 19% of TuSimple's global workforce, the company said in a filing with the U.S. Securities and Exchange Commission. | Once this latest round of layoffs is completed, TuSimple is set to have about 700 full-time employees, and the company will focus solely on the Asia-Pacific region. | Over the past 12 months, TuSimple has shrunk considerably. In May, the company cut its global head count by 30%, but all the positions on the chopping block were American. In December 2022, it laid off 25% of its staff, with the majority being U.S.-based employees. | Part of the reason is to stanch the startup's cash burn. TuSimple posted a loss of \$113.2 million in the third quarter of 2023, nearly double the \$61.4 million loss the company reported in the year-ago period, it said Nov. 9. | In the first nine months of 2023, TuSimple reported a \$333.7 million loss after posting a \$220.7 million loss in the same period a year earlier. | TuSimple expects to take a \$7 million to \$8 million charge against fourth-quarter 2023 earnings on the latest layoffs, largely related to severance payments, and winding down the U.S. operations will be substantially completed by the end of 2024, it said in the Dec. 4 filing. | In June, TuSimple said it was exploring strategic alternatives for its U.S. operations, including a sale, and planned to focus on Asia-Pacific activities. TuSimple hired investment bank Perella Weinberg Partners for the review. | The decision was a 180-degree reversal for the company. Previously, TuSimple was considering selling off its Asian operations, but in May, it abandoned that plan and said the company would renew its push to develop Level 4 autonomous trucking in multiple Asian

markets. Autonomous vehicles typically are organized in class levels between 1 and 5. Human interaction is not required in most circumstances for Level 4, but a driver can still manually override systems. In June, TuSimple said it had begun Level 4 test runs on a major Japanese freight corridor. The Tomei Expressway connects freight moving between Tokyo, Nagoya and Osaka — three of the four largest cities in the country. When TuSimple was founded in 2015, the company set up its U.S. and Asia-Pacific units as stand-alone operations. Want more news? Listen to today's daily briefing below or go here for more info: Self-driving truck technology provider TuSimple plans to lay off about 150 employees immediately, or 75% of the company's U.S. workforce — a wind down of U.S. operations after finding no buyers during a strategic review. Want more news? Listen to today's daily briefing below or go here for more info: TuSimple is based in San Diego. The employees comprise 19% of TuSimple's global workforce, the company said in a filing with the U.S. Securities and Exchange Commission. Want more news? Listen to today's daily briefing below or go here for more info: Once this latest round of layoffs is completed, TuSimple is set to have about 700 full-time employees, and the company will focus solely on the Asia-Pacific region. Want more news? Listen to today's daily briefing below or go here for more info: Over the past 12 months, TuSimple has shrunk considerably. In May, the company cut its global head count by 30%, but all the positions on the chopping block were American. In December 2022, it laid off 25% of its staff, with the majority being U.S.-based employees. Want more news? Listen to today's daily briefing below or go here for more info: Part of the reason is to stanch the startup's cash burn. TuSimple posted a loss of \$113.2 million in the third quarter of 2023, nearly double the \$61.4 million loss the company reported in the year-ago period, it said Nov. 9. Pronto In the first nine months of 2023, TuSimple reported a \$333.7 million loss after posting a \$220.7 million loss in the same period a year earlier. Want more news? Listen to today's daily briefing below or go here for more info: TuSimple expects to take a \$7 million to \$8 million charge against fourth-quarter 2023 earnings on the latest layoffs, largely related to severance payments, and winding down the U.S. operations will be substantially completed by the end of 2024, it said in the Dec. 4 filing. Want more news? Listen to today's daily briefing below or

go here for more info: In June, TuSimple said it was exploring strategic alternatives for its U.S. operations, including a sale, and planned to focus on Asia-Pacific activities. TuSimple hired investment bank Perella Weinberg Partners for the review. | Want more news? Listen to today's daily briefing below or go here for more info: The decision was a 180-degree reversal for the company. Previously, TuSimple was considering selling off its Asian operations, but in May, it abandoned that plan and said the company would renew its push to develop Level 4 autonomous trucking in multiple Asian markets. | Want more news? Listen to today's daily briefing below or go here for more info: Autonomous vehicles typically are organized in class levels between 1 and 5. Human interaction is not required in most circumstances for Level 4, but a driver can still manually override systems. | Want more news? Listen to today's daily briefing below or go here for more info: In June, TuSimple said it had begun Level 4 test runs on a major Japanese freight corridor. The Tomei Expressway connects freight moving between Tokyo, Nagoya and Osaka ? three of the four largest cities in the country. | Want more news? Listen to today's daily briefing below or go here for more info: When TuSimple was founded in 2015, the company set up its U.S. and Asia-Pacific units as stand-alone operations. | NISSAN TO BUY PARTS FROM RENAULT-GEELY VENTURE | Nissan Motor Co. will be a major customer to Renault SA's combustion engine venture as the partners push on with reshaping their troubled alliance and make progress in the EV transition. | The Japanese carmaker will receive gearboxes and engines for 12 of its plants as well as half a million parts annually, the companies said Dec. 6. Junior alliance partner Mitsubishi Motors Corp. will also be a customer alongside multiple others in the Horse combustion engine unit, set up with China's Zhejiang Geely Holding Group Co. | The steps are part of a major revamp of working together following years of growing tensions, allowing the manufacturers to take on new partners and independent ventures. This includes Renault's plan to list its electric vehicle unit Ampere, targeting a valuation of as much as 10 billion euros (\$10.8 billion), with both Nissan and Mitsubishi confirming significant investments. | ?What we are doing now is, from size and impact, much bigger than we we did in the alliance in the last 10 years,? Renault CEO Luca de Meo said. ?The most important thing

is to show that this alliance can create business value. Nissan will work with Renault's Ampere unit to develop a battery version of its Micra compact car for the European market, a move that will cut development costs for the model by 50%, de Meo said. Nissan's solid-state batteries – a potential next technology breakthrough for EVs – could be licensed by Renault and Mitsubishi in the future. Mitsubishi will work with Ampere to develop and make its first electric midsize sport utility vehicle. Nissan plans to acquire a stake in Renault's battery recycling unit that already generates annual sales of some 1 billion euros, de Meo said. With that step, the Japanese automaker would anticipate stricter European Union rules to help clean up the EV supply chain. Nissan also is interested in the venture for markets outside Europe, CEO Makoto Uchida said. Earlier this year, Nissan finalized plans to invest as much as 600 million euros in Ampere, which has faced headwinds from an EV price war, alongside an earlier commitment of 200 million euros from Mitsubishi. The two companies rebalanced their 24-year-old alliance in November as they announced the creation of a French trust to which Renault transferred 28.4% of Nissan shares. Also in November, de Meo said his company wants to start selling its stake in Nissan, worth about 4.3 billion euros, "very soon" as part of its ambitious electric vehicle development plan. The plan to lower the stake removes a major source of tension for the partners. Among other joint projects, Renault and Nissan said in February they will invest \$600 million in India to expand their car lineup, add jobs and decarbonize a manufacturing plant in Chennai. Want more news? Listen to today's daily briefing below or go here for more info: Nissan Motor Co. will be a major customer to Renault SA's combustion engine venture as the partners push on with reshaping their troubled alliance and make progress in the EV transition. Want more news? Listen to today's daily briefing below or go here for more info: The Japanese carmaker will receive gearboxes and engines for 12 of its plants as well as half a million parts annually, the companies said Dec. 6. Junior alliance partner Mitsubishi Motors Corp. will also be a customer alongside multiple others in the Horse combustion engine unit, set up with China's Zhejiang Geely Holding Group Co. Want more news? Listen to today's daily briefing below or go here for more info: The steps are part of a major revamp of working together

following years of growing tensions, allowing the manufacturers to take on new partners and independent ventures. This includes Renault's plan to list its electric vehicle unit Ampere, targeting a valuation of as much as 10 billion euros (\$10.8 billion), with both Nissan and Mitsubishi confirming significant investments. | Want more news? Listen to today's daily briefing below or go here for more info: "What we are doing now is, from size and impact, much bigger than we we did in the alliance in the last 10 years," Renault CEO Luca de Meo said. "The most important thing is to show that this alliance can create business value." | Want more news? Listen to today's daily briefing below or go here for more info: Nissan will work with Renault's Ampere unit to develop a battery version of its Micra compact car for the European market, a move that will cut development costs for the model by 50%, de Meo said. Nissan's solid-state batteries "a potential next technology breakthrough for EVs" could be licensed by Renault and Mitsubishi in the future. Mitsubishi will work with Ampere to develop and make its first electric midsize sport utility vehicle. | Want more news? Listen to today's daily briefing below or go here for more info: Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Nissan plans to acquire a stake in Renault's battery recycling unit that already generates annual sales of some 1 billion euros, de Meo said. With that step, the Japanese automaker would anticipate stricter European Union rules to help clean up the EV supply chain. Nissan also is interested in the venture for markets outside Europe, CEO Makoto Uchida said. | Want more news? Listen to today's daily briefing below or go here for more info: Earlier this year, Nissan finalized plans to invest as much as 600 million euros in Ampere, which has faced headwinds from an EV price war, alongside an earlier commitment of 200 million euros from Mitsubishi. | Want more news? Listen to today's daily briefing below or go here for more info: The two companies rebalanced their 24-year-old alliance in November as they announced the creation of a French trust to which Renault transferred 28.4% of

Nissan shares. | Want more news? Listen to today's daily briefing below or go here for more info: Also in November, de Meo said his company wants to start selling its stake in Nissan, worth about 4.3 billion euros, "very soon" as part of its ambitious electric vehicle development plan. The plan to lower the stake removes a major source of tension for the partners. | Want more news? Listen to today's daily briefing below or go here for more info: Among other joint projects, Renault and Nissan said in February they will invest \$600 million in India to expand their car lineup, add jobs and decarbonize a manufacturing plant in Chennai. | PILOTLESS FEDEX, RELIABLE ROBOTICS PLANE COMPLETES FLIGHT | Reliable Robotics Corp. has flown a small cargo plane on loan from FedEx Corp. without a human on board, a step toward the autonomous flight startup winning regulatory approval for its remote-pilot system. | In coordination with the Federal Aviation Administration, the 12-minute flight of the Cessna 208B Grand Caravan on Nov. 21 took off from and landed at Hollister Municipal Airport in Northern California. A remote pilot handled all the radio calls and monitored the plane during the flight from about 50 miles away at the company's command center in Mountain View, Calif. It was Reliable Robotics' second automated flight, after flying a much smaller Cessna 172 in 2019. | "We demonstrated automated taxiing, takeoff and automated landing, all without a pilot on board," said Robert Rose, co-founder and CEO of Reliable Robotics in an interview. "It was like a normal operation with the FAA." | The flight is part of the startup's effort to gain full approval from the FAA. The agency accepted Reliable Robotics' plan for certifying the technology this summer after a four-year effort, said Rose, who expects to get FAA regulatory approval within two years. Since 2021, the company has worked under contracts with the Air Force, which is interested in the system for logistics and refueling aircraft, Rose said. | The system will be used by remote pilots who supervise only one aircraft at a time rather than one pilot managing multiple, autonomous flights, he said. | The remote pilot is responsible for the safe operation of the aircraft and watches things such as air speed, altitude and predicted flight path. The pilot can maneuver the plane if needed to avoid unexpected aircraft or objects, but doesn't control the plane during the flight. During the November test, the remote pilot didn't have to do anything besides the radio calls, Rose said. | By having

remote pilots, air cargo companies, such as FedEx or UPS Inc., could boost efficiency because a pilot would be able to do an early morning flight on the East Coast and then switch to guide a plane on the West Coast, he said. By not having pilots tied physically to the aircraft, planes can be repositioned more easily to match where demand is strongest, he said. FedEx hasn't committed to using the technology but said it's looking for innovations that could help enhance service to remote locations. We look forward to further testing and learning throughout this collaboration with Reliable Robotics, the company said in an emailed statement. As with autonomous vehicles, the system must prove it's as safe or safer than human operators before it's adopted widely. Flights will start in cargo and eventually be adopted by airlines, helping ease scheduling problems and reduce the shortage of pilots. Instead of eliminating jobs, the technology will create more flying demand by lowering costs, Rose said. The near future, I believe, is going to be having remote pilots in control centers managing one aircraft at a time, he said. There's huge cost savings in that. Reliable Robotics now runs a small cargo airline in New Mexico with five piloted Cessna Caravans that does work for FedEx hauling packages. The purpose is to understand the industry needs and to function as an incubator for this technology. But there are still kinks to be worked out. Our system doesn't do automated engine starts, so somebody has to be in the plane to start the engine, he said. We're working on that. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. Reliable Robotics Corp. has flown a small cargo plane on loan from FedEx Corp. without a human on board, a step toward the autonomous flight startup winning regulatory approval for its remote-pilot system. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. In coordination with the Federal Aviation Administration, the 12-minute flight of the Cessna 208B Grand Caravan on Nov. 21 took off from and landed at Hollister Municipal Airport in Northern California. A remote pilot handled all the radio calls and monitored the plane during the flight from about 50 miles away at the company's command center in Mountain View, Calif. It was Reliable Robotics' second automated flight, after flying a much smaller Cessna 172 in 2019. FedEx



Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. "We demonstrated automated taxiing, takeoff and automated landing, all without a pilot on board," said Robert Rose, co-founder and CEO of Reliable Robotics in an interview. "It was like a normal operation with the FAA." FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. The flight is part of the startup's effort to gain full approval from the FAA. The agency accepted Reliable Robotics' plan for certifying the technology this summer after a four-year effort, said Rose, who expects to get FAA regulatory approval within two years. Since 2021, the company has worked under contracts with the Air Force, which is interested in the system for logistics and refueling aircraft, Rose said. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. The system will be used by remote pilots who supervise only one aircraft at a time rather than one pilot managing multiple, autonomous flights, he said. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. The remote pilot is responsible for the safe operation of the aircraft and watches things such as air speed, altitude and predicted flight path. The pilot can maneuver the plane if needed to avoid unexpected aircraft or objects, but doesn't control the plane during the flight. During the November test, the remote pilot didn't have to do anything besides the radio calls, Rose said. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. By having remote pilots, air cargo companies, such as FedEx or UPS Inc., could boost efficiency because a pilot would be able to do an early morning flight on the East Coast and then switch to guide a plane on the West Coast, he said. By not having pilots tied physically to the aircraft, planes can be repositioned more easily to match where demand is strongest, he said. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. FedEx hasn't committed to using the technology but said it's looking for innovations that could help enhance service to remote locations. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the

largest global freight companies and No. 2 on the TT100 for-hire list. We look forward to further testing and learning throughout this collaboration with Reliable Robotics," the company said in an emailed statement. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. As with autonomous vehicles, the system must prove it's as safe or safer than human operators before it's adopted widely. Flights will start in cargo and eventually be adopted by airlines, helping ease scheduling problems and reduce the shortage of pilots. Instead of eliminating jobs, the technology will create more flying demand by lowering costs, Rose said. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. Want more news? Listen to today's daily briefing above or go here for more info. The near future, I believe, is going to be having remote pilots in control centers managing one aircraft at a time," he said. "There's huge cost savings in that." FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. Reliable Robotics now runs a small cargo airline in New Mexico with five piloted Cessna Caravans that does work for FedEx hauling packages. The purpose is to understand the industry needs and to function as an "incubator for this technology." But there are still kinks to be worked out. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. Our system doesn't do automated engine starts, so somebody has to be in the plane to start the engine," he said. "We're working on that." FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. FedEx Corp. ranks No. 3 on the Transport Topics Top 50 list of the largest global freight companies and No. 2 on the TT100 for-hire list. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | GXO LOGISTICS TESTING HUMANOID ROBOT AT GEORGIA FACILITY | Warehouse workers could soon face new competition from robots: GXO Logistics Inc. is testing a humanoid model at its facility in Flowery Branch, Ga. | YELLOW AUCTION: XPO bids \$870 million for 28 properties | The robot, nicknamed Digit and made by Agility Robotics, a Corvallis,

Ore.-based startup, is a little slow grabbing the Spanx apparel and putting it on a conveyor belt, but promises to get better with time. Agility Robotics has attracted investment from Amazon.com Inc. and is opening a production facility in Salem, Ore., that will eventually have capacity to produce up to 10,000 robots a year, said Damion Shelton, CEO and co-founder, in a telephone interview. The robot has some limitations. Standing at 5 feet, 9 inches and weighing 140 pounds, Digit can only carry 35 pounds. Its battery pack now lasts about two hours, but that run time is expected to double with the production model, Shelton said. Taking into account the price of the robot and its life span of about 20,000 hours, the price tag to operate it is about \$10 to \$12 an hour. With increased production, that cost is expected to fall to \$2 or \$3 an hour plus overhead for software, Shelton said. The robot's human shape allows it to operate in spaces designed for workers. With two feet, the robot can step over objects, and its two arms allow it to reach for things, Shelton said. Digit isn't the only humanoid robot out there. Elon Musk has touted Tesla Inc.'s Optimus robot concept. The Atlas robot made by Boston Dynamics, which was acquired by Hyundai Motor Co. in 2021, can do back flips. Demand for autonomous mobile robots — flat devices that run on wheels and can carry items around warehouses — has exploded because they eliminate the need for workers to walk across cavernous warehouses. Whether humanoid robots become more widely used will depend on how practical and cost-effective the machines are, said Jeff Burnstein, president of the Association for Advancing Automation. Just like with every other robotic development, it comes down to the business case, he said. Warehouse workers could soon face new competition from robots: GXO Logistics Inc. is testing a humanoid model at its facility in Flowery Branch, Ga. Just like with every other robotic development, it comes down to the business case, he said. YELLOW AUCTION: XPO bids \$870 million for 28 properties Just like with every other robotic development, it comes down to the business case, he said. The robot, nicknamed Digit and made by Agility Robotics, a Corvallis, Ore.-based startup, is a little slow grabbing the Spanx apparel and putting it on a conveyor belt, but promises to get better with time. Just like with every other robotic development, it comes down to the business case, he said. Agility Robotics has attracted investment from Amazon.com Inc. and is

opening a production facility in Salem, Ore., that will eventually have capacity to produce up to 10,000 robots a year, said Damion Shelton, CEO and co-founder, in a telephone interview. Just like with every other robotic development, it comes down to the business case, he said. The robot has some limitations. Standing at 5 feet, 9 inches and weighing 140 pounds, Digit can only carry 35 pounds. Its battery pack now lasts about two hours, but that run time is expected to double with the production model, Shelton said. Just like with every other robotic development, it comes down to the business case, he said. Taking into account the price of the robot and its life span of about 20,000 hours, the price tag to operate it is about \$10 to \$12 an hour. With increased production, that cost is expected to fall to \$2 or \$3 an hour plus overhead for software, Shelton said. Just like with every other robotic development, it comes down to the business case, he said. The robot's human shape allows it to operate in spaces designed for workers. With two feet, the robot can step over objects, and its two arms allow it to reach for things, Shelton said. Just like with every other robotic development, it comes down to the business case, he said. Want more news? Listen to today's daily briefing above or go here for more info. Digit isn't the only humanoid robot out there. Elon Musk has touted Tesla Inc.'s Optimus robot concept. The Atlas robot made by Boston Dynamics, which was acquired by Hyundai Motor Co. in 2021, can do back flips. Just like with every other robotic development, it comes down to the business case, he said. Demand for autonomous mobile robots — flat devices that run on wheels and can carry items around warehouses — has exploded because they eliminate the need for workers to walk across cavernous warehouses. Whether humanoid robots become more widely used will depend on how practical and cost-effective the machines are, said Jeff Burnstein, president of the Association for Advancing Automation. Just like with every other robotic development, it comes down to the business case, he said. Just like with every other robotic development, it comes down to the business case, he said. [Subscribe](#) [Gift a Subscription](#) 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | 60 SECONDS: CAMERAS HELP REDUCE LIABILITY IN TRUCKING | Autonomous The use of cameras on heavy-duty #trucks has gone mainstream as more and more fleets have adopted forward- and inward-facing cameras to

coach drivers and reduce liability. Now the latest smart camera #technology is taking things a step further, helping carriers capture more angles, gain new insights and derive more operational value from video. For the full article, visit: <https://www.ttnews.com/articles/cameras-trucking-value> To subscribe to Transport Topics, visit: <https://pages.ttnews.com/tt-subscribe.html> Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | DANISH UNION TAKES ACTION AGAINST TESLA IN NORDIC SOLIDARITY | COPENHAGEN, Denmark ? The labor conflict against Tesla in Sweden is spreading to neighboring Denmark where transport workers with the country's largest trade union said Dec. 5 they will take action in solidarity with Swedish workers against the Texas-based automaker. | Tesla is nonunionized globally, but the Swedish workers are demanding that the carmaker sign a collective bargaining agreement, which most employees in Sweden have. Tesla has no manufacturing plant in Sweden but has several service centers. | The United Federation of Workers in Denmark, known in Danish as 3F, said there had been speculation that Tesla would deliver its cars to Danish ports and transport them on trucks to Sweden after Swedish dockworkers blocked the reception of Tesla cars there. | Concretely, this means that dockworkers and drivers will not receive and transport Tesla's cars going to Sweden, 3F said in a statement. ?With the sympathy action, that model is no longer possible.? | Jakob Lykke, local head of 3F Transport in Esbjerg, on Denmark's west coast, told the regional Jydske Vestkysten daily that Denmark's fifth largest town is the only harbor through which Tesla cars arrive by ship. | ?So as of Dec. 20, we will not drive their cars off board, as we usually do,? Lykke told the daily. It likely will also affect the Danish market. | The head of 3F, Jan Villadsen, said that it was ?putting further pressure on Tesla. We naturally hope that they will come to the negotiating table as soon as possible and sign an agreement.? | ?Although you are one of the richest people in the world, you can't just make your own rules. We have some agreements on the labor market in the Nordics, and you have to comply with them if you want to do business here,? Villadsen said. | On Oct. 27, 130 members of Sweden's powerful metalworkers' union IF Metall walked out at seven workshops across the country where the popular electric cars are serviced, demanding a collective bargaining

agreement. Swedish mechanics stopped servicing Tesla cars and several unions, including postal workers, have joined in a wave of solidarity with IF Metall's demands. Dockworkers at Sweden's four largest ports also stopped the delivery of Tesla vehicles to put more pressure on the automaker. Last month, Tesla filed a lawsuit against the Swedish state via Sweden's Transport Agency when postal workers in the Scandinavian country halted the delivery of license plates of new vehicles manufactured by the Texas-based automaker. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles.

COPENHAGEN, Denmark — The labor conflict against Tesla in Sweden is spreading to neighboring Denmark where transport workers with the country's largest trade union said Dec. 5 they will take action in solidarity with Swedish workers against the Texas-based automaker. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Tesla is nonunionized globally, but the Swedish workers are demanding that the carmaker sign a collective bargaining agreement, which most employees in Sweden have. Tesla has no manufacturing plant in Sweden but has several service centers. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles.

The United Federation of Workers in Denmark, known in Danish as 3F, said there had been speculation that Tesla would deliver its cars to Danish ports and transport them on trucks to Sweden after Swedish dockworkers blocked the reception of Tesla cars there. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles.

Concretely, this means that dockworkers and drivers will not receive and transport Tesla's cars going to Sweden, 3F said in a statement. "With the sympathy action, that model is no longer possible." Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles.

Jakob Lykke, local head of 3F

Transport in Esbjerg, on Denmark's west coast, told the regional Jydske Vestkysten daily that Denmark's fifth largest town is the only harbor through which Tesla cars arrive by ship. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. "So as of Dec. 20, we will not drive their cars off board, as we usually do," Lykke told the daily. It likely will also affect the Danish market. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. The head of 3F, Jan Villadsen, said that it was "putting further pressure on Tesla. We naturally hope that they will come to the negotiating table as soon as possible and sign an agreement." Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. "Although you are one of the richest people in the world, you can't just make your own rules. We have some agreements on the labor market in the Nordics, and you have to comply with them if you want to do business here," Villadsen said. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. On Oct. 27, 130 members of Sweden's powerful metalworkers' union IF Metall walked out at seven workshops across the country where the popular electric cars are serviced, demanding a collective bargaining agreement. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Swedish mechanics stopped servicing Tesla cars and several unions, including postal workers, have joined in a wave of solidarity with IF Metall's demands.

Dockworkers at Sweden's four largest ports also stopped the delivery of Tesla vehicles to put more pressure on the automaker. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Want more news? Listen to today's daily briefing above or go here for more info. Last month, Tesla filed a lawsuit against the Swedish state via Sweden's Transport Agency when postal workers in the Scandinavian country halted the delivery of license plates of new vehicles manufactured by the Texas-based automaker. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Tesla CEO Elon Musk wrote on X, formerly Twitter, the social media platform he owns, that it was "insane" that Swedish postal workers were refusing to deliver license plates for new vehicles. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | GM's ALL-ELECTRIC PLEDGE HINGES ON DEMAND, CEO BARRA SAYS | General Motors Co.'s pledge to have an all-electric fleet by 2035 hinges on consumer acceptance, Chief Executive Officer Mary Barra said. The automaker still aims to convert all of its vehicles to battery power by then, Barra said Dec. 5 at a media event in Detroit. But GM will remain flexible and could back off if consumers aren't ready to make the switch. We will adjust based on where customer demand is, Barra said. We will be led by the customer. GM and other automakers have pulled back on their EV investments in the face of slowing sales growth. Barra recently delayed expansion of electric truck production at a plant in suburban Detroit by one year to late 2025. While EV sales are still growing, volume expanded just 6% sequentially in the third quarter after a 14% jump in the second quarter, according to researcher Kelley Blue Book. Through nine months of 2023, sales are up almost 50% from a year earlier, but the growth rate is declining and more companies are offering competing models. Want more news? Listen to today's daily briefing below or go here for more info: General Motors Co.'s pledge to have an all-electric fleet by 2035 hinges on consumer acceptance, Chief Executive Officer Mary Barra said. Want more news? Listen to today's daily briefing below or go here for more info: The



automaker still aims to convert all of its vehicles to battery power by then, Barra said Dec. 5 at a media event in Detroit. But GM will remain flexible and could back off if consumers aren't ready to make the switch. | Want more news? Listen to today's daily briefing below or go here for more info: We will adjust based on where customer demand is, Barra said. We will be led by the customer. | Want more news? Listen to today's daily briefing below or go here for more info: GM and other automakers have pulled back on their EV investments in the face of slowing sales growth. Barra recently delayed expansion of electric truck production at a plant in suburban Detroit by one year to late 2025. | Want more news? Listen to today's daily briefing below or go here for more info: While EV sales are still growing, volume expanded just 6% sequentially in the third quarter after a 14% jump in the second quarter, according to researcher Kelley Blue Book. | Want more news? Listen to today's daily briefing below or go here for more info: Through nine months of 2023, sales are up almost 50% from a year earlier, but the growth rate is declining and more companies are offering competing models. | HOW DRIVERS & FLEETS ARE ADOPTING IN-CAB TECHNOLOGY | Autonomous To watch the live show, revisit this page on December 13 at 2 p.m. This event is registration-access only, if you are not already registered, register at the form below. The integration of onboard technology is increasingly seen as pivotal to fleet safety. However, driver acceptance is contingent on clear communication about privacy and transparency. In this episode, we explore the fundamental dynamics of technological adoption in the fleet industry. Asking the critical questions, such as: What operational, safety, and risk management enhancements have emerged? How are drivers adapting to these changes? Join Steve Wilhelms, TVC Pro-Driver's Director of Safety & Compliance, in conversation with Dan Ronan. With over a quarter-century of experience in guiding companies through tech integration in trucks, Wilhelms offers valuable insights and strategies for harmonizing fleet efficiency with driver welfare. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | UPDATE: XPO SPENDS \$870 MILLION FOR YELLOW PROPERTIES | Autonomous Less-than-truckload carrier XPO Inc. has agreed to pay \$870 million for 26 owned terminals and two leased properties that previously were operated

by Yellow Corp., emerging as a top bidder in the managed sale of the bankrupt LTL carrier's assets, court documents show. For the full story, visit: <https://www.ttnews.com/articles/xpo-yellow-terminal-auction> To subscribe,

visit: <https://pages.ttnews.com/tt-subscribe.html> Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | BREAKING: BRAD JACOBS' BOLD BILLION DOLLAR MOVE | Autonomous Brad Jacobs, the billionaire who founded XPO Logistics Inc., is creating a publicly listed company designed for multiple acquisitions and funded with \$1 billion, mostly from Jacobs himself. Jacobs has not yet said what industry he plans to expand into with his new venture. For the full story, visit: <https://www.ttnews.com/articles/xpo-brad-jacobs-new-firm> To subscribe,

visit: <https://pages.ttnews.com/tt-subscribe.html> Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | FMCSA WARNING: DRIVERS WHO DRUG-TEST POSITIVE WILL LOSE CDLS | Autonomous? By November 18, 2024, as part of new federal regulations, drivers with a "prohibited" status in the Drug and Alcohol Clearinghouse will lose or be denied their state-issued commercial driving privileges. FMCSA warns truck drivers who drug-test positive will lose their CDLs starting late next year. For the full story, visit: <https://www.ttnews.com/articles/fmcsa-drug-test-lose-cdls> To subscribe,

visit: <https://pages.ttnews.com/tt-subscribe.html> Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | DHL EXPRESS WORKERS STRIKE AT CINCINNATI AIR CARGO HUB | NEW YORK ? More than 1,100 unionized DHL Express workers walked off the job at Cincinnati/Northern Kentucky International Airport, a critical logistics hub for the package delivery company, during the busiest time of the year. | The International Brotherhood of Teamsters, which represents over 6,000 DHL workers across the country, said the DHL-CVG workers went on strike Dec. 7 to further demand a fair contract and protest unfair labor practices. | "For too long, DHL has walked all over our rights to collective action," Gina Kemp, a DHL-CVG worker, said in a statement shared in the Teamsters' announcement. "This company's repeated acts of disrespect

? from the tarmac where we work to the bargaining table ? leave me and my co-workers with no choice but to withhold our labor.?

Negotiations between DHL and the Teamsters for a first union contract at CVG began back in July ? after ramp and tug workers, who load and unload airplanes, voted to organize with the Teamsters in April. In the months since, the union said, the Teamsters have also filed multiple unfair labor practices against DHL with the National Labor Relations Board.

DHL Group ranks No. 4 on the Transport Topics Top 50 list of the largest global freight companies.

In a statement sent to the Associated Press on Dec. 8, DHL expressed disappointment over the union?s move to ?influence these negotiations and pressure the company to agree to unreasonable contract terms by taking a job action in CVG Thursday morning? and said that the company was committed to negotiating in good faith.

DHL added the majority of its employees reported to work on Dec. 7 and operations ran at full capacity.

The company also said that Teamsters' picket lines were expanded to other U.S. locations on Friday, but didn't immediately specify where or how many. DHL stated that it anticipated this and has enacted contingency plans ? including moving flights and volume to other locations and bringing in replacement staff.

The Associated Press reached out to the Teamsters for comment about the Dec. 8 picketing.

DHL Express is a unit of Germany?s Deutsche Post AG. In 2022, Deutsche Post AG posted record revenue of over 94 billion euros (more than \$101 billion) and operating profit of 8.4 billion euros (\$9 billion).

DHL's CVG hub is hailed as one of the company's three ?global superhubs,? alongside operations in Hong Kong and Germany. Its CVG hub sees about 130 daily flights with a 60-aircraft fleet.

DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year.

NEW YORK ? More than 1,100 unionized DHL Express workers walked off the job at Cincinnati/Northern Kentucky International Airport, a critical logistics hub for the package delivery company, during the busiest time of the year.

DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year.

The International Brotherhood of Teamsters, which represents over 6,000 DHL workers across the country, said the DHL-CVG workers went on strike Dec. 7 to further demand a fair contract and protest unfair labor

practices. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. ?For too long, DHL has walked all over our rights to collective action,? Gina Kemp, a DHL-CVG worker, said in a statement shared in the Teamsters' announcement. ?This company?s repeated acts of disrespect ? from the tarmac where we work to the bargaining table ? leave me and my co-workers with no choice but to withhold our labor. ? |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. Negotiations between DHL and the Teamsters for a first union contract at CVG began back in July ? after ramp and tug workers, who load and unload airplanes, voted to organize with the Teamsters in April. In the months since, the union said, the Teamsters have also filed multiple unfair labor practices against DHL with the National Labor Relations Board. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. DHL Group ranks No. 4 on the Transport Topics Top 50 list of the largest global freight companies. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. In a statement sent to the Associated Press on Dec. 8, DHL expressed disappointment over the union?s move to ?influence these negotiations and pressure the company to agree to unreasonable contract terms by taking a job action in CVG Thursday morning? and said that the company was committed to negotiating in good faith. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. DHL added the majority of its employees reported to work on Dec. 7 and operations ran at full capacity. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. The company also said that Teamsters' picket lines were expanded to other U.S. locations on Friday, but didn't immediately specify where or how many. DHL stated that it anticipated this and has enacted contingency plans ? including moving flights and volume to other locations and bringing in replacement staff. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. Want more news? Listen to today's daily briefing above or go here for more info The Associated Press reached out to the Teamsters for comment

about the Dec. 8 picketing. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. DHL Express is a unit of Germany's Deutsche Post AG. In 2022, Deutsche Post AG posted record revenue of over 94 billion euros (more than \$101 billion) and operating profit of 8.4 billion euros (\$9 billion). |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. DHL's CVG hub is hailed as one of the company's three "global superhubs," alongside operations in Hong Kong and Germany. Its CVG hub sees about 130 daily flights with a 60-aircraft fleet. |DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. DHL's CVG workers load and unload roughly 360,000 pounds of cargo each day, the Teamsters said earlier this year. |Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 |TRANSPORT TOPICS RADIO |Transport Topics Radio has expanded its rebroadcast programming on SiriusXM Radio, Channel 146. |Each week, host Dan Ronan, TT's managing producer-multimedia/senior reporter, brings listeners up-to-date news from government, business, logistics and other sectors of the industry. |The program initially airs live on Saturdays from 1-3 p.m. ET. |Ronan |The program is also rebroadcast three times each weekend. In addition to the first airing, you can hear TT Radio at the following times: |? Saturday nights from 11 p.m. ET until Sundays at 1 a.m. ET |? Sunday afternoons from noon-2 p.m. ET |? Sunday nights from 9-11 p.m. ET |SiriusXM is available live and on demand at [siriusxm.com](https://www.siriusxm.com) with a paid subscription. |Here's Ronan's lineup for the Dec. 9 show: |It's our first of two TT Reporter's Roundtable segments with our TT editorial team as we review the top stories of 2023. Joining us are TT Executive Editor Joe Howard and Senior Reporter Eric Miller. | In this segment we are joined by TT Senior Reporter Eugene Mulero and reporters Connor Wolf and Keiron Greenhalgh discussing the top stories of 2023. |Here's Ronan's lineup for the Dec. 2 show: |Rajeev Dhawan, director of the Economic Forecasting Center at Georgia State University in Atlanta, joins us to discuss the state of the U.S. economy and the prospects for the future for the trucking industry. |Robert Tyson, managing partner at the law firm Tyson & Mendes in San Diego, joins us to discuss his firm's efforts to reduce

the likelihood a trucking company will face a nuclear verdict in the courtroom. |Neurologist Dr. Joseph Sirven with the Mayo Clinic in Jacksonville, Fla., discusses the importance of mental health issues, especially during the holiday season when stress levels can substantially increase. |Climate change researcher Professor Ron Yaros at the University of Maryland discusses the development of alternative fuels in transportation and what he sees are some of the challenges for the trucking and transportation industry going forward. |Here's Ronan's lineup for the Nov. 25 show: |TT Senior Government Reporter Eric Miller brings us up to date on the 3 years-plus old staged accident scandal in New Orleans, and his groundbreaking reporting as some of the people who deliberately ran passenger cars into commercial vehicles are now going to prison. | From our TT Newsmakers series we are joined by the CEO of Stoughton Trailers, Bob Wahlin, who discusses the challenges trailer and chassis manufacturers have faced competing with subsidized products made in China. | TT Features Editor Michael Freeze joins us to discuss a new venture at TT, the RoadSigns Workshop, which will focus on successful ways to operate a trucking business. |Larry Kelley, the executive director of the port of Port Arthur, Texas, joins us to discuss the two-year anniversary of the Biden administration's bipartisan infrastructure law and its impact on the nation's ports. |Here's Ronan's lineup for the Nov. 18 show: |It's our monthly Reporter's Roundtable with TT Senior Reporter Eugene Mulero, Politico Transportation Correspondent Tanya Snyder and David Shepardson with Thomson-Reuters. |TT Business Reporter Connor Wolf joins us to discuss the latest state of the economy and specifically in the trucking industry, now that earnings season is over. |Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. Transport Topics Radio has expanded its rebroadcast programming on SiriusXM Radio, Channel 146. |Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. Each week, host Dan Ronan, TT's managing producer-multimedia/senior reporter, brings listeners up-to-date news from government, business,

logistics and other sectors of the industry. | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. The program initially airs live on Saturdays from 1-3 p.m. ET. | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. Ronan The program is also rebroadcast three times each weekend. In addition to the first airing, you can hear TT Radio at the following times: | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. ? Saturday nights from 11 p.m. ET until Sundays at 1 a.m. ET | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. SiriusXM is available live and on demand at [siriusxm.com](http://siriusxm.com) with a paid subscription. | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. Here's Ronan's lineup for the Dec. 9 show: | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. It's our first of two TT Reporter's Roundtable segments with our TT editorial team as we review the top stories of 2023. Joining us are TT Executive Editor Joe Howard and Senior Reporter Eric Miller. In this segment we are joined by TT Senior Reporter Eugene Mulero and reporters Connor Wolf and Keiron Greenhalgh discussing the top stories of 2023. Here's Ronan's lineup for the Dec. 2 show: | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. Here's Ronan's lineup for the Nov. 25 show: | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port

management at that university, to discuss the new program. Here's Ronan's lineup for the Nov. 18 show: | Lamar University in Texas has recently started a master's degree in port management and we are joined by Robert DuBois, the executive director of port management at that university, to discuss the new program. [Subscribe](#) [Gift a Subscription](#) 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | **DARK HORSE BIDDER MAKES SECOND OFFER FOR YELLOW ASSETS** | Next Century Logistics Inc. submitted a second bid for Yellow Corp. assets Dec. 7 after an initial offer to reanimate the bankrupt less-than-truckload carrier was turned down by the administrators of Yellow's assets, according to sources. | The latest proposal by Next Century Logistics, led by Jack Cooper Transport Executive Chair Sarah Amico, is for 46 owned terminals and 147 leased terminals as well as Yellow rolling stock, sources close to the bid said Dec. 8. | Yellow owned around 12,700 tractors and 42,000 trailers at the end of the second quarter of 2023, according to company documents. | An initial going-concern bid from Next Century for all of Yellow was not viable and did not offer enough cash to abandon the ongoing sale of the hauler's assets, lawyers for Yellow said in a letter. | Nash | That bid, submitted Nov. 28, also understated the cost of reanimating Yellow and overstated potential revenue and earnings after the company's doors shut, which led to the likely permanent loss of customers, Kirkland & Ellis' Patrick Nash said in the letter, a copy of which was obtained by Transport Topics. | Next Century Logistics' initial bid offered \$1.15 billion in cash and a further \$1.5 billion in perpetual preferred stock, a type of debt equity that pays a 7% dividend, sources said. The \$1.15 billion raised by Next Century Logistics would come from a unit of asset manager Brookfield, they said. | Up to 15,000 ex-employees of Yellow would have had an opportunity to join the revived company, with union representation. A number of C-suite and executive-level appointments also would have been available, the sources said. | Tenney Group Senior Vice President Eric Heath, a specialist in bankruptcy proceedings, told TT he had never seen a company of this scale reanimated in this way after seeking court protection. | Heath | Yellow's lawyers saw a number of issues with Next Century Logistics' initial plan after reviewing the proposal. | Some of the biggest problems, Nash wrote, included that the



unsecured creditors committee had indicated no support for the bid. Also, calls on the U.S. Department of the Treasury to extend \$740 million in loans have gone unheeded. Next Century wanted Treasury to extend the due date of the \$740 million by two years through the end of September 2026. Another wrinkle in the plan was that the bid also needed the Department of Labor to say it was not a so-called prohibited transaction under employee law, much like the agency did for the 2008 bailout of General Motors. Treasury would be made whole for earlier loans extended to Yellow under a pandemic-era business rescue plan. Because of this, Heath noted a departure from the ongoing asset auction would be against the agency's interests. In the final paragraph of the letter, Nash told Amico and her team: "The debtors appreciate the time and efforts that went into preparing and submitting Next Century's bid. However, Next Century's bid as currently contemplated does not represent the best outcome for the debtors' Chapter 11 cases nor the broadest recovery possible for their stakeholders." Court documents filed late Dec. 4 said 128 out of Yellow's 169 owned terminals had been sold to 21 different buyers, while two leased terminals also found homes, in an auction that began Nov. 28. Yellow is set to receive a combined \$1.9 billion for the first terminals to be parceled off, the court documents show, with 46 owned properties still up for sale as well as 147 of Yellow's 149 leased properties. Yellow's rolling stock is also being auctioned off. A Dec. 12 bankruptcy court hearing will decide whether to approve the first round of asset sales. Nash indicated in the letter that halting that sale process was not in Yellow's interest and that the deals must be approved by the end of calendar year 2023 in order to preserve the value of the properties, among other things. That court hearing would see Yellow's terminals spread out among the carrier's former LTL rivals. XPO Inc. agreed to pay \$870 million for 26 owned terminals and two leased properties, emerging as the top bidder in the auction. Estes Express Lines landed the second-largest number of terminals in the auction, securing 24 owned terminals for a combined \$248.72 million. Greenwich, Conn.-based XPO ranks No. 4 on TT's list of the largest LTL carriers in North America. Richmond, Va.-based Estes Express ranks No. 5 on the LTL list and submitted a \$1.525 billion stalking horse bid for all the terminals in September. At the time Yellow sought court

protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Next Century Logistics Inc. submitted a second bid for Yellow Corp. assets Dec. 7 after an initial offer to reanimate the bankrupt less-than-truckload carrier was turned down by the administrators of Yellow's assets, according to sources. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. The latest proposal by Next Century Logistics, led by Jack Cooper Transport Executive Chair Sarah Amico, is for 46 owned terminals and 147 leased terminals as well as Yellow rolling stock, sources close to the bid said Dec. 8. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Yellow owned around 12,700 tractors and 42,000 trailers at the end of the second quarter of 2023, according to company documents. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. An initial going-concern bid from Next Century for all of Yellow was not viable and did not offer enough cash to abandon the ongoing sale of the hauler's assets, lawyers for Yellow said in a letter. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Nash That bid, submitted Nov. 28, also understated the cost of reanimating Yellow and overstated potential revenue and earnings after the company's doors shut, which led to the likely permanent loss of customers, Kirkland & Ellis' Patrick Nash said in the letter, a copy of which was obtained by Transport Topics. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Next Century Logistics' initial bid offered \$1.15 billion in cash and a further \$1.5 billion in perpetual preferred stock, a type of debt equity that pays a 7% dividend, sources said. The \$1.15 billion raised by Next Century Logistics would come from a unit of asset manager Brookfield, they said. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Up to 15,000 ex-employees of Yellow would have had an opportunity to join the revived company, with union representation. A number of C-suite and executive-level appointments also would have been available, the sources said. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Tenney Group Senior Vice

President Eric Heath, a specialist in bankruptcy proceedings, told TT he had never seen a company of this scale reanimated in this way after seeking court protection. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Heath Yellow's lawyers saw a number of issues with Next Century Logistics' initial plan after reviewing the proposal. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Some of the biggest problems, Nash wrote, included that the unsecured creditors committee had indicated no support for the bid. Also, calls on the U.S. Department of the Treasury to extend \$740 million in loans have gone unheeded. Next Century wanted Treasury to extend the due date of the \$740 million by two years through the end of September 2026. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Another wrinkle in the plan was that the bid also needed the Department of Labor to say it was not a so-called prohibited transaction under employee law, much like the agency did for the 2008 bailout of General Motors. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Treasury would be made whole for earlier loans extended to Yellow under a pandemic-era business rescue plan. Because of this, Heath noted a departure from the ongoing asset auction would be against the agency's interests. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](https://RoadSigns.ttnews.com). In the final paragraph of the letter, Nash told Amico and her team: "The debtors appreciate the time and efforts that went into preparing and submitting Next Century's bid. However, Next Century's bid as currently contemplated does not represent the best outcome for the debtors' Chapter 11 cases nor the broadest recovery possible for their stakeholders." | At the

time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Court documents filed late Dec. 4 said 128 out of Yellow's 169 owned terminals had been sold to 21 different buyers, while two leased terminals also found homes, in an auction that began Nov. 28. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Yellow is set to receive a combined \$1.9 billion for the first terminals to be parceled off, the court documents show, with 46 owned properties still up for sale as well as 147 of Yellow's 149 leased properties. Yellow's rolling stock is also being auctioned off. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. A Dec. 12 bankruptcy court hearing will decide whether to approve the first round of asset sales. Nash indicated in the letter that halting that sale process was not in Yellow's interest and that the deals must be approved by the end of calendar year 2023 in order to preserve the value of the properties, among other things. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Want more news? Listen to today's daily briefing above or go here for more info. That court hearing would see Yellow's terminals spread out among the carrier's former LTL rivals. XPO Inc. agreed to pay \$870 million for 26 owned terminals and two leased properties, emerging as the top bidder in the auction. Estes Express Lines landed the second-largest number of terminals in the auction, securing 24 owned terminals for a combined \$248.72 million. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Greenwich, Conn.-based XPO ranks No. 4 on TT's list of the largest LTL carriers in North America. Richmond, Va.-based Estes Express ranks No. 5 on the LTL list and submitted a \$1.525 billion stalking horse bid for all the terminals in September. | At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. At the time Yellow sought court protection from its creditors in August, the company ranked No. 3 on the TT LTL list. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | FRANK LONEGRO NAMED CEO AT LANDSTAR, SUCCEEDING JIM GATTONI | Landstar System has selected Frank Lonegro to replace James Gattoni as president and

CEO early next year, the company announced Dec. 4. Lonegro was approved by the company board of directors and is expected to assume the leadership role effective Feb. 2. Gattoni will continue to lead the company until it holds its fourth-quarter earnings conference call, scheduled for the day before. Lonegro is also expected to take over his seat on the company board.

Frank's broad financial, operational and technology leadership at large, publicly traded organizations make for an outstanding fit at Landstar, Landstar Chairman Diana Murphy said. The board is delighted to welcome Frank and his impressive record of achievement to Landstar. On behalf of the independent members of the board, I also want to express tremendous appreciation to Jim for his leadership of Landstar and partnership with all of us.

Lonegro has been executive vice president of Beacon Building Products since April 2020. Before that, he was with CSX for 19 years.

Gattoni plans to transition to the role of special adviser to the CEO before his anticipated retirement in July 2024.

I am honored to follow in Jim's footsteps and to further build on the company's tremendous legacy of success, Lonegro said. It is my privilege to guide Landstar into the future as we write the next chapters in Landstar's impressive story.

Landstar ranks No. 6 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 19 on the TT Top 100 list of the largest logistics companies.

Want more news? Listen to today's daily briefing below or go here for more info: Landstar System has selected Frank Lonegro to replace James Gattoni as president and CEO early next year, the company announced Dec. 4.

Want more news? Listen to today's daily briefing below or go here for more info: Lonegro was approved by the company board of directors and is expected to assume the leadership role effective Feb. 2. Gattoni will continue to lead the company until it holds its fourth-quarter earnings conference call, scheduled for the day before. Lonegro is also expected to take over his seat on the company board.

Want more news? Listen to today's daily briefing below or go here for more info: Frank's broad financial, operational and technology leadership at large, publicly traded organizations make for an outstanding fit at Landstar, Landstar Chairman Diana Murphy said. The board is delighted to welcome Frank and his impressive record of achievement to Landstar. On behalf of the independent

members of the board, I also want to express tremendous appreciation to Jim for his leadership of Landstar and partnership with all of us.?

|Want more news? Listen to today's daily briefing below or go here for more info:Lonegro has been executive vice president of Beacon Building Products since April 2020. Before that, he was with CSX for 19 years.|Want more news? Listen to today's daily briefing below or go here for more info:GattoniGattoni plans to transition to the role of special adviser to the CEO before his anticipated retirement in July 2024.|Want more news? Listen to today's daily briefing below or go here for more info:?

I am honored to follow in Jim?s footsteps and to further build on the company?s tremendous legacy of success,? Lonegro said. ?It is my privilege to guide Landstar into the future as we write the next chapters in Landstar?s impressive story.?

|Want more news? Listen to today's daily briefing below or go here for more info:Landstar ranks No. 6 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 19 on the TT Top 100 list of the largest logistics companies.|EDI FOR TRUCKING: EVERYTHING YOU NEED TO KNOW|In the dynamic world of logistics and freight, Electronic Data Interchange (EDI) has remained a pivotal technology, enabling seamless communication between disparate systems. Truckbase, with its EDI capability, enables seamless integration between trading partners, thus providing real-time updates and eliminating the hassles of double entry. A core outcome of putting EDI into action is deepening customer relationships. Let?s dive in.EDI, or Electronic Data Interchange, is a standardized data communication messaging framework, dating back to the 1960s, that translates data from one system to feed into another, such as integrating a TMS into a customer?s system. It gained significant traction in the 1990s within the supply chain industry, serving as a vital component in establishing connections between advanced carriers, brokers, and shippers. While many modern software companies have now started to develop API (Application Programming Interface) connections, EDI remains a tried-and-true method for translating, relaying, and programmatically connecting data between different systems owned by two parties that may not have their own APIs.Source: <https://www.truckbase.com/edi-trucking1>.

Automation of Order Acceptance and InvoicingEDI automates the acceptance of tendered loads and

invoicing processes, reducing manual efforts and enhancing efficiency. It eliminates the need for check calls and provides 100% live tracking coverage to be synced across two systems simultaneously, ensuring customers receive all the data they need, when they need it.<sup>2</sup>

### Real-time Tracking and Status Updates

With EDI, real-time tracking links offer visibility into location and status to dispatch teams and customers, which is crucial for time-sensitive deliveries and for shippers needing precise shipment arrival times.<sup>3</sup>

### Enhanced Customer Relationships and Professionalism

Higher volume shippers or brokers ? such as CH Robinson or KBX ? may require EDI capabilities from their trading partners, making it table stakes to win dedicated lanes. Tying your systems together via EDI can foster stronger relationships with key customers and allows for superior service and connectivity. Critically, as a carrier able to facilitate EDI, you can compete not just on price, but on reliability and ease, thereby securing more high-paying loads. Less sophisticated and less well-integrated carriers will be left behind. Enabling EDI for trucking thus becomes essential for those looking to grow and secure bigger and more lucrative contracts.

### Integrating EDI with a TMS like Truckbase

increases efficiency, reduces errors, and improves operational and financial visibility for owners. It enables growth without the need to increase office staff and establishes a professional brand, building trust with drivers and customers. It also ensures tighter data access management, safeguarding sensitive load information. For more on this topic, check out [The Power Trio of Trucking Technology: EDI, ELDs, and your TMS](#).

If you're not integrated with your customers today, you want a TMS provider who will take the ball and get you there so that you don't have to worry about the details. The primary reason to choose Truckbase for EDI is its ability to take a "black box" of disparate systems ? yours and your customer's ? and make them interoperable. A great EDI provider should be able to intake, grasp, and connect two systems, with the result being that data flows seamlessly between the two, formatted in the way each company's system requires it. That's the magic of what companies like Truckbase should be able to deliver when it comes to EDI.

Truckbase's TMS itself is intuitive, powerful, and reasonably priced, offering cloud-based and mobile-friendly solutions that integrate

with over 30 ELDs. It is the ideal choice for those who value simplicity in dispatch and are looking to automate mundane back-office tasks related to dispatching, invoicing, QuickBooks integrations, and payroll, thereby establishing a professional presence and enabling growth. It is especially suited for companies with a rising leader or operations manager keen on modernizing their business by intelligently leveraging new technologies. EDI for Trucking is both a tried-and-true solution as well as a modern technological tool that can provide carriers with an edge over less sophisticated competitors. Truckbase is the leading provider in this market, with its tailored EDI solutions and consultative approach to help you connect directly with your customers. It stands out as a beacon of innovation, offering a seamless, efficient, and secure way to manage logistics and freight operations. By choosing Truckbase, carriers not only embrace modernity and professionalism but also step into a future where growth is limitless, and operational excellence is assured.

The above article is sponsor-generated content. To learn more about sponsor-generated content, [click here](#).

Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | RYDER REVEALS FIRST TWO COMPANIES IN EV FLEET PROGRAM | Truck leasing and logistics company Ryder System identified its initial customers Dec. 5 for its RyderElectric+ turnkey electric vehicle fleet program. | The first two companies to be publicly revealed are Pompano Beach, Fla.-based Land 'N' Sea Distributing, a marine and recreational vehicle parts distributor, and Servientrega International, a Bogota, Colombia-based parcel logistics carrier with operations in Miami. | Miami-based Ryder introduced the program in May, saying it combined electrification consulting, vehicle leasing, charging, telematics and maintenance services for light-duty EVs and is expected to offer the scheme for larger trucks too. | Ryder expects the program to make it simpler for customers to navigate deploying and operating EVs in their fleets. | As part of the program, Land 'N' Sea will lease both BrightDrop Zevo 600 and Ford E-Transit vans. Land 'N' Sea will deploy the vehicles in South Florida. | Servientrega will use Zevo 600s in South Florida to carry parcels for shipping to destinations in South America. | Rodriguez | Additional carriers already have engaged the turnkey RyderElectric+ solution for rolling out an EV fleet, said Carlo



Rodriguez, Ryder managing director for electric vehicles, and details are likely to be made public in the coming months. In certain applications, light-duty EVs come out ahead of internal combustion engine competitors when it comes to cost, Rodriguez said. Ryder offers a range of EVs for lease beyond the BrightDrop and Ford vans, including Navistar's International eMV Series trucks, Lonestar EVs with Dana's electric powertrain, and Freightliner's MT50e vans, medium-duty eM2 and heavy-duty eCascadia. Ryder signs first customers to multi-year electric vehicle contracts. Land N Sea Distributing and Servientrega International Inc. secure new electric cargo vans as part of RyderElectric+. #RyderElectric+ #RyderEVs #InnovateWithRyder <https://t.co/BZ4S78aOsP> Ryder (@RyderSystemInc) December 5, 2023 Customers are using some of these heavier-duty vehicles, Rodriguez said, but details are still under wraps. Ryder expects a surge in interest from RyderElectric+ customers for medium-duty and heavy-duty trucks, he added. Ryder has a number of legacy original equipment manufacturer partners, Rodriguez said, including Navistar and Freightliner, but is also open to expanding its portfolio of models for customers. It has reservations in place for Tesla Semi tractors. With more battery-electric Class 8 tractors being produced, the competitive landscape will accelerate as prices decrease, which will accelerate EV adoption in the heavy-duty segment of the freight market, Rodriguez said. Mandates, including those from California, will do the same, said Rodriguez, who added that Ryder has about 100 EVs deployed across all segments of its own fleet. By 2025, 10% of the company's box trucks, vans, yard tractors and light-duty package delivery vehicles must be zero-emission in California, and a matching percentage of work trucks and day cab tractors must be by 2027 under the Advanced Clean Fleets regulation. Ryder in April announced plans to introduce 4,000 Zevo 600 and BrightDrop Zevo 400 vans to its lease and rental fleet through 2025. In September, Ryder deployed its first Zevo 600s at four company facilities in California, Texas and New York. Ryder Supply Chain Solutions ranks No. 10 on the Transport Topics Top 100 list of the largest logistics companies in North America and No. 9 among TT's 100 largest for-hire carriers. The company has built a dedicated 10-person EV team. Rodriguez's EV team helps with Ryder's ChoiceLease, rental, dedicated and service vehicle fleet

ambitions, he said. | Want more news? Listen to today's daily briefing below or go here for more info: Truck leasing and logistics company Ryder System identified its initial customers Dec. 5 for its RyderElectric+ turnkey electric vehicle fleet program. | Want more news? Listen to today's daily briefing below or go here for more info: The first two companies to be publicly revealed are Pompano Beach, Fla.-based Land & Sea Distributing, a marine and recreational vehicle parts distributor, and Servientrega International, a Bogota, Colombia-based parcel logistics carrier with operations in Miami. | Want more news? Listen to today's daily briefing below or go here for more info: Miami-based Ryder introduced the program in May, saying it combined electrification consulting, vehicle leasing, charging, telematics and maintenance services for light-duty EVs and is expected to offer the scheme for larger trucks too. | Want more news? Listen to today's daily briefing below or go here for more info: Ryder expects the program to make it simpler for customers to navigate deploying and operating EVs in their fleets. | Want more news? Listen to today's daily briefing below or go here for more info: As part of the program, Land & Sea will lease both BrightDrop Zevo 600 and Ford E-Transit vans. Land & Sea will deploy the vehicles in South Florida. | Want more news? Listen to today's daily briefing below or go here for more info: Servientrega will use Zevo 600s in South Florida to carry parcels for shipping to destinations in South America. | Want more news? Listen to today's daily briefing below or go here for more info: Rodriguez Additional carriers already have engaged the turnkey RyderElectric+ solution for rolling out an EV fleet, said Carlo Rodriguez, Ryder managing director for electric vehicles, and details are likely to be made public in the coming months. | Want more news? Listen to today's daily briefing below or go here for more info: In certain applications, light-duty EVs come out ahead of internal combustion engine competitors when it comes to cost, Rodriguez said. | Want more news? Listen to today's daily briefing below or go here for more info: Ryder offers a range of EVs for lease beyond the BrightDrop and Ford vans, including Navistar's International eMV Series trucks, Lonestar EVs with Dana's electric powertrain, and Freightliner's MT50e vans, medium-duty eM2 and heavy-duty eCascadia. | Want more news? Listen to today's daily briefing below or go here for more info: Ryder signs first customers to multi-year

electric vehicle contracts. Land ?N? Sea Distributing and Servientrega International Inc. secure new electric cargo vans as part of RyderElectric+. #RyderElectric+ #RyderEVs #InnovateWithRyder <https://t.co/BZ4S78aOsP>? Ryder (@RyderSystemInc) December 5, 2023

Customers are using some of these heavier-duty vehicles, Rodriguez said, but details are still under wraps. Ryder expects a surge in interest from RyderElectric+ customers for medium-duty and heavy-duty trucks, he added.

|Want more news? Listen to today's daily briefing below or go here for more info:Ryder has a number of legacy original equipment manufacturer partners, Rodriguez said, including Navistar and Freightliner, but is also open to expanding its portfolio of models for customers. It has reservations in place for Tesla Semi tractors.

|Want more news? Listen to today's daily briefing below or go here for more info:With more battery-electric Class 8 tractors being produced, the competitive landscape will accelerate as prices decrease, which will accelerate EV adoption in the heavy-duty segment of the freight market, Rodriguez said.

|Want more news? Listen to today's daily briefing below or go here for more info:Mandates, including those from California, will do the same, said Rodriguez, who added that Ryder has about 100 EVs deployed across all segments of its own fleet.

|Want more news? Listen to today's daily briefing below or go here for more info:By 2025, 10% of the company?s box trucks, vans, yard tractors and light-duty package delivery vehicles must be zero-emission in California, and a matching percentage of work trucks and day cab tractors must be by 2027 under the Advanced Clean Fleets regulation.

|Want more news? Listen to today's daily briefing below or go here for more info:Ryder in April announced plans to introduce 4,000 Zevo 600 and BrightDrop Zevo 400 vans to its lease and rental fleet through 2025. In September, Ryder deployed its first Zevo 600s at four company facilities in California, Texas and New York.

|Want more news? Listen to today's daily briefing below or go here for more info:Ryder Supply Chain Solutions ranks No. 10 on the Transport Topics Top 100 list of the largest logistics companies in North America and No. 9 among TT?s 100 largest for-hire carriers.

|Want more news? Listen to today's daily briefing below or go here for more info:The company has built a dedicated 10-person EV team. Rodriguez?s EV team helps with Ryder?s ChoiceLease, rental, dedicated and service vehicle fleet

ambitions, he said.

## NOVEMBER CLASS 8 ORDERS REBOUND FROM THREE-MONTH SLUMP

North American Class 8 truck orders for November rebounded from three months of year-over-year declines, according to ACT Research. ACT preliminary data showed orders increased 26.4% to 41,700 units from 33,000 during the year-ago period, and jumped 30.7% from the 31,900 units reported the previous month. The last positive year-over-year result was a 45% increase to 16,000 in July. November net orders also saw their highest monthly volume since October 2022.

Even though backlogs, in seasonal fashion, are rising, they continue to point to a different market vibe heading into 2024: still good, for sure, but solid rather than stellar, said Kenny Vieth, president and senior analyst at ACT.

FTR Transportation Intelligence reported Class 8 preliminary net orders for November came in 2% higher year-over-year to 36,750 units, which was also 32% higher than October. Those comparisons fell within expectations given seasonal tendencies and a considerable year-over-year decrease during October.

New trucks on the assembly line at the Volvo AG New River Valley Plant in Dublin, Va. (Justin Ide/Bloomberg News)

We also saw a more cohesive market for OEMs versus October with the majority seeing increases in orders, said FTR Chairman Eric Starks.

Despite prolonged weakness in the overall freight market, fleets continue to be willing to order new equipment. Order levels were above the historical average but continue to follow seasonal trends.

FTR also found total Class 8 orders for the previous 12 months have equaled 255,500 units. Build slots also continued to be filled at a healthy rate, according to the freight forecasting firm. Its report concluded that the slight year-over-year increase in orders in November shows a market that is still performing at a high level historically.

The November industry orders per ACT were close to 36,000 units for the U.S. and Canada, said Magnus Koeck, vice president of strategy, marketing and brand management at Volvo Trucks North America.

November of this year was the strongest month since October 2022. There is an expectation of a slowdown in 2024, but November was a positive injection and the orders exceeded our expectations.

Koeck has seen solid demand among larger fleets, but he also noted that fleets appear to be taking longer to place orders this year compared to previous years.

He suspects that is one of the main reasons why the November numbers came in stronger than October. VTNA is anticipating the Class 8 market in U.S. and Canada next year will be strong at around 270,000 units. Due to lingering economic uncertainty, year-to-date preliminary orders are pacing below 2022 levels, said Jonathan Randall, president of Mack Trucks North America. However, November saw a healthy uptick in orders for Class 8 vehicles, with North American industry demand increasing 28% compared with last year. The recent uptick is aligned with our expectations of a 2024 North American market of 290,000 vehicles. Three months into the model year 2024 build, fleets continue to show confidence in their business into next year, said Chris Visser, director of specialty vehicles at J.D. Power. Contract rates have dipped recently but are still historically strong, so it makes sense fleets are staying the course in ordering replacement iron. If this seems contrary to what we frequently hear about the freight market, keep in mind fleet contract business is an entirely different animal than the independent owner-operator business. Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. North American Class 8 truck orders for November rebounded from three months of year-over-year declines, according to ACT Research. Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. ACT preliminary data showed orders increased 26.4% to 41,700 units from 33,000 during the year-ago period, and jumped 30.7% from the 31,900 units reported the previous month. The last positive year-over-year result was a 45% increase to 16,000 in July. November net orders also saw their highest monthly volume since October 2022. Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. Even though backlogs, in seasonal fashion, are rising, they continue to point to a different market vibe heading into 2024: still good, for sure, but solid rather than stellar, said Kenny Vieth, president and senior analyst at ACT. Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. FTR Transportation Intelligence reported Class 8 preliminary net orders for November came in 2% higher year-over-year

to 36,750 units, which was also 32% higher than October. Those comparisons fell within expectations given seasonal tendencies and a considerable year-over-year decrease during October. |Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. New trucks on the assembly line at the Volvo AG New River Valley Plant in Dublin, Va. (Justin Ide/Bloomberg News) |Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. ?We also saw a more cohesive market for OEMs versus October with the majority seeing increases in orders,? said FTR Chairman Eric Starks. ?Despite prolonged weakness in the overall freight market, fleets continue to be willing to order new equipment. Order levels were above the historical average but continue to follow seasonal trends.? |Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. FTR also found total Class 8 orders for the previous 12 months have equaled 255,500 units. Build slots also continued to be filled at a healthy rate, according to the freight forecasting firm. Its report concluded that the slight year-over-year increase in orders in November shows a market that is still performing at a high level historically. |Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. ?The November industry orders per ACT were close to 36,000 units for the U.S. and Canada,? said Magnus Koeck, vice president of strategy, marketing and brand management at Volvo Trucks North America. ?November of this year was the strongest month since October 2022. There is an expectation of a slowdown in 2024, but November was a positive injection and the orders exceeded our expectations.? |Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. Koeck has seen solid demand among larger fleets, but he also noted that fleets appear to be taking longer to place orders this year compared to previous years. He suspects that is one of the main reasons why the November numbers came in stronger than October. VTNA is anticipating the Class 8 market in U.S. and Canada next year will be strong at around 270,000 units. |Visser added contract rates have remained

strong all through the overcapacity drawdown and spot rate correction that started in early 2022. Want more news? Listen to today's daily briefing above or go here for more info? Due to lingering economic uncertainty, year-to-date preliminary orders are pacing below 2022 levels," said Jonathan Randall, president of Mack Trucks North America. "However, November saw a healthy uptick in orders for Class 8 vehicles, with North American industry demand increasing 28% compared with last year. The recent uptick is aligned with our expectations of a 2024 North American market of 290,000 vehicles." | Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. "Three months into the model year 2024 build, fleets continue to show confidence in their business into next year," said Chris Visser, director of specialty vehicles at J.D. Power. "Contract rates have dipped recently but are still historically strong, so it makes sense fleets are staying the course in ordering replacement iron. If this seems contrary to what we frequently hear about the freight market, keep in mind fleet contract business is an entirely different animal than the independent owner-operator business." | Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. Visser added contract rates have remained strong all through the overcapacity drawdown and spot rate correction that started in early 2022. [Subscribe](#) [Gift a Subscription](#) 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | [QUICKBOOKS FOR TRUCKING: CONNECTING QUICKBOOKS TO YOUR TMS](#) | In the fast-paced world of long-haul trucking, where every minute and mile counts, efficiency is the linchpin of a successful operation. However, many asset-based carriers are grappling with a silent efficiency killer – the disconnection between trucking management and accounting systems. This seemingly innocuous issue can lead to a cascade of hidden costs and operational bottlenecks that can significantly impact a company's bottom line. Above all, there are two primary blind spots: we need real-time trucking-specific workflows and operational insights that a TMS can provide, and robust quarterly and financial reporting that QuickBooks can provide. The holy grail is connecting these two. Let's delve deeper into the unseen ramifications of using disjointed systems and explore

how an integration between QuickBooks and a modern TMS like Truckbase can be the beacon of light in this operational fog. When trucking management and accounting systems operate in silos, the manual transfer of data between them becomes inevitable. This double data entry is not just a colossal waste of time but also a hotbed for errors. Every incorrect entry can lead to financial discrepancies, delayed invoicing, and inaccurate financial reporting, all of which can have serious repercussions on a company's financial health. Seamless and efficient invoicing is how you ensure you get paid both accurately and on-time. When you have to toggle between two systems both to upload documents and enter load information, you not only waste time but risk making costly mistakes that can have cascading consequences. Invoicing errors erode trust with customers, which increases churn risks. You also create more work for your team when you have to constantly fix invoices and make sure that documents match, and may harm morale if you anger customers who end up taking it out on your staff. When you use QuickBooks for trucking and can marry it to your TMS, these issues should evaporate. Truckbase, for example, can seamlessly submit documentation such as rate confirmations to QuickBooks as needed. It can also allow you to send an invoice in TruckBase and have it automatically appear in QuickBooks ? and vice versa. Thus your ?source of truth? is unified across the systems, wherever you may create the invoice. QuickBooks, while a robust accounting tool, may not provide all the operational metrics and KPIs that trucking companies need to make informed decisions. The absence of a unified system that combines financial data with operational insights can lead to compromised decision-making. Companies may find themselves making operational adjustments based on incomplete or outdated financial data, leading to suboptimal outcomes. QuickBooks also only has three unit types: quantity, rate, and amount. Your long haul trucking operation may have many more, such as linehaul rate, fuel surcharge, per mile, and more. The right TMS can meld those two so they work in harmony. The time spent on manually transferring data between disconnected systems is time taken away from core operational activities. These inefficiencies can lead to delays in dispatching, invoicing, and financial reporting, all of which can erode profits. In an industry where time is money, every delay



can have a direct impact on a company's bottom line. Many trucking management systems that boast end-to-end accounting solutions lack the flexibility and customization that QuickBooks offers. QuickBooks is ubiquitous for a reason. This limitation can stifle innovation and adaptability, preventing companies from tailoring their systems to meet their unique operational needs. The inability to integrate world-class accounting systems with specialized TMS solutions can leave companies worse off, stuck with inflexible and generic solutions. The repercussions of disconnected systems are not limited to internal operations; they extend to customer satisfaction as well. Inaccurate invoicing, for example, can lead to dissatisfied customers, damaging the company's reputation and brand value. In a competitive industry, customer dissatisfaction can be the difference between retaining a client and losing them to a competitor. So, how can trucking companies navigate this maze of hidden costs and operational challenges? The answer lies in integration. By integrating your TMS and QuickBooks for trucking, carriers can create a seamless flow of data between dispatch and finance, eliminating the need for double data entry and reducing the risk of errors. There are two overarching types of metrics: outcomes and inputs. Outcomes tend to be vanity-level, while input metrics are the controllable variables that can help you make impactful changes based on actionable insights. With Truckbase, you can leverage key input data to gain unparalleled operational clarity, with real-time insights into their dispatching, invoicing, and financial outcomes. Which load types are driving the best results for you? Which drivers, which trucks, which customers? Which are costing you the most? What's your profitability per mile, and sliced by each of those vectors? When you can answer these types of questions, this level of clarity enables enhanced decision-making, allowing companies to make operational adjustments based on accurate and up-to-date financial data that fully connects down to the load level. That's what "great" looks like with QuickBooks for trucking, when it's coupled tightly with your TMS. By integrating with QuickBooks, Truckbase allows trucking companies to synchronize their load and payment information, eliminating the need for manual data entry in multiple systems. This seamless integration ensures that updates in one system are automatically reflected in the other, creating a

unified and accurate view of operations and finances. Whether or not you use QuickBooks Desktop or QuickBooks Online, Truckbase has you covered. However, we always recommend that trucking companies choose QuickBooks Online, as the integration is going to be far more seamless and adaptable as you grow. Truckbase not only streamlines internal operations but also enhances customer satisfaction. By ensuring accurate invoicing, real-time truck tracking with ELD integrations, and transparent communication with customers via smart notifications, Truckbase helps companies build a reputation for reliability and excellence, enhancing their brand value in the competitive trucking landscape. When a TMS is disconnected from QuickBooks, it turns them into icebergs in the operational ocean, with unseen dangers lurking beneath the surface. By integrating these systems, companies can navigate these waters safely, avoiding the hidden obstacles and steering towards operational efficiency and financial success. Truckbase, with its seamless integration with QuickBooks for trucking, offers a lifeline to companies trapped in the quagmire of disjointed systems, illuminating the path to operational harmony and customer satisfaction. And again, most importantly, when properly connected, it should provide actionable KPI analysis and insights to continually improve your trucking operation and facilitate profitable growth. For more information, go to <https://www.truckbase.com/quickbooks-trucking>

The above article is sponsor-generated content. To learn more about sponsor-generated content, click [here](#).  
Subscribe Gift a Subscription  
80 M Street SE, Suite 800, Washington, D.C., 20003  
703-838-1770 | ALLISON TRANSMISSION WORKERS REJECT LABOR DEAL, STAY ON JOB | Some 1,500 Allison Transmission Holdings employees rejected a deal the company struck with union negotiators, but will remain on the job while talks continue, the company said Dec. 1. | Automatic transmission manufacturer Allison did not return requests for comment on the next steps for the two sides. | Around 96% of the United Auto Workers Local 933 Indianapolis members employed by the medium- and heavy-duty truck transmission supplier voted against a tentative agreement concluded a day before Thanksgiving. | Both Allison and the union kept mum about the terms of the tentative agreement, with the company arguing doing so respected the ratification process. | "The tentative contract between

the United Auto Workers Local 933 and Allison Transmission in Speedway has been rejected."https://t.co/ropa044xe9]? UAW (@UAW) December 2, 2023|UAW Local 933 authorized a strike Oct. 25 with 99% approval. A 2017 labor deal was due to expire Nov. 14. On Nov. 16, the two sides said employees were continuing to work while negotiators remained at the table.|Under the tentative agreement, production employees hired before Feb. 1, 2008, would receive a 10% wage increase upon ratification of a new labor deal followed by 5% lump sum payments in 2025, 2026 and 2027.|Production employees hired after Feb. 1, 2008, would receive a 10% or greater wage increase upon ratification, a 5% lump sum payment in 2025, a 3% wage increase in 2026 and a 5% lump sum in 2027, according to a copy of the agreement posted on the Local 933 website.|The copy of the agreement posted online also indicated a ratification bonus of \$2,000 was in the cards if the agreement were approved by Dec. 1.|Indianapolis-based Allison operates manufacturing facilities in the United States, Hungary and India, the largest of which is in its hometown.|Allison reported third-quarter net sales of \$736 million, a 4% rise compared with \$710 million in the same period a year earlier, driven by an 11% increase in North American on-highway division sales.|The company said the increase was primarily driven by strength in customer demand for Class 8 vocational and medium-duty trucks and price increases on certain products.|Expectations were high for the final three months of 2023, Chief Financial Officer Frederick Bohley said during the company's third-quarter earnings call.|?We do have an elevated expectation for Q4 and outside North America off-highway versus what we saw in Q3,? Bohley said. ?There?s a significant amount of demand for medium-duty and Class 8 straight, and we feel very solid about where that order book is going into the fourth quarter.?[One of Allison?s Class 8 vocational truck customers is Mack Trucks, which in August expanded use of the Allison 4500 Rugged Duty Series to compressed natural gas-powered Mack Granite trucks.|Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer?s Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Some 1,500 Allison Transmission Holdings employees rejected a deal the company struck with union negotiators, but will remain on

the job while talks continue, the company said Dec. 1. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Automatic transmission manufacturer Allison did not return requests for comment on the next steps for the two sides. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Around 96% of the United Auto Workers Local 933 Indianapolis members employed by the medium- and heavy-duty truck transmission supplier voted against a tentative agreement concluded a day before Thanksgiving. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Both Allison and the union kept mum about the terms of the tentative agreement, with the company arguing doing so respected the ratification process. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. "The tentative contract between the United Auto Workers Local 933 and Allison Transmission in Speedway has been rejected." <https://t.co/ropa044xe9>? UAW (@UAW) December 2, 2023 UAW Local 933 authorized a strike Oct. 25 with 99% approval. A 2017 labor deal was due to expire Nov. 14. On Nov. 16, the two sides said employees were continuing to work while negotiators remained at the table. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Under the tentative agreement, production employees hired before Feb. 1, 2008, would receive a 10% wage increase upon ratification of a new labor deal followed by 5% lump sum payments in 2025, 2026 and 2027. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment

manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Production employees hired after Feb. 1, 2008, would receive a 10% or greater wage increase upon ratification, a 5% lump sum payment in 2025, a 3% wage increase in 2026 and a 5% lump sum in 2027, according to a copy of the agreement posted on the Local 933 website. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. The copy of the agreement posted online also indicated a ratification bonus of \$2,000 was in the cards if the agreement were approved by Dec. 1. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). VTNA President Peter Voorhoeve outlines how the truck maker is helping its customers make better use of telematics and remote diagnostics tools to run their fleets more effectively. Tune in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). Indianapolis-based Allison operates manufacturing facilities in the United States, Hungary and India, the largest of which is in its hometown. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Allison reported third-quarter net sales of \$736 million, a 4% rise compared with \$710 million in the same period a year earlier, driven by an 11% increase in North American on-highway division sales. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. The company said the increase was primarily driven by strength in customer demand for Class 8 vocational and medium-duty trucks and price increases on certain products. Volvo Group subsidiary Mack had its own labor issues this

fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Expectations were high for the final three months of 2023, Chief Financial Officer Frederick Bohley said during the company's third-quarter earnings call. | Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Want more news? Listen to today's daily briefing above or go here for more info? We do have an elevated expectation for Q4 and outside North America off-highway versus what we saw in Q3,? Bohley said. ? There's a significant amount of demand for medium-duty and Class 8 straight, and we feel very solid about where that order book is going into the fourth quarter.? | Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. One of Allison's Class 8 vocational truck customers is Mack Trucks, which in August expanded use of the Allison 4500 Rugged Duty Series to compressed natural gas-powered Mack Granite trucks. | Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Volvo Group subsidiary Mack had its own labor issues this fall, with UAW members walking off the job Oct. 9. Output at the original equipment manufacturer's Macungie, Pa., and Hagerstown, Md., plants did not ramp up again until Nov. 20. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | XPO IN LINE FOR 28 YELLOW PROPERTIES FOR \$870 MILLION | Less-than-truckload carrier XPO Inc. has agreed to pay \$870 million for 26 owned terminals and two leased properties that previously were operated by Yellow Corp., emerging as a top bidder in the managed sale of the bankrupt LTL carrier's assets, court documents show. | However, one of Yellow's other top suitors ? Old Dominion Freight Lines ? did not land any of the properties in this initial sale. | The XPO offer was among the largest from the auction's initial

results, which began Nov. 28 and which saw 128 out of Yellow?s 169 owned properties sold to 21 different buyers, documents filed late Dec. 4 show. Greenwich, Conn.-based XPO ranks No. 5 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 4 on TT?s list of the largest less-than-truckload carriers in North America. XPO had no comment on the results. The auction brought an aggregate financial haul of nearly \$1.9 billion, paid by a combination of Yellow?s one-time LTL rivals and real estate companies.

XPO Property Haul	Here are the 28 locations where XPO stands to gain terminals from the Yellow property auction:
Location	Little Rock, Ark.
	Nogales, Ariz.
	Bakersfield, Calif.
	Clifton, Colo.
	Ellenwood, Ga.
	Danville, Ill.
	West Rock Island, Ill.
	Indianapolis
	Landover, Md.
	Burnsville, Minn.
	Columbia, Mo.
	St. Louis
	Kernersville, N.C.
	Las Vegas
	Dayton, Ohio
	Columbus, Ohio
	Central Point, Ore.
	Portland, Ore.
	Carlisle, Pa.
	Bensalem, Pa.
	West Columbia, S.C.
	Goodlettsville, Tenn.
	Jackson, Tenn.
	Nashville, Tenn.
	Sherman, Texas
	Eau Claire, Wis.
	Brooklyn, N.Y.
	Houston

Another 46 owned properties remain to be sold in the auction, which is ongoing, the administrators said. The overall price paid for these terminals tops by 19% a \$1.525 billion stalking horse bid for the company?s terminals previously submitted by Estes Express Lines, with a number of major Yellow terminals remaining on the sales block. Still, Richmond, Va.-based Estes landed the second-largest number of terminals in the auction, securing 24 owned terminals for a combined \$248.72 million. Estes was not immediately available for comment Dec. 5. Estes Express ranks No. 14 on the TT 100 for-hire carriers list and No. 5 on the LTL list. Two other bidders won multiple properties with combined bids topping \$200 million ? Saia Motor Freight Line and real estate investor Ramar Land Corp. Saia Inc. ranks No. 21 on the TT 100 for-hire carriers list and No. 9 on the LTL list. Saia was the winning bidder for 17 facilities, agreeing to pay a combined \$235.7 million. The terminals include facilities in Fresno, Calif.; Bowling Green, Ky.; West Boston, Mass.; Grand Rapids, Mich.; Trenton, N.J.; Rochester, N.Y.; Akron, Ohio; and

Laredo, Texas. The company said the sale is expected to close in the first quarter of 2024. The addition of these new facilities furthers our multiyear strategy of expanding Saia's national terminal footprint and, as they are opened over time, they will enable us to provide better service to both new and existing customers," Saia CEO Fritz Holzgreffe said in a Dec. 5 statement. Related video: XPO founder Brad Jacobs is launching his own acquisition firm. However, Hendersonville, N.C.-based Old Dominion failed to land any terminals in the sale after emerging as an early suitor for all of the terminals with a \$1.5 billion stalking horse bid. Estes upped the ante with its larger offer before the facilities hit the auction block. ODFL ranks No. 10 on the TT 100 for-hire carriers list and No. 2 on the LTL list. Another bidder left on the sidelines was Next Century Logistics, a late entrant into the bidding process. The group is led by current Jack Cooper Transport Executive Chair Sarah Amico, who wants to reanimate Yellow in some capacity with unionized employees. Who Got What The four carriers who spent the most to acquire Yellow terminals, so far: TT Rank | Carrier | Price | Terminals | 5 | XPO | \$870M | 28 | 14 | Estes

Express | \$248.72M | 24 | 21 | Saia | \$235.7M | 17 | 7 | Knight-Swift | \$51.3M | 13 | Next Century Logistics plans to purchase terminals plus rolling stock and employ around 15,000 ex-employees, according to sources close to the bid. The bid, submitted Nov. 28, is worth \$3.1 billion, including \$1.15 billion in cash. Amico, a third-generation trucking company executive, envisions an integrated footprint from day one and a revamped customer experience, the sources said. TT's top-ranked LTL carrier, FedEx Freight, was also absent from the list of winning bidders. A hearing is scheduled for 10 a.m. EST on Dec. 12 to approve the sale of the terminals. Some 12 buyers accounted for around 90% of the properties purchased. J.P. Morgan analyst Brian Ossenbeck in a Dec. 5 research note estimates that 92% of the properties sold went to current LTL carriers. Ossenbeck "We believe this outcome supports the view that the industry will remain capacity- and price-disciplined since the assets were widely spread out to incumbent LTL carriers," Ossenbeck said. He noted that Knight-Swift Transportation Holdings picked up 13 properties for \$51.3 million. Knight-Swift ranked No. 7 on the TT for-hire Top 100 even before acquiring U.S. Express in March. Ten real estate entities bought 33



properties for a combined \$380 million. The terminals owned by Yellow ? many situated in major urban areas ? were viewed by analysts as some of the best locations in the industry. As a result, they were also attractive to real estate investors. Some 147 of Yellow's 149 leased properties are still on the block, alongside the remaining 46 owned properties. Among the owned properties are a 426-door Chicago Heights facility, a 304-door Maybrook, N.Y., terminal and a 216-door facility in Cincinnati, court documents show. The largest remaining leased facilities on offer are a 325-door terminal in Bloomington, Calif., a 274-door facility in Charlotte and a 227-door terminal in Atlanta. We believe the rest of the leased assets could present some compelling opportunities with good terms and multiple extensions, which could make these look like owned terminals for the next two decades, said Ossenbeck, adding that the leased terminal auction will continue this week and potentially into next. At the time Yellow sought court protection from its creditors in August, the company ranked No. 13 on the TT 100 for-hire carriers list and No. 3 on the LTL list. Want more news? Listen to today's daily briefing below or go here for more info: Less-than-truckload carrier XPO Inc. has agreed to pay \$870 million for 26 owned terminals and two leased properties that previously were operated by Yellow Corp., emerging as a top bidder in the managed sale of the bankrupt LTL carrier's assets, court documents show. Want more news? Listen to today's daily briefing below or go here for more info: However, one of Yellow's other top suitors ? Old Dominion Freight Lines ? did not land any of the properties in this initial sale. Want more news? Listen to today's daily briefing below or go here for more info: The XPO offer was among the largest from the auction's initial results, which began Nov. 28 and which saw 128 out of Yellow's 169 owned properties sold to 21 different buyers, documents filed late Dec. 4 show. Want more news? Listen to today's daily briefing below or go here for more info: Greenwich, Conn.-based XPO ranks No. 5 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 4 on TT's list of the largest less-than-truckload carriers in North America. XPO had no comment on the results. Want more news? Listen to today's daily briefing below or go here for more info: The auction brought an aggregate financial haul of nearly \$1.9 billion, paid by a combination of Yellow's

one-time LTL rivals and real estate companies. | Want more news? Listen to today's daily briefing below or go here for more info: Here are the 28 locations where XPO stands to gain terminals from the Yellow property auction: | Houston Another 46 owned properties remain to be sold in the auction, which is ongoing, the administrators said. | Want more news? Listen to today's daily briefing below or go here for more info: The overall price paid for these terminals tops by 19% a \$1.525 billion stalking horse bid for the company's terminals previously submitted by Estes Express Lines, with a number of major Yellow terminals remaining on the sales block. | Want more news? Listen to today's daily briefing below or go here for more info: Still, Richmond, Va.-based Estes landed the second-largest number of terminals in the auction, securing 24 owned terminals for a combined \$248.72 million. Estes was not immediately available for comment Dec. 5. Estes Express ranks No. 14 on the TT 100 for-hire carriers list and No. 5 on the LTL list. | Want more news? Listen to today's daily briefing below or go here for more info: Two other bidders won multiple properties with combined bids topping \$200 million ? Saia Motor Freight Line and real estate investor Ramar Land Corp. Saia Inc. ranks No. 21 on the TT 100 for-hire carriers list and No. 9 on the LTL list. | Want more news? Listen to today's daily briefing below or go here for more info: Saia was the winning bidder for 17 facilities, agreeing to pay a combined \$235.7 million. The terminals include facilities in Fresno, Calif.; Bowling Green, Ky.; West Boston, Mass.; Grand Rapids, Mich.; Trenton, N.J.; Rochester, N.Y.; Akron, Ohio; and Laredo, Texas. The company said the sale is expected to close in the first quarter of 2024. | Want more news? Listen to today's daily briefing below or go here for more info: ? The addition of these new facilities furthers our multiyear strategy of expanding Saia's national terminal footprint and, as they are opened over time, they will enable us to provide better service to both new and existing customers, ? Saia CEO Fritz Holzgreffe said in a Dec. 5 statement. | Want more news? Listen to today's daily briefing below or go here for more info: Related video: XPO founder Brad Jacobs is launching his own acquisition firm. | Want more news? Listen to today's daily briefing below or go here for more info: However, Hendersonville, N.C.-based Old Dominion failed to land any terminals in the sale after emerging as an early suitor for all of the terminals with a \$1.5 billion stalking horse

bid. Estes upped the ante with its larger offer before the facilities hit the auction block. ODFL ranks No. 10 on the TT 100 for-hire carriers list and No. 2 on the LTL list. |Want more news? Listen to today's daily briefing below or go here for more info: Another bidder left on the sidelines was Next Century Logistics, a late entrant into the bidding process. The group is led by current Jack Cooper Transport Executive Chair Sarah Amico, who wants to reanimate Yellow in some capacity with unionized employees. |Want more news? Listen to today's daily briefing below or go here for more info: The four carriers who spent the most to acquire Yellow terminals, so far: |13 Next Century Logistics plans to purchase terminals plus rolling stock and employ around 15,000 ex-employees, according to sources close to the bid. |Want more news? Listen to today's daily briefing below or go here for more info: The bid, submitted Nov. 28, is worth \$3.1 billion, including \$1.15 billion in cash. Amico, a third-generation trucking company executive, envisions an integrated footprint from day one and a revamped customer experience, the sources said. |Want more news? Listen to today's daily briefing below or go here for more info: TT's top-ranked LTL carrier, FedEx Freight, was also absent from the list of winning bidders. |Want more news? Listen to today's daily briefing below or go here for more info: A hearing is scheduled for 10 a.m. EST on Dec. 12 to approve the sale of the terminals. |Want more news? Listen to today's daily briefing below or go here for more info: Some 12 buyers accounted for around 90% of the properties purchased. J.P. Morgan analyst Brian Ossenbeck in a Dec. 5 research note estimates that 92% of the properties sold went to current LTL carriers. |Want more news? Listen to today's daily briefing below or go here for more info: Ossenbeck? We believe this outcome supports the view that the industry will remain capacity- and price-disciplined since the assets were widely spread out to incumbent LTL carriers, Ossenbeck said. He noted that Knight-Swift Transportation Holdings picked up 13 properties for \$51.3 million. |Want more news? Listen to today's daily briefing below or go here for more info: Knight-Swift ranked No. 7 on the TT for-hire Top 100 even before acquiring U.S. Express in March. |Want more news? Listen to today's daily briefing below or go here for more info: Ten real estate entities bought 33 properties for a combined \$380 million. |Want more news? Listen to today's

daily briefing below or go here for more info: The terminals owned by Yellow ? many situated in major urban areas ? were viewed by analysts as some of the best locations in the industry. As a result, they were also attractive to real estate investors. | Want more news? Listen to today's daily briefing below or go here for more info: Some 147 of Yellow's 149 leased properties are still on the block, alongside the remaining 46 owned properties. Among the owned properties are a 426-door Chicago Heights facility, a 304-door Maybrook, N.Y., terminal and a 216-door facility in Cincinnati, court documents show. The largest remaining leased facilities on offer are a 325-door terminal in Bloomington, Calif., a 274-door facility in Charlotte and a 227-door terminal in Atlanta. | Want more news? Listen to today's daily briefing below or go here for more info: ? We believe the rest of the leased assets could present some compelling opportunities with good terms and multiple extensions, which could make these look like owned terminals for the next two decades, ? said Ossenbeck, adding that the leased terminal auction will continue ? this week and potentially into next. ? | Want more news? Listen to today's daily briefing below or go here for more info: At the time Yellow sought court protection from its creditors in August, the company ranked No. 13 on the TT 100 for-hire carriers list and No. 3 on the LTL list. | INFOGRAPHIC: RYDER'S FOUNDATION FOR A SUCCESSFUL FREIGHT BROKERAGE | Globally, supply chains are facing unprecedented levels of disruption. Shippers and carriers are challenged more than ever to keep goods moving, while ensuring customer needs are met. To outline fundamental areas needed for success ? and what to look for in a freight broker to keep goods moving? Ryder's new infographic highlights the most important components to navigate disruption, such as 100% shipment visibility & tracking. Complete the form to download the complimentary infographic today and access the full insights. Brought to you by: 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | CANADA CARTAGE ACQUIRES GTI GROUP | Canada Cartage Corp. will buy GTI Group for an undisclosed sum, the company said. | The deal would give Mississauga, Ontario-based Canada Cartage its first foothold in the U.S. in the company's 110-year history. | Canada Cartage ranks No. 65 on the Transport Topics Top 100 list of the largest for-hire

carriers in North America. Canada Cartage had 2,519 tractors and 3,402 trailers as of the end of 2022, according to TT data. The company also ranks No. 31 on TT's list of the largest flatbed/heavy specialized carriers in North America and No. 80 on the TT logistics Top 100 list. GTI offers brokerage, transportation management, freight forwarding, drayage, intermodal, warehousing and specialty trucking services for oversize and heavy haul freight services. Buying GTI is Canada Cartage's second deal so far in 2023. The company bought Whitby, Ontario-based refrigerated food and beverage specialist Cam-Scott Transport Ltd. in July. Canada Cartage Expands Into U.S. Market with Strategic Acquisition of The GTI Group. Read more at <https://t.co/ByN1qgD3p3> [pic.twitter.com/paBc87iART](https://t.co/paBc87iART) | Canada Cartage (@CanadaCartage) November 29, 2023 | Following the deal's closure, Canada Cartage expects its annual revenues to top C\$1 billion (\$740 million). Privately owned Canada Cartage does not release quarterly earnings. Canada Cartage said the acquisition would "significantly increase its scale in services such as freight management, freight brokerage, and specialized freight hauling." GTI ranks No. 81 on the TT top freight brokerage firms list. Montreal-based GTI has its main U.S. offices in Houston; Des Moines, Iowa; and Franklin, Tenn. "We are extremely excited to be joining forces with the GTI Group," Canada Cartage CEO Jeff Lindsay said. "Like us, GTI has grown significantly over the past few years and has a portfolio of complementary service offerings that build upon Canada Cartage's solution lineup and also adds some new, complementary services to ours." "We have been looking for an opportunity to enter the U.S. market for several years, but have been waiting for the right acquisition to do so. The management team at GTI have built a service offering and platform that prioritizes the customer the same way we do at Canada Cartage, and we are confident this is the right team for us to partner with to build and expand our North American presence." | Want more news? Listen to today's daily briefing below or go here for more info: Canada Cartage Corp. will buy GTI Group for an undisclosed sum, the company said. | Want more news? Listen to today's daily briefing below or go here for more info: The deal would give Mississauga, Ontario-based Canada Cartage its first foothold in the U.S. in the company's 110-year history. | Want more news? Listen to today's daily briefing below or go here

for more info:Canada Cartage ranks No. 65 on the Transport Topics Top 100 list of the largest for-hire carriers in North America. Canada Cartage had 2,519 tractors and 3,402 trailers as of the end of 2022, according to TT data. |Want more news? Listen to today's daily briefing below or go here for more info:The company also ranks No. 31 on TT's list of the largest flatbed/heavy specialized carriers in North America and No. 80 on the TT logistics Top 100 list. |Want more news? Listen to today's daily briefing below or go here for more info:GTI offers brokerage, transportation management, freight forwarding, drayage, intermodal, warehousing and specialty trucking services for oversize and heavy haul freight services. |Want more news? Listen to today's daily briefing below or go here for more info:Buying GTI is Canada Cartage's second deal so far in 2023. The company bought Whitby, Ontario-based refrigerated food and beverage specialist Cam-Scott Transport Ltd. in July. |Want more news? Listen to today's daily briefing below or go here for more info:Canada Cartage Expands Into U.S. Market with Strategic Acquisition of The GTI Group. Read more at <https://t.co/ByN1qgD3p3> [pic.twitter.com/paBc87iART](https://t.co/paBc87iART) |? Canada Cartage (@CanadaCartage) November 29, 2023Following the deal's closure, Canada Cartage expects its annual revenues to top C\$1 billion (\$740 million). Privately owned Canada Cartage does not release quarterly earnings. |Want more news? Listen to today's daily briefing below or go here for more info:Canada Cartage said the acquisition would "significantly increase its scale in services such as freight management, freight brokerage, and specialized freight hauling." |Want more news? Listen to today's daily briefing below or go here for more info:GTI ranks No. 81 on the TT top freight brokerage firms list. |Want more news? Listen to today's daily briefing below or go here for more info:Montreal-based GTI has its main U.S. offices in Houston; Des Moines, Iowa; and Franklin, Tenn. |Want more news? Listen to today's daily briefing below or go here for more info:?"We are extremely excited to be joining forces with the GTI Group," Canada Cartage CEO Jeff Lindsay said. "Like us, GTI has grown significantly over the past few years and has a portfolio of complementary service offerings that build upon Canada Cartage's solution lineup and also adds some new, complementary services to ours. |Want more news? Listen to today's daily briefing below or go here

for more info: We have been looking for an opportunity to enter the U.S. market for several years, but have been waiting for the right acquisition to do so. The management team at GTI have built a service offering and platform that prioritizes the customer the same way we do at Canada Cartage, and we are confident this is the right team for us to partner with to build and expand our North American presence.

### XPO FOUNDER BRAD JACOBS READIES \$1 BILLION ACQUISITION FIRM

Brad Jacobs, the billionaire who founded XPO Logistics Inc., is creating a publicly listed company designed for multiple acquisitions and funded with \$1 billion, mostly from Jacobs himself. Jacobs has not yet said into what industry he plans to expand after starting five companies, including United Rentals Inc. and one snapped up by Waste Management Inc. in 1997. His most recent venture started with a \$150 million purchase of a truck brokerage in 2011, and he built it into XPO and two recent spinoffs, which together have sales of about \$20 billion. With this next venture, we're aiming to more than double that, Jacobs said in an interview, referring to the \$20 billion in sales. I want to create a very large company in the new industry. It'll have scale. It'll be a fragmented market. Jacobs said the industry he's eyeing is in industrial services and in an area in which applying technology can give him a competitive edge. As a shortcut to list his latest acquisition vehicle, Jacobs Private Equity II will become majority shareholder of software seller SilverSun Technologies Inc. As part of the deal to gain the listing, Jacobs will fund a \$2.5 million dividend that will be paid to SilverSun's shareholders plus 0.3% of Jacobs' new venture. SilverSun and its business will be spun out. Jacobs will rename the listed company and form a new board. Jacobs will contribute \$900 million to the venture, and other investors, including Sequoia Heritage, family and friends will contribute \$100 million, Jacobs said. The new company will sell more shares publicly to finance acquisitions and growth, said Jacobs, who plans to remain as chairman of trucking company XPO and the two spinoffs - RXO Inc., a freight broker, and GXO Logistics Inc., a warehouse and fulfillment center operator. XPO ranks No. 5 on the Transport Topics Top 100 list of the largest for-hire carriers in North America, while GXO and RXO rank Nos. 6 and 18, respectively, on the TT Top 100 of the largest logistics companies in North

America. Goldman Sachs and Morgan Stanley are serving as financial advisers to Jacobs, and Wachtell, Lipton, Rosen & Katz is serving as legal adviser. The deal is expected to be completed within four months, Jacobs said. Jacobs says he has made about 500 acquisitions in his career. Many were family-owned, tool-rental businesses for United Rentals Inc., which he founded in 1997, or small, rural waste-disposal operations for the company he built and sold to Waste Management. At XPO, deals were fewer and larger. That pattern of bigger acquisitions will continue for his new venture, he said in the interview, with a "shopping list" of firms with sales ranging from \$500 million to \$1 billion. Jacobs said one of the keys for success for the new venture will be hiring the right people. He's already brought on board Mark Manduca, who had been chief investment officer at GXO, and Matt Fassler, a former chief strategy officer at XPO. Jacobs is now looking for a chief financial officer, he said. "Great people are rare," Jacobs said in a Bloomberg Television interview. "Of all the different components of what's going to hopefully make us be more successful than we've been in the past even, is sticking to that discipline of only bringing into the company rock stars, superstar people." The industrial-service business that Jacobs is looking at will have to benefit from artificial intelligence rather than be hurt by it, he said. He sees machine learning helping to write reports and improve demand forecasts. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Brad Jacobs, the billionaire who founded XPO Logistics Inc., is creating a publicly listed company designed for multiple acquisitions and funded with \$1 billion, mostly from Jacobs himself. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. YELLOW AUCTION: XPO bids \$870 million for 28 properties "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Jacobs has not yet said into what industry he plans to expand after starting five companies, including United Rentals Inc. and one snapped up by Waste Management Inc. in 1997. His most recent venture started with a \$150 million purchase of a truck brokerage in 2011, and he built it into XPO and two recent spinoffs, which together have sales of



about \$20 billion. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. "With this next venture, we're aiming to more than double that," Jacobs said in an interview, referring to the \$20 billion in sales. "I want to create a very large company in the new industry. It'll have scale. It'll be a fragmented market."

"You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Jacobs said the industry he's eyeing is in industrial services and in an area in which applying technology can give him a competitive edge.

"You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. As a shortcut to list his latest acquisition vehicle, Jacobs Private Equity II will become majority shareholder of software seller SilverSun Technologies Inc. As part of the deal to gain the listing, Jacobs will fund a \$2.5 million dividend that will be paid to SilverSun's shareholders plus 0.3% of Jacobs' new venture. SilverSun and its business will be spun out. Jacobs will rename the listed company and form a new board.

"You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Jacobs Jacobs will contribute \$900 million to the venture, and other investors, including Sequoia Heritage, family and friends will contribute \$100 million, Jacobs said. The new company will sell more shares publicly to finance acquisitions and growth, said Jacobs, who plans to remain as chairman of trucking company XPO and the two spinoffs - RXO Inc., a freight broker, and GXO Logistics Inc., a warehouse and fulfillment center operator.

"You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. XPO ranks No. 5 on the Transport Topics Top 100 list of the largest for-hire carriers in North America, while GXO and RXO rank Nos. 6 and 18, respectively, on the TT Top 100 of the largest logistics companies in North America.

"You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Goldman Sachs and Morgan Stanley are serving as financial advisers to Jacobs, and Wachtell, Lipton, Rosen & Katz is serving as legal adviser. The deal is expected to be completed within four

months, Jacobs said. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Jacobs says he has made about 500 acquisitions in his career. Many were family-owned, tool-rental businesses for United Rentals Inc., which he founded in 1997, or small, rural waste-disposal operations for the company he built and sold to Waste Management. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. At XPO, deals were fewer and larger. That pattern of bigger acquisitions will continue for his new venture, he said in the interview, with a "shopping list" of firms with sales ranging from \$500 million to \$1 billion. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Jacobs said one of the keys for success for the new venture will be hiring the right people. He's already brought on board Mark Manduca, who had been chief investment officer at GXO, and Matt Fassler, a former chief strategy officer at XPO. Jacobs is now looking for a chief financial officer, he said. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Want more news? Listen to today's daily briefing above or go here for more info. "Great people are rare," Jacobs said in a Bloomberg Television interview. "Of all the different components of what's going to hopefully make us be more successful than we've been in the past even, is sticking to that discipline of only bringing into the company rock stars, superstar people." "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. The industrial-service business that Jacobs is looking at will have to benefit from artificial intelligence rather than be hurt by it, he said. He sees machine learning helping to write reports and improve demand forecasts. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. "You have to be in a business that AI is not going to replace what you're doing, but AI is going to make what you do more profitable," he said. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | OPEC COUNTRIES CUTTING OUTPUT IN BID TO

INCREASE OIL PRICES|Associated Press[Stay on top of transportation news: Get TTNews in your inbox.]]LONDON ? The OPEC oil cartel led by Saudi Arabia and allied producers including Russia made another big swipe at propping up lagging crude prices Nov. 30, expanding some output cuts into next year and bringing up-and-coming oil supplier Brazil into the fold.|Lower oil prices have been a good thing for U.S. drivers, who have been able to fill their gas tanks for less money in recent months. But it's bad news for OPEC+ countries whose oil income bolsters their economies and who have faced setbacks in pushing prices higher despite initial fears that the Israel-Hamas war could affect oil flows.|The OPEC+ oil ministers came out of an online meeting with more than 2 million barrels per day in voluntary cuts through the first three months of next year and declared that Brazil would join the bloc in January, bringing one of the world's fastest growing oil producers into an alliance that is trying to rein in global supply.|However, sweeping cutbacks from OPEC+ and individual member countries since October 2022 have not made lasting changes to oil prices because of concerns about too much crude circulating in a weakening global economy, which could weigh on the thirst for oil for travel and industry.|The market even shrugged off the new move, though it amounts to roughly 2% of global supply.|Your week in crude thus far.|Effectively flat AGAIN despite all the OPEC+ chaos. [pic.twitter.com/w43fwd1yuR](https://pic.twitter.com/w43fwd1yuR)|? Rory Johnston (@Rory\_Johnston) December 1, 2023|Jorge Leon, senior vice president of oil market research for Rystad Energy, called it a ?bit of disappointing meeting? for OPEC+ and a ?bittersweet? one for Saudi Arabia in particular because it couldn't convince the whole group to commit to production cuts.|The market also was let down, because it ?was likely expecting a deal covering the first half of next year,? he said.|Other energy experts saw the oil bloc's two-part solution for a lagging market more positively. Paul Tossetti, an executive director of S&P Global Commodity Insights, praised the ?imaginative ways? of OPEC+ lately in dealing with market challenges from the Americas, climate change efforts and on other fronts.|Taken together, the bloc's two moves Nov. 30 serve to ?preserve the unity of the group at a challenging time,? Bhushan Bahree, another executive director at the group, wrote.|Saudi Arabia led the deepening voluntary cuts Nov. 30, extending its reduction of 1 million

barrels per day through March. It was followed by Russia, which is cutting 500,000 barrels per day of crude and refined oil products, and then Iraq, the United Arab Emirates, Kuwait, Kazakhstan, Algeria and Oman with smaller amounts. |Russia wants higher oil prices to boost the main way it fills its war chest against Ukraine, while the Saudis have to earn nearly \$86 per barrel to meet their planned spending goals, according to the latest estimate from the International Monetary Fund. |Saudi Arabia is trying to fund an ambitious overhaul of the kingdom's economy, reduce its dependence on oil and create jobs for a young population. |But the international benchmark Brent crude has stayed in the low- to mid-\$80 range in recent weeks and fell more than 2% to \$80.91 a barrel following the meeting before settling at \$82.83 Nov. 30. U.S. crude also dropped 2.5% to \$75.90 before settling at \$75.96 per barrel. |The expanded cuts were expected to keep crude prices in the same range of \$80 to \$85 a barrel for the first half of the year, Leon said. |Lower oil prices have allowed U.S. gas prices to fall or stay steady since Sept. 19, AAA said. Gas is averaging just below \$3.25 a gallon, the motor club said, down about 7% from a month ago. |But that's still higher than when President Joe Biden took office in January 2021, when prices were averaging about \$2.40 a gallon. High inflation has been a political challenge for Biden going into the 2024 election, prompting him to say this week that efforts to improve supply chains and reduce price pressures are a priority. |President Biden is focused on prices for American consumers, which have been coming down steadily, the White House said in a statement Nov. 30 after the OPEC+ meeting. |U.S. oil production has hit records as OPEC+ has cut back, with producers outside the group expected to keep leading global growth in oil supply next year, the International Energy Agency said. |For instance, daily production in the U.S. averaged 13 million barrels a day in August, an increase of more than 1 million barrels from a year ago, according to the latest monthly figures from the U.S. Energy Information Administration. |The risk is growing that production cuts could reduce the influence of OPEC+ over oil supplies as other countries boost their output. |The kingdom is balancing the desire to keep prices high by limiting supply with the knowledge that doing so will lead to a further drop in overall market share, Leon said. |Bringing in Brazil, which the IEA also said has

been producing record amounts of oil this year, would give the 23-member OPEC+ a leg up. Adding Brazil's oil would bring the amount of global production controlled by OPEC+ up to 62%, similar to the share held by the organization when Russia joined in the mid-2010s, Leon said. José Chrispiniano, press secretary for President Luiz Inacio Lula da Silva, said the invitation was under analysis. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

LONDON — The OPEC oil cartel led by Saudi Arabia and allied producers including Russia made another big swipe at propping up lagging crude prices Nov. 30, expanding some output cuts into next year and bringing up-and-coming oil supplier Brazil into the fold. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

Lower oil prices have been a good thing for U.S. drivers, who have been able to fill their gas tanks for less money in recent months. But it's bad news for OPEC+ countries whose oil income bolsters their economies and who have faced setbacks in pushing prices higher despite initial fears that the Israel-Hamas war could affect oil flows. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

The OPEC+ oil ministers came out of an online meeting with more than 2 million barrels per day in voluntary cuts through the first three months of next year and declared that Brazil would join the bloc in January, bringing one of the world's fastest growing oil producers into an alliance that is trying to rein in global supply. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

However, sweeping cutbacks from OPEC+ and individual member countries since October 2022 have not made lasting changes to oil prices because of concerns about too much crude circulating in a weakening global economy, which could weigh on the thirst for oil for travel and industry. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

The market even shrugged off the new move, though it amounts to roughly 2% of global supply. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed.

Your week in crude thus far. Rory Johnston (@Rory\_Johnston) December 1, 2023

Jorge Leon, senior vice president of oil market research for Rystad Energy, called it a "bit of disappointing meeting" for OPEC+ and a "bittersweet" one for

Saudi Arabia in particular because it couldn't convince the whole group to commit to production cuts. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. The market also was let down, because it was likely expecting a deal covering the first half of next year, he said. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Other energy experts saw the oil bloc's two-part solution for a lagging market more positively. Paul Tossetti, an executive director of S&P Global Commodity Insights, praised the imaginative ways of OPEC+ lately in dealing with market challenges from the Americas, climate change efforts and on other fronts. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Taken together, the bloc's two moves Nov. 30 serve to preserve the unity of the group at a challenging time, Bhushan Bahree, another executive director at the group, wrote. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Saudi Arabia led the deepening voluntary cuts Nov. 30, extending its reduction of 1 million barrels per day through March. It was followed by Russia, which is cutting 500,000 barrels per day of crude and refined oil products, and then Iraq, the United Arab Emirates, Kuwait, Kazakhstan, Algeria and Oman with smaller amounts. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Russia wants higher oil prices to boost the main way it fills its war chest against Ukraine, while the Saudis have to earn nearly \$86 per barrel to meet their planned spending goals, according to the latest estimate from the International Monetary Fund. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Saudi Arabia is trying to fund an ambitious overhaul of the kingdom's economy, reduce its dependence on oil and create jobs for a young population. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune

in above or by going to [RoadSigns.com](https://www.roadsigns.com). But the international benchmark Brent crude has stayed in the low- to mid-\$80 range in recent weeks and fell more than 2% to \$80.91 a barrel following the meeting before settling at \$82.83 Nov. 30. U.S. crude also dropped 2.5% to \$75.90 before settling at \$75.96 per barrel. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. The expanded cuts were expected to keep crude prices in the same range of \$80 to \$85 a barrel for the first half of the year, Leon said. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. Lower oil prices have allowed U.S. gas prices to fall or stay steady since Sept. 19, AAA said. Gas is averaging just below \$3.25 a gallon, the motor club said, down about 7% from a month ago. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. But that's still higher than when President Joe Biden took office in January 2021, when prices were averaging about \$2.40 a gallon. High inflation has been a political challenge for Biden going into the 2024 election, prompting him to say this week that efforts to improve supply chains and reduce price pressures are a priority. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. President Biden is focused on prices for American consumers, which have been coming down steadily, the White House said in a statement Nov. 30 after the OPEC+ meeting. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. U.S. oil production has hit records as OPEC+ has cut back, with producers outside the group expected to keep leading global growth in oil supply next year, the International Energy Agency said. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. For instance, daily production in the U.S. averaged 13 million barrels a day in August, an increase of more than 1 million barrels from a year ago, according to the latest monthly figures from the U.S. Energy Information Administration. AP writers Mauricio Savarese in São Paulo and Amer Madhani in Washington contributed. Want more news? Listen to today's daily briefing above or go here for more info. The risk is growing that production cuts could reduce the influence of OPEC+ over oil supplies as other countries boost their output. AP writers Mauricio Savarese in São Paulo and

Aamer Madhani in Washington contributed. The kingdom is balancing the desire to keep prices high by limiting supply with the knowledge that doing so will lead to a further drop in overall market share, Leon said. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Bringing in Brazil, which the IEA also said has been producing record amounts of oil this year, would give the 23-member OPEC+ a leg up. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Adding Brazil's oil would bring the amount of global production controlled by OPEC+ up to 62%, similar to the share held by the organization when Russia joined in the mid-2010s, Leon said. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. José Chrispiniano, press secretary for President Luiz Inacio Lula da Silva, said the invitation was under analysis. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. AP writers Mauricio Savarese in São Paulo and Aamer Madhani in Washington contributed. Subscribe Gift a Subscription 80 M Street SE, Suite 800, Washington, D.C., 20003 703-838-1770 | NYC CONGESTION PLAN WOULD CHARGE BUSINESS DISTRICT DRIVERS | NEW YORK ? Most drivers would pay \$15 to enter Manhattan's central business district under a plan released by New York officials Nov. 30. The congestion pricing plan, which neighboring New Jersey has filed a lawsuit over, will be the first such program in the United States if it is approved by transportation officials early next year. Under the plan, passenger car drivers entering Manhattan south of 60th Street during daytime hours would be charged \$15 electronically, while the fee for small trucks would be \$24 and large trucks would be charged \$36. Cities such as London and Stockholm have similar programs in place, but New York City is poised to become the first in the U.S. Revenue from the tolls, projected to be roughly \$1 billion annually, would be used to finance borrowing to upgrade the city's mass transit systems. The proposal from the Traffic Mobility Review Board, a New York state body charged with advising the Metropolitan Transportation Authority on the tolls, includes discounts for travel between 9 p.m. and 5 a.m. and for frequent low-income drivers. Government vehicles, such as municipal garbage trucks, would be exempt. Taxi drivers would pass a \$1.25 surcharge onto their passengers for entering the



congestion zone, while app-based ride-hail passengers would see a \$2.50 surcharge. Officials say that in addition to funding needed transit improvements, congestion pricing will result in improved air quality and reduced traffic. Absent this, we're going to be choking in our own traffic for a long time to come, and the MTA is not going to have the funds necessary to provide quality service, Carl Weisbrod, chair of the traffic review board, said in presenting the report to MTA officials. Opponents include taxi drivers, who had pushed for a full exemption. The city has already decimated the taxi industry with years of unregulated, unchecked competition from Uber and Lyft, and the MTA seems poised to land a final blow to the prospect of stability and modest survival, Bhairavi Desai, executive director of the New York City Taxi Workers Alliance, said in a news release. If this proposal is implemented, thousands of driver families will get dragged back into crisis-level poverty with no relief in sight. New Jersey Gov. Phil Murphy criticized the traffic mobility board's proposal after some news organizations reported on it Nov. 29 ahead of its official release. The Traffic Mobility Review Board's recommended credit structure is wholly inadequate, especially the total lack of toll credits for the George Washington Bridge, which will lead to toll shopping, increased congestion in underserved communities, and excessive tolling at New Jersey crossings into Manhattan, Murphy, who filed a federal lawsuit over congestion pricing in July, said in a statement. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024.

NEW YORK — Most drivers would pay \$15 to enter Manhattan's central business district under a plan released by New York officials Nov. 30. The congestion pricing plan, which neighboring New Jersey has filed a lawsuit over, will be the first such program in the United States if it is approved by transportation officials early next year. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Under the plan, passenger car drivers entering Manhattan south of 60th Street during daytime hours would be charged \$15 electronically, while the fee for small trucks would be \$24 and large trucks would be charged \$36. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Cities such as London and Stockholm have similar programs in place, but New York City is poised to become the

first in the U.S. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Revenue from the tolls, projected to be roughly \$1 billion annually, would be used to finance borrowing to upgrade the city's mass transit systems. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. The proposal from the Traffic Mobility Review Board, a New York state body charged with advising the Metropolitan Transportation Authority on the tolls, includes discounts for travel between 9 p.m. and 5 a.m. and for frequent low-income drivers. Government vehicles, such as municipal garbage trucks, would be exempt. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Taxi drivers would pass a \$1.25 surcharge onto their passengers for entering the congestion zone, while app-based ride-hail passengers would see a \$2.50 surcharge. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Officials say that in addition to funding needed transit improvements, congestion pricing will result in improved air quality and reduced traffic. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. "Absent this, we're going to be choking in our own traffic for a long time to come, and the MTA is not going to have the funds necessary to provide quality service," Carl Weisbrod, chair of the traffic review board, said in presenting the report to MTA officials. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Opponents include taxi drivers, who had pushed for a full exemption. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Want more news? Listen to today's daily briefing above or go here for more info. The city has already decimated the taxi industry with years of unregulated, unchecked competition from Uber and Lyft, and the MTA seems poised to land a final blow to the prospect of stability and modest survival, Bhairavi Desai, executive director of the New York City Taxi Workers Alliance, said in a news release. "If this proposal is implemented, thousands of driver families will get dragged back into crisis-level poverty with no relief in sight." The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. New Jersey Gov. Phil Murphy criticized the traffic mobility board's proposal after some news organizations

reported on it Nov. 29 ahead of its official release. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. The Traffic Mobility Review Board's recommended credit structure is wholly inadequate, especially the total lack of toll credits for the George Washington Bridge, which will lead to toll shopping, increased congestion in underserved communities, and excessive tolling at New Jersey crossings into Manhattan, Murphy, who filed a federal lawsuit over congestion pricing in July, said in a statement. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. The MTA board will vote on the plan after a series of public hearings scheduled for February 2024. Subscribe Gift a Subscription80 M Street SE, Suite 800, Washington, D.C., 20003703-838-1770|ATLANTA JOINS TOP TIER OF GLOBAL SUPPLY CHAIN POWERS|Already the world's busiest passenger airport, Atlanta's Hartsfield-Jackson International Airport plans a nearly \$500 million expansion of its air cargo facilities to accommodate steady economic growth in the Southeast U.S. Even with the ongoing freight recession, trucking, rail, ports and airlines are planning for more growth to handle the expected surge in freight in the second half of this decade and into the 2030s. Airport officials told Transport Topics that \$368 million in upgrades for the modernized air cargo facility would come from the private sector, and the remaining money would come from airport funds. As a result of the pandemic, our biggest cargo year was 2021, said Rebecca Francosky, the airport's director of air service development. A lot of that had to do with the [personal protective equipment] and all of the things that were flying through and all of the people who were buying online and not shopping in stores, and all of the things that were happening with the Port of Savannah caused us to have a freight fantastic year, more than we ever thought was possible. Francosky Francosky said Hartsfield-Jackson plans to double its existing air cargo facilities on the south side of the airport by the end of the decade. This can be done on its existing 4,700 acres of land, and the airport has been in contact with Amazon.com Inc., which debuted this year at No. 1 on the Transport Topics Top 50 list of the largest global freight companies. Also under evaluation was a possible sixth runway at Hartsfield-Jackson, but that proposal appears to be on hold. The airport, however, is

moving forward with a \$10.8 billion passenger terminal expansion and renovation, now underway and scheduled to be completed by 2042. Flying into Hartsfield-Jackson from any direction, one can see hundreds of Class 8 trucks on the often crowded, 64-mile Atlanta Interstate 285 perimeter, connecting I-85, I-75 and I-20 – all major routes. Atlanta has some advantages when it comes to freight; it is less congested than some of the other international airports, said Jennifer Baer, vice president of custom brokerage at DHL Freight Forwarding. It is an easier location to get cargo in and out of, from a turnaround time, compared to O'Hare in Chicago or JFK in New York. It is a growing region of the country. The Atlanta area is now one of the most important commercial, financial and transportation centers of the southeast United States. More than 75% of Fortune 1000 companies have a presence in the region, which hosts the offices of about 1,250 multinational corporations. UPS Inc. has its international headquarters in Atlanta, and in October 2018 the company opened a 1.2 million-square-foot distribution center capable of processing more than 100,000 parcels per hour. UPS ranks No. 1 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 2 on the global freight companies TT50. The expansion at Hartsfield-Jackson comes after A.P. Moller-Maersk and DHL expanded their operations in the Atlanta area this past summer. Maersk added a nearly 125-square-foot gateway at the airport that offers direct plane side recovery with an immediate unit load device transfer portal to the new facility. And on July 6, DHL Express opened an \$84.5 million, 100,000-square-foot hub there, which the company says establishes direct connections between Atlanta and 19 cities in the Southeast and key global markets, including Europe. Eventually, the facility will operate flights to Hong Kong, Mexico, the United Kingdom and Puerto Rico. The fully automated facility is equipped with technology capable of sorting up to 20,000 pieces per hour. Cassidy Chris Cassidy, CEO of supply chain management company Mojix, said the region's growth is much larger than just the 13 counties that make up the metropolitan area. He noted the transportation industry expansion is taking place in parts of Alabama, Tennessee, North Carolina, South Carolina and Georgia. Much of it is being driven by the friendly business climate and the decisions by government and policymakers

to expand infrastructure projects, including highways, roads, bridge, airports, and inland and water-facing ports. The expanding Port of Savannah is 3½ hours away by truck along once-seldom-used I-16, which is fast becoming one of the more important interstates in the nation, especially in terms of truck traffic from Savannah to other parts of the Southeast. One hundred fifty years ago, Atlanta was the unique, prime location for the railroads, and more than 80 years ago, Delta moved its headquarters here, and Hartsfield-Jackson has expanded right alongside it, Cassidy said. Atlanta is uniquely positioned with its transportation lanes, the highways, the ports and the airport. It's now one of the most important supply chain and logistics hubs in the world. Want more news? Listen to today's daily briefing below or go here for more info: Already the world's busiest passenger airport, Atlanta's Hartsfield-Jackson International Airport plans a nearly \$500 million expansion of its air cargo facilities to accommodate steady economic growth in the Southeast U.S. Want more news? Listen to today's daily briefing below or go here for more info: Even with the ongoing freight recession, trucking, rail, ports and airlines are planning for more growth to handle the expected surge in freight in the second half of this decade and into the 2030s. Want more news? Listen to today's daily briefing below or go here for more info: Airport officials told Transport Topics that \$368 million in upgrades for the modernized air cargo facility would come from the private sector, and the remaining money would come from airport funds. Want more news? Listen to today's daily briefing below or go here for more info: As a result of the pandemic, our biggest cargo year was 2021, said Rebecca Francosky, the airport's director of air service development. A lot of that had to do with the [personal protective equipment] and all of the things that were flying through and all of the people who were buying online and not shopping in stores, and all of the things that were happening with the Port of Savannah caused us to have a freight fantastic year, more than we ever thought was possible. Want more news? Listen to today's daily briefing below or go here for more info: Francosky Francosky said Hartsfield-Jackson plans to double its existing air cargo facilities on the south side of the airport by the end of the decade. This can be done on its existing 4,700 acres of land, and the airport has been in contact with

Amazon.com Inc., which debuted this year at No. 1 on the Transport Topics Top 50 list of the largest global freight companies. |Want more news? Listen to today's daily briefing below or go here for more info: Also under evaluation was a possible sixth runway at Hartsfield-Jackson, but that proposal appears to be on hold. The airport, however, is moving forward with a \$10.8 billion passenger terminal expansion and renovation, now underway and scheduled to be completed by 2042. |Want more news? Listen to today's daily briefing below or go here for more info: Flying into Hartsfield-Jackson from any direction, one can see hundreds of Class 8 trucks on the often crowded, 64-mile Atlanta Interstate 285 perimeter, connecting I-85, I-75 and I-20 ? all major routes. |Want more news? Listen to today's daily briefing below or go here for more info: Baer? Atlanta has some advantages when it comes to freight; it is less congested than some of the other international airports,? said Jennifer Baer, vice president of custom brokerage at DHL Freight Forwarding. ?It is an easier location to get cargo in and out of, from a turnaround time, compared to O'Hare in Chicago or JFK in New York. It is a growing region of the country.? |Want more news? Listen to today's daily briefing below or go here for more info: The Atlanta area is now one of the most important commercial, financial and transportation centers of the southeast United States. More than 75% of Fortune 1000 companies have a presence in the region, which hosts the offices of about 1,250 multinational corporations. UPS Inc. has its international headquarters in Atlanta, and in October 2018 the company opened a 1.2 million-square-foot distribution center capable of processing more than 100,000 parcels per hour. |Want more news? Listen to today's daily briefing below or go here for more info: UPS ranks No. 1 on the Transport Topics Top 100 list of the largest for-hire carriers in North America and No. 2 on the global freight companies TT50. |Want more news? Listen to today's daily briefing below or go here for more info: Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune in above or by going to RoadSigns.ttnews.com. Rishi Mehra of Trimble sheds light on the immense support that transportation technology can provide to enhance the efficiency of the physical supply chain. Tune

in above or by going to [RoadSigns.ttnews.com](http://RoadSigns.ttnews.com). The expansion at Hartsfield-Jackson comes after A.P. Moller-Maersk and DHL expanded their operations in the Atlanta area this past summer. Maersk added a nearly 125-square-foot gateway at the airport that offers direct plane side recovery with an immediate unit load device transfer portal to the new facility. |Want more news? Listen to today's daily briefing below or go here for more info: And on July 6, DHL Express opened an \$84.5 million, 100,000-square-foot hub there, which the company says establishes direct connections between Atlanta and 19 cities in the Southeast and key global markets, including Europe. Eventually, the facility will operate flights to Hong Kong, Mexico, the United Kingdom and Puerto Rico. The fully automated facility is equipped with technology capable of sorting up to 20,000 pieces per hour. |Want more news? Listen to today's daily briefing below or go here for more info: Cassidy Chris Cassidy, CEO of supply chain management company Mojix, said the region's growth is much larger than just the 13 counties that make up the metropolitan area. He noted the transportation industry expansion is taking place in parts of Alabama, Tennessee, North Carolina, South Carolina and Georgia. Much of it is being driven by the friendly business climate and the decisions by government and policymakers to expand infrastructure projects, including highways, roads, bridge, airports, and inland and water-facing ports. |Want more news? Listen to today's daily briefing below or go here for more info: The expanding Port of Savannah is 3½ hours away by truck along once-seldom-used I-16, which is fast becoming one of the more important interstates in the nation, especially in terms of truck traffic from Savannah to other parts of the Southeast. |Want more news? Listen to today's daily briefing below or go here for more info: One hundred fifty years ago, Atlanta was the unique, prime location for the railroads, and more than 80 years ago, Delta moved its headquarters here, and Hartsfield-Jackson has expanded right alongside it, Cassidy said. Atlanta is uniquely positioned with its transportation lanes, the highways, the ports and the airport. It's now one of the most important supply chain and logistics hubs in the world. |MONTHLY TRUCKING EMPLOYMENT REPORT: STEADY AFTER LOTS OF VOLATILITY |SENTENCINGS IN LOUISIANA STAGED TRUCK ACCIDENT CASE DELAYED AGAIN |FMCSA ISSUES POLICY ON

SEXUAL ASSAULT AMONG TRUCK DRIVERS|CALIFORNIA TRUCKING REGULATION FLIES UNDER RADAR AS FIRST DEADLINE LOOMS|TRUCK PARKING EXPANSION MONEY STILL ELUSIVE ON CAPITOL HILL|FLORIDA SEEKS HELP FOR TRUCKERS FAILING PRE-TRIP INSPECTIONS|TRANSPORTATION CAPACITY GROWS FASTER IN NOVEMBER, PRICES CONTINUE TO SLIDE|LANDSTAR CEO JIM GATTONI TO RETIRE|TRANSPORTATION HEARING TO FOCUS ON INFRASTRUCTURE LAW|Land LineAdvanced SearchLand LineDecember 8, 2023?|The House Transportation & Infrastructure Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.?Oversight of the Infrastructure Investment and Jobs Act: Modal Perspectives? is scheduled for 10 a.m. Eastern on Wednesday, Dec. 13.Robin Hutcheson, administrator of the Federal Motor Carrier Safety Administration, is expected to be one of the witnesses.In 2021, Congress passed and President Joe Biden signed into law a \$1.2 trillion infrastructure package aimed at investing in communities and growing the economy.The plan ?will rebuild America?s roads, bridges and rails, expand access to clean drinking water, ensure every American has access to high-speed internet, tackle the climate crisis, advance environmental justice and invest in communities that have too often been left behind,? the White House said in 2021.The law includes such trucker-friendly provisions as the creation of a Truck Leasing Task Force aimed at stopping predatory programs. However, it also includes several provisions opposed by OOIDA, such as the requirement for the U.S. Department of Transportation to create automatic emergency braking system requirements for heavy-duty trucks.FMCSA and the National Highway Traffic Safety Administration are scheduled to release a final rule on automatic emergency braking systems in April.The hearing will give lawmakers on the committee a chance to ask Hutcheson about the AEB rulemaking, as well as several others planned by FMCSA in the coming year.Hutcheson mentioned some of those rulemakings, including speed limiters, at the 2023 Midwest Commercial Vehicle Safety Summit in November. She also used her time to talk about the agency?s focus on eliminating the root causes of truck crashes, including problems with detention time and predatory lease-purchase



agreements. Wednesday's hearing will be broadcast live here. [LLFederal](#) An electronic logging device has been reinstated to FMCSA's approved list. Find out which device was impacted and how it made it back on the list. An electronic logging device has been reinstated to FMCSA's approved list. Find out which device was impacted and how it made it back on the list. By Ryan Witkowski | December 08

[Federal](#) FMCSA hopes to raise awareness about sexual assault against truckers. Here's what the agency is doing to spread the word about the issue. FMCSA hopes to raise awareness about sexual assault against truckers. Here's what the agency is doing to spread the word about the issue. By Ryan Witkowski | December 07

[Federal](#) The CARS Act, which would prevent the EPA from issuing mandates that limit a consumer's vehicle choice, passed the House this week. The CARS Act, which would prevent the EPA from issuing mandates that limit a consumer's vehicle choice, passed the House this week. By Mark Schremmer | December 07

[Federal](#) The National Coalition on Truck Parking recently held a meeting to discuss all things truck parking. Find out the current state of the truck parking crisis. The National Coalition on Truck Parking recently held a meeting to discuss all things truck parking. Find out the current state of the truck parking crisis. By Tyson Fisher | December 06

Mark Schremmer, senior editor, joined Land Line in 2015. An award-winning journalist and former assistant news editor at The Topeka Capital-Journal, he brings fresh ideas, solid reporting skills, and more than two decades of journalism experience to our staff. Latest Podcasts Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

[|FLORIDA GOVERNOR PURSUES SOLUTION TO COUNTY'S TRANSPORTATION TAX UNCERTAINTY](#) Florida's governor will ask state lawmakers next year to allot more than half a billion dollars in sales tax revenue for transportation work in the state's fourth-largest county. In his upcoming budget proposal, Gov. Ron DeSantis wants the Florida Department of Transportation to determine how to spend money from a defunct transportation sales tax that was collected in Hillsborough County. One year ago, the Florida Supreme Court ruled the tax collection was illegal. In November 2018, voters in the county that includes the city of Tampa approved a question to raise

the local sales tax by 1%. About 55% of new revenue was set to be applied for road work. The remaining funds were designated to pay for new and enhanced transit options. Shortly after passage of the referendum, multiple legal challenges were waged. Critics, including then-Hillsborough County Commissioner Stacy White, argued the tax was unconstitutional and took power from the County Commission. The issue ultimately made its way to the Florida Supreme Court, where plaintiffs argued the charter amendment was "deceptive" to voters. Additionally, they said the spending parameters were set by the referendum and not by elected officials. In February 2021, justices ruled the tax unconstitutional. The \$570 million collected via the tax from January 2019 to early 2021 remains in escrow until state leaders decide how it can be used. One year ago, a question was added to the county's fall ballot asking voters whether to raise the 7.5% local sales tax to 8.5% for transportation purposes. Karen Jaroch, a Tampa resident who is a coordinator for a conservative advocacy group, filed a lawsuit to block the vote. The legal challenge stated the referendum did not meet Florida's requirement for a simple and narrow question. "They incorrectly inform voters that their vote on the referendum, rather than decisions by the Board of County Commissioners, will establish the uses to which surtax proceeds will be put and that those uses will be set in stone for the 30-year life of the proposed surtax," the suit stated. A circuit court judge sided with Jaroch's motion and nullified inclusion of the referendum on the ballot. DeSantis previously wanted to see as much of the money refunded as possible. Any unclaimed funds would be routed toward road work. State lawmakers, however, were unable to reach agreement during the 2023 regular session on how to resolve the issue. The governor's latest pursuit does not include any refunds. Instead, all the money would be transferred from the Department of Revenue to the state's Transportation Trust Fund. The Florida DOT would take the lead on finalizing a list of projects in the county. The agency would have until September 2024 to complete the task. "As Florida's population continues to grow, it is crucial that we have a robust transportation network to support our state," Florida DOT Secretary Jared W. Perdue said in prepared remarks. "This budget proposal reaffirms the Department's commitment to addressing congestion relief, resiliency, improving safety on our

roadways and strengthening Florida's supply chain. Tampa Mayor Jane Castor said that any money made available to her city would be used for maintenance and repairs to roads and bridges.

LLFloridaWe'll talk with a union president about why his group is making the case for slowing, or stopping, the march toward autonomous vehicles.We'll talk with a union president about why his group is making the case for slowing, or stopping, the march toward autonomous vehicles.

By Mark Reddig | November 28NewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | December 08NewsOOIDA is looking for members who want to help influence policies that will improve the trucking industry for all drivers.OOIDA is looking for members who want to help influence policies that will improve the trucking industry for all drivers.

By Land Line Staff | December 08NewsThere was only a slight increase in trucking jobs in November, an indication of balance in employment as demand slows down.There was only a slight increase in trucking jobs in November, an indication of balance in employment as demand slows down.

By Tyson Fisher | December 08Keith Goble has been covering trucking-related laws since 2000. His daily web reports, radio news and "OOIDA's State Watch" in Land Line Magazine are the industry's premier sources for information regarding state legislative affairs.

Latest PodcastsBecome a member of OOIDA today.

Follow Us: MagazineFollow Us: RadioFollow Us: Podcasts© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

OOIDA ENCOURAGES TRUCKERS TO APPLY FOR BOARD|The Owner-Operator Independent Drivers Association is looking for members who want to help influence policies that will improve the trucking industry for all drivers.Nominations for OOIDA's Board of Directors will be accepted until Dec. 31.

Overall, serving on the board of OOIDA can be a way to make a meaningful impact in the trucking industry, advocate for fellow drivers and gain valuable experience and connections along the way," said Bryan Spoon, secretary for OOIDA's Board of Directors.Nomination forms were sent to OOIDA members on Nov. 15, signaling the start of the biennial election cycle for alternate board members. The election will

take place in the fall of 2024. Those elected will be seated at the 2025 spring board meeting. OOIDA members can nominate themselves or another member. In order to run, a nominee must have a minimum of five consecutive years of commercial truck driving experience and five consecutive years of active Association membership immediately before the nomination. Members who meet that five-year experience threshold are encouraged to apply. "It's time for the young, strong voices of the newer generation to get their ideas out of the cab and into the board room," Spoon said. "Learn the right and most meaningful ways to have measurable influence in the halls of statehouses and Congress." The nomination-election committee has mailed nomination forms to all current dues-paying members. The nomination forms also are available online. If you are a member and not registered on the website yet, send an email to [CommunicationsDept@OOIDA.com](mailto:CommunicationsDept@OOIDA.com) to sign up. More information about the role of an OOIDA alternate and how the process works can be found [here](#).

**LLNews**The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | December 08

**News**Florida's governor wants state lawmakers to direct sales tax revenue for transportation work in the state's fourth largest county. Florida's governor wants state lawmakers to direct sales tax revenue for transportation work in the state's fourth largest county. By Keith Goble | December 08

**News**Truckers For Troops made its annual monetary and household goods donation to the Veterans Community Project in Kansas City, Mo., on Thursday, Dec. 7. Truckers For Troops made its annual monetary and household goods donation to the Veterans Community Project in Kansas City, Mo., on Thursday, Dec. 7. By SJ Munoz | December 08

**Latest Podcasts**Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

**|TRUCKING JOBS STABILIZE IN NOVEMBER, REMAIN DOWN FOR THE YEAR|** Trucking jobs increased just slightly in November, another indicator that there is some stability in the trucking industry. According to the latest numbers from the Bureau of Labor Statistics, 700 trucking jobs were added to the

economy in November. This marks only the fifth gain for the year as the trucking industry continues to move toward a yearly decline. David Spencer, vice president of market intelligence at Arrive Logistics, told Land Line that the lack of fluctuation in trucking jobs during the fourth quarter suggests that the market remains sufficiently supplied to support demand, and capacity continues to exit at a slower pace than prior market cycles, likely due to record profits through the pandemic. In October, I noted that carriers who are involved with supporting the retail peak season or other seasonal demand such as food or Christmas trees may have taken a step back from the normal hiring ramp up and are comfortable handling the seasonal demand surges with the staff already in place, Spencer said. In November, trucking employment remained steady, an overperformance to a typical reduction in employment in the month. The data continues to highlight relative stability in trucking employment amid an easing demand environment. Spencer added that he expects further employment declines in the long term. Revised numbers show a decrease of nearly 4,000 trucking jobs in October (compared to the initially reported loss of 5,000) and an increase of 14,000 jobs in September (compared to the initially reported gain of 13,400). Accounting for all transportation sector jobs, employment is down by 5,000 jobs. Transportation jobs have dropped seven times this year. Since the pandemic, they have dropped only twice before: in April 2021 (minus 12,900 jobs) and in November 2022 (minus 37,100). Warehousing/storage experienced the largest monthly decrease (minus 8,100), followed by support activities for transportation (minus 2,100) and water transportation (minus 900). Despite the overall decrease, most subsectors experienced a job increase, albeit mostly small gains. Job gains were led by air transportation (4,100), trucks and transit/ground passenger transport (700). Based on revised numbers, employment in the transportation sector dropped by 12,400 jobs in October, up from the initially reported 12,100. September's revised numbers show an increase of 12,400 jobs, down slightly from the initially reported increase of 12,500. Month to month, wages decreased in November. Average weekly earnings of all employees in the transportation and warehousing sector decreased by \$3.63 to \$1,130.05. Compared to November 2022, hourly earnings are up to \$29.66 from \$28.11. Accounting

for only production and nonsupervisory employees, average weekly earnings decreased from \$1,061.07 in October to \$1,056.92. Weekly earnings are up \$1.82 to \$28.26 compared to last November. Across all industries, 199,000 jobs were added to the economy. The unemployment rate decreased from 3.9% to 3.7%. Compared to the previous year, the unemployment rate for transportation and material-moving occupations increased from 5 % to 6%. According to the Bureau of Labor Statistics, the consumer price index has jumped by 3.2% over the past 12 months. The unchanged index in October was broad-based, with the indexes for shelter, gasoline and food being the largest contributors. The index for all items less food and energy rose 0.2%, up 4% over the year.

LLNewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | December 08Tyson Fisher joined Land Line Magazine in March 2014. An award-winning journalist and tireless researcher, his news reports, features and blogs bring depth to our editorial content, backed with solid detail. Tyson is a lifelong Kansas Citian.

Latest PodcastsBecome a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

**TRUCKERS FOR TROOPS CONTINUES SUPPORT FOR VETERANS COMMUNITY PROJECT**

The Owner-Operator Independent Drivers Association's Truckers For Troops program has donated another \$10,000 to the Veterans Community Project in Kansas City, Mo. OOIDA presented the latest donation on Thursday, Dec. 7. "OOIDA and Truckers For Troops have always come through for us," said Kristin Griffin, communication and events coordinator for VCP. "They have been a longtime supporter. We don't take anything for granted, but when we got the call that this was coming, we were very excited and thankful." On Dec. 7, Truckers For Troops made the \$10,000 donation and also delivered a truckload of supplies. Those supplies included items for VCP's commissary as well as household items for veterans living in the tiny house community in Kansas City, Mo. "We know that our members want to show support for troops and veterans," said

Norita Taylor, OOIDA director of public relations. "Either they were in the military or they have connections, and this is a great way to channel that support for those who are in need." Donating to VCP assists with providing housing, counseling, career services and medical services for veterans in need. "The funds will be put to a myriad of uses," Griffin said. "They're used for emergency assistance and to provide the resources that our veterans need to recover in dignity and get back on their feet." "We're proud to say we are now housing veterans at four different VCP projects: St. Louis; Longmont, Colo.; Sioux Falls, S.D.; and here in Kansas City, Mo.," Griffin said. "We have also started projects in Milwaukee, Wis.; Oklahoma City; and we just announced Glendale, Ariz. So, that's something to stay tuned for." The Truckers For Troops fundraising effort also will continue to send care packages to military personnel stationed around the world. Those packages contain snacks, games, toiletries and other items to try and provide a little bit of home overseas. OOIDA recently sent 15 care packages to Navy personnel and even heard back from a previous recipient requesting another package because he wanted his fellow troops to experience the same feeling he had upon receiving one. Any active military or family members of military personnel interested in requesting a Truckers For Troops care package can email [Nikki\\_Johnson@OOIDA.com](mailto:Nikki_Johnson@OOIDA.com). "I'm surprised every year from the amount of donations we collect," said Sylvia Dodson, manager of OOIDA's membership department. "I'm thinking, 'It's been a bad year, but oh my gosh, they came through again.'" Tax-deductible contributions to the Truckers For Troops fundraising effort are accepted year-round at [ooida.com/truckers-for-troops](http://ooida.com/truckers-for-troops). More information about current and future VCP locations is available at [veteranscommunityproject.org](http://veteranscommunityproject.org).

LLArizonaAs federal regulators move closer to proposed mandates of speed limiters and automatic emergency braking systems, trucking industry stakeholders are circling the wagons. As federal regulators move closer to proposed mandates of speed limiters and automatic emergency braking systems, trucking industry stakeholders are circling the wagons.

By Scott Thompson | November 03NewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the

implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | December 08

SJ Munoz joined the Land Line Media team in 2020. He brings a variety of skills to the job as he has experience as a reporter, photographer and in radio. He's also written for Omaha Magazine, the Lawrence Journal-World, and PrepsKC.com. Latest Podcasts Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

### FMCSA REINSTATES ELECTRONIC LOGGING DEVICE AFTER ADDING IT TO REVOKED LIST

One week after removing numerous electronic logging devices from its approved list, the Federal Motor Carrier Safety Administration is reinstating one of the ELDs. On Friday, Dec. 8, FMCSA added CI ELD LOGS back to its registered list of devices. There are currently 878 devices on the registered list. This ELD was among 10 removed from the registered list by FMCSA on Dec. 1. Currently, the other nine remain on the revoked list. In a statement, FMCSA said CI ELD LOGS was added to the revoked list because the device failed to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A. That regulation requires that an ELD without a printer be designed so that the display may be reasonably viewed by an authorized safety official without (the official) entering the commercial motor vehicle. While the agency did not provide any details regarding why CI ELD LOGS' status changed, it should be noted that a revoked device can be returned to the approved list if the ELD manufacturer corrects all identified deficiencies. CI ELD LOGS isn't the first to be reinstated this year. In September, KSK ELD was returned to the list of approved devices after being placed on the revoked list. Another device, the Golden ELD, was removed from the approved list in July, only to be added back a day later. However, that reinstatement would last less than 6 months, with Golden ELD being among the 10 devices removed from the list by FMCSA last week. Since the ELD mandate took effect in December 2017, the agency has allowed companies to self-certify the logging devices. FMCSA does not endorse any of the devices on the list. This lack of oversight has led to many of the devices being deemed non-compliant for a number of issues. Because of this, the Owner-Operator Independent Drivers Association believes a comprehensive certification process



would help remedy the issue. It has become abundantly clear the decision to allow self-certification has been a major disservice to motor carriers, as faulty and ultimately noncompliant devices have been listed on the agency's registry," OOIDA wrote as part of comments to FMCSA in November 2022. "While mandating the use of ELDs, the federal government must take the necessary steps to ensure all devices listed on the registry are compliant." Carriers can obtain up-to-date information regarding FMCSA's ELD rule [here](#).

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | December 06

Latest Podcasts

Become a member of OOIDA today.

Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts

© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

## FEDS SAY STATES PLAY A KEY ROLE IN ADDRESSING SEXUAL ASSAULT WITHIN TRUCKING INDUSTRY

Land Line Advanced Search Land Line December 7, 2023

The Federal Motor Carrier Safety Administration is hoping to raise awareness about sexual assault against truckers while reminding state courts and licensing agencies about regulations aimed at eliminating drivers with felony convictions.

On Thursday, Dec. 7, the agency published a Notice of Enforcement Policy reminding states of federal laws that require a commercial driver's license holder be disqualified from operating a commercial motor vehicle if convicted of a felony that involved using one.

Currently, 49 CFR 383.51 mandates that a first conviction result in a one-year disqualification or a three-year disqualification if the driver is transporting hazardous materials. A second felony conviction would result in a lifetime disqualification.

CDL holders with a lifetime suspension can be approved for reinstatement following 10 years if they have voluntarily entered and successfully completed an appropriate rehabilitation program approved by the State.

However, felony convictions for crimes related to controlled substances or human trafficking result in lifetime disqualification without the possibility of reinstatement.

Some examples FMCSA gives of using a CMV in the commission of the assault include:

According to FMCSA, the purpose of the notice is to increase awareness of sexual

assault against commercial motor vehicle drivers, as well as to emphasize the penalties for those convicted of using a CMV to commit a felony. Sexual assaults have occurred at truck stops, fueling stations and in connection with CMV driver training, the agency said in its notice. Truck drivers whose personal safety is at risk cannot devote their complete attention to the safe operation of a CMV and the performance of other safety-sensitive functions. The agency said it hopes to promote awareness about the issue with motor carriers, CMV operators, CDL training programs and others in the CMV industry and that state courts and licensing agencies will play a key role in addressing this problem. In its notice, FMCSA urged state courts to be diligent in forwarding these convictions to state drivers licensing agencies to ensure the federal regulations for disqualifying drivers are enforced. The notice issued by FMCSA could be in part a product of those conversations. During the board's final meeting last month, FMCSA Administrator Robin Hutcheson told the group the agency already was working to address some of the board's concerns.

LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | December 08

FederalAn electronic logging device has been reinstated to FMCSA's approved list. Find out which device was impacted and how it made it back on the list. An electronic logging device has been reinstated to FMCSA's approved list. Find out which device was impacted and how it made it back on the list. By Ryan Witkowski | December 08

FederalThe CARS Act, which would prevent the EPA from issuing mandates that limit a consumer's vehicle choice, passed the House this week. The CARS Act, which would prevent the EPA from issuing mandates that limit a consumer's vehicle choice, passed the House this week. By Mark Schremmer |

CONNECTICUT GOVERNOR BACKS OFF VEHICLE EMISSIONS RULE|The state of Connecticut has at least temporarily parked a plan to help curb emissions via a gas-powered vehicle ban. Gov. Ned Lamont withdrew his proposal shortly before the Legislative Regulation Review Committee was set to have a hearing and vote on the plan to ban the sale of gas-powered cars by 2035. Auto manufacturers also would have

been required to sell an increasing share of zero-emission vehicles until that time, when new gas-powered vehicle sales would have been discontinued. The 14-member committee made up of seven Democrats and seven Republicans was not expected to approve the mandate. The Democratic governor's plan followed in the footsteps of California's clean vehicle standards. Multiple states have since followed suit. Lamont has said the emissions plan would lead to less pollution in the state. Senate Republican Leader Kevin Kelly, R-Stratford, said the decision to withdraw the regulations is a reasoned approach to the issue. "Adopting California emission standards, which ban the sale of gas-powered cars, is a substantial policy shift which must be decided by the General Assembly," Kelly said in prepared remarks. Others have said they are open to moving toward electric-vehicle incentivization but that a complete ban of gas-powered vehicle sales is going too far. The Connecticut General Assembly can pursue crafting the transition to electric vehicles during the 2024 regular session. Senate Republicans have unveiled a plan that would adopt Environmental Protection Agency standards. Today, CT Republicans pumped the brakes on the Lamont Administration's proposed EV mandate and put working and middle-class families first! Thank you to all who spoke up in favor of a common-sense plan and approach for implementing cleaner air and transportation solutions. [pic.twitter.com/xy2LCHhn1o](https://pic.twitter.com/xy2LCHhn1o) CT Senate Republicans (@CTSenateGOP) November 28, 2023 The American Trucking Association said a growing number of states are rejecting California's "unworkable electric-vehicle mandates." "The tide is turning as state officials across the country wake up to the reality that California's electric-truck mandates are bad policy that carry serious political consequences," ATA President Chris Spear said in prepared remarks. "Technically unachievable standards and unrealistic timelines that set the trucking industry and consumers up for failure are not how to achieve our shared goal of further reducing emissions." He added that blindly following California's sure-to-fail approach is not the only option. A related rule signed into law one year ago in Connecticut implements emission standards on medium- and heavy-duty trucks. Similar to California law, the Connecticut rule includes several measures aimed at reducing greenhouse gas emissions in the

transportation sector. The Connecticut Department of Energy and Environmental Protection is authorized to adopt more stringent emissions standards for medium- and heavy-duty vehicles in particular. Supporters argue the law would ensure manufacturers are producing cleaner vehicles and offering them for sale in Connecticut, giving prospective consumers more options while reducing a major source of in-state air pollution and greenhouse gas emissions. The state environmental agency also is allowed to establish a voucher program to support the use of zero-emission medium- and heavy-duty vehicles.

LLConnecticutNorth Dakota Gov. Doug Burgum explains why he's pushing back against FMCSA's new rule that limits state emergency waivers to 14 days. North Dakota Gov. Doug Burgum explains why he's pushing back against FMCSA's new rule that limits state emergency waivers to 14 days. By Scott Thompson | December 04 News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | ARIZONA DOT PLANS TO EXPAND TRUCK PARKING ALONG INTERSTATES | The Arizona Department of Transportation has made public its intention to add more truck parking. In a news release, ADOT said it wants to eventually add more than 800 parking spaces at 10 locations throughout the Grand Canyon State. Arizona officials began gathering feedback from the trucking industry in September 2020 and now are asking the public for input. Comments will be accepted through Dec. 19. They can be submitted using an online form, by emailing [mpdplanning@azdot.gov](mailto:mpdplanning@azdot.gov), by calling the ADOT project information line at 855-712-8530 or by mailing input to: Nancy Becerra/o ADOT Communications 1655 W. Jackson St., MD 126 Phoenix, AZ 85007? Input wanted: Commercial truck parking plan ? | ADOT wants your input on the plan for new truck-parking spaces along Arizona interstates. Critical areas include I-10 Burnt Wells Rest Area near Tonopah. See the complete plan and provide input here: <https://t.co/aFtRisKPKI> [pic.twitter.com/69plxh2lqh](https://pic.twitter.com/69plxh2lqh)? Arizona DOT (@ArizonaDOT) December 5, 2023 The plan will initially add nearly 400 spaces at what ADOT is calling critical locations: \$32 million in funding through the National Highway Freight Program is

currently available and will be dedicated to the above three sites, ADOT said. As more funding is made available, ADOT's truck parking plan will put it toward additional new parking at the following sites: In addition, ADOT is in the process of expanding parking at several rest areas. That \$18 million project also was funded through the National Highway Freight Program. Those sites include the Haviland and Parks rest areas on Interstate 40 as well as the Christensen, McGuireville and Sunset Point rest areas on Interstate 17. Full details of the ADOT truck parking plan are available [here](#). The National Coalition on Truck Parking met earlier this week to address the current state of truck parking in terms of safety, funding and technology. OOIDA was among the stakeholders providing perspective from within the trucking industry. "The biggest challenge is getting this issue to the top of lawmakers' priority list and getting them to dedicate the time and political capital to move this forward," said Bryce Mongeon, OOIDA's director of legislative affairs.   
  
As federal regulators move closer to proposed mandates of speed limiters and automatic emergency braking systems, trucking industry stakeholders are circling the wagons. As federal regulators move closer to proposed mandates of speed limiters and automatic emergency braking systems, trucking industry stakeholders are circling the wagons.   
  
By Scott Thompson | CARS ACT PASSES HOUSE, ADVANCES TO SENATE | The CARS Act, which would prevent the Environmental Protection Agency from issuing mandates that limit a consumer's vehicle choice, passed the House on Wednesday, Dec. 6. The House voted 221-197 to advance the bill. Five Democrats joined the Republican-sponsored effort, and the CARS Act will now move to the Senate. Rep. Tim Walberg, R-Mich., introduced HR4468 in July, months after the EPA published a proposed rule that marked a shift toward electric vehicles. The CARS Act would prohibit the EPA from issuing any mandate that would require the use of a specific engine technology or limit the availability of new vehicles based on engine type. "Just last week, nearly 4,000 car dealers sent a letter to the Biden administration asking them to reconsider their EV mandate, citing a lack of demand from consumers," Walberg said in a news release. "Instead of tying the hands of American car manufacturers and forcing families to purchase vehicles not conducive to their lifestyle and pricing many families out of the

market, we should encourage consumer choice.??The EPA has continued a regulatory blitz on small-business truckers in recent years and attempted to force truckers into purchasing costly alternative vehicles,? OOIDA wrote in a letter sent earlier this week. ?It?s baffling that the EPA has pushed forward with more impractical emissions timelines without first addressing the overwhelming concerns with electric commercial motor vehicles, such as the absence of a national charging infrastructure network for heavy-duty trucks.?In addition to OOIDA, the CARS Act is supported by such groups as the National Corn Growers Association, American Fuel & Petrochemical Manufacturers, the Agricultural Retailers Association and the Energy Marketers of America. Nearly 60 organizations joined a coalition to support the bill.?The CARS Act has already received bipartisan support in the Senate, and they should act swiftly by bringing it up for a vote,? Walberg said.However, the White House has promised to veto the bill if it makes it to President Joe Biden?s desk. LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.By Mark Schremmer |TRANSPORT OFFICIALS, STAKEHOLDERS DISCUSS PROBLEMS AND SOLUTIONS OF TRUCK PARKING|Land LineAdvanced SearchLand LineDecember 6, 2023?|During the latest National Coalition on Truck Parking meeting, transportation officials and stakeholders discussed the latest developments in the world of truck parking, including safety, funding and technology.On Tuesday, Dec. 5, transportation officials and stakeholders gathered for two hours to discuss the current state of truck parking across the nation. A variety of topics were discussed, but one thing was clear: Truck parking continues to be a problem nationwide.Transportation officials spent their time highlighting what they have been doing to combat the truck parking crisis. Several stakeholders, including the Owner-Operator Independent Drivers Association, the American Trucking Associations and the National Association of Truck Stop Operators, discussed how things are going on their end.The coalition discussed the various funding mechanisms available for truck parking projects and some of the barriers governments and private

industries face. In opening remarks, Federal Highway Administration Administrator Shailen Bhatt said that the Infrastructure Investment and Jobs Act has expanded investments in truck parking, providing new resources to fund additional parking capacity. There are several grant programs currently available for truck parking projects. The Columbia Port Commission in Louisiana was a recipient of one of those grants. Situated near state Highway 165 connecting Monroe (Interstate 20) and Alexandria (Interstate 49), the port received more than \$15 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants and \$500,000 for a Department of Homeland Security Port Security Grant Program. The project includes a truck parking facility that adds spaces for 50 trucks. A common issue with funding deals with a lack of education when it comes to the truck parking crisis and safety issues related to the lack of parking. But not all states are out of the loop. Tyler Graham, a senior freight planning project manager at the Texas Department of Transportation, said the state's Transportation Commission has been very receptive to the need for truck parking. "So we've been very successful in recent years and carving out dedicated funding sources in our unified transportation program for a truck stop," Graham said. "That's something that is really going to make a huge difference in the coming years and decades in terms of the amount of publicly funded truck parking across the state." Tiffany Wlazlowski Neuman, vice president of public affairs for the National Association of Truck Stop Operators, said that local zoning laws are one of the biggest issues when it comes to creating new truck parking facilities. She noted a California member has been trying to rezone a piece of property for parking for over a decade. Darrin Roth, American Trucking Associations' vice president of highway policy, said that although federal grants are being issued for truck parking for the first time, only a handful of applications have been approved. "In addition, nearly all federal aid highway money is available for parking expansion," Roth said. "It's tens of billions of dollars. Yet again, only a small number of parking projects have been funded from formula dollars. I'm really interested in knowing what's preventing states from utilizing these resources." "We completed the California statewide truck parking study in February of 2022, and I wish I could say that immediately after we just opened a

bunch of new safety roadside rest areas," Nealon said. "But that's not the case. Fortunately, we do have a lot of irons in the fire." A lot of funding woes could be addressed with the Truck Parking Safety Improvement Act, the parking bill that allocates \$755 million specifically for truck parking. Bryce Mongeon, director of legislative affairs for OOIDA, noted the importance of the bill. "It's interesting, because truck parking and this bill is not an issue where there's any opposition on Capitol Hill, and that's unique among trucking issues," Mongeon said. "The biggest challenge is getting this issue to the top of lawmakers' priority list and getting them to dedicate the time and political capital to move this forward." A lack of truck parking poses safety risks to the motoring public, a topic that was discussed throughout the meeting. Federal Motor Carrier Safety Administration Administrator Robin Hutcheson noted that fatigue accounts for more crashes, serious injuries and deaths than almost anything else on the nation's roadways. And a lack of safe truck parking contributes to driver fatigue. Nealon highlighted the number of crashes involving parked trucks. Between 2014 and 2018 in California alone, there were more than 1,600 crashes involving a parked truck. That number does not include traffic incidents involving fatigued drivers. Nealon believes that there is not enough awareness of that aspect of truck parking. Graham echoed that sentiment, adding that state DOTs have the unique opportunity to communicate the safety issues of truck parking with local governments, districts, private industry and the public. Technology has been instrumental in pinpointing where truck parking is a problem. However, as one state transportation official noted, that technology is not always trustworthy. Over at FMCSA, researchers have been working with crash data and relating it to truck parking to see the link between parking and safety. Nicole Katsikides, senior transportation specialist at FMCSA, mentioned that the administration is working on technology research for truck parking, mobile apps and other ways to use connected truck data to understand parking behavior and safety impacts of parking shortages. In Texas, the state DOT has been using data to communicate parking needs to executive leadership and to the department's districts. Meanwhile in Georgia, state DOT Program Manager Merishia Coleman said the department is in the early stages of implementing truck parking technology. "We do recognize



that that is a big piece of the truck parking environment," Coleman said. "One of the things that we'll be looking at as part of another plan or study is what kind of technology we can incorporate. Obviously, utilizing something that can be done or used across state lines is also a good aspect to consider. But just in general, we do have some state technology already in place, and so we want to be able to utilize some of that to really kind of get things started or at least to see what can be done." During his presentation highlighting grant funding for parking information systems, Tom McDaniel, Kentucky Transportation Cabinet's Division of Motor Carriers director, mentioned the shortcomings of the state's system. There are currently 12 sites using a truck parking availability information system in Kentucky. On average, these are over-reporting parking availability by 25%. For example, if 20 spots were available, the technology would report 25 available. One site was reporting nearly four times more than what was available, while another was reporting about a quarter of what was available.

LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | December 07Tyson Fisher joined Land Line Magazine in March 2014. An award-winning journalist and tireless researcher, his news reports, features and blogs bring depth to our editorial content, backed with solid detail. Tyson is a lifelong Kansas Citian.

Latest PodcastsBecome a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

[MISSOURI LAWMAKER CALLS FOR FUEL TAX REVISIONS]Renewed pursuit at the Missouri statehouse is intended to provide some tax relief for many highway users. In 2021, Gov. Mike Parson signed into law legislation to increase the state's 17-cent fuel tax rate by 12.5 cents to 29.5 cents over five years. The two-year-old law includes a fuel tax rebate program for many residents. The first installment of annual 2.5-cent increases to the state's gas tax and diesel tax took effect in October 2021. The second and third installments took effect in July 2022 and July 2023. The tax rate now is set at 24.5 cents for gas and diesel purchases. Additional 2.5-cent increases will take

effect in July 2024 and July 2025. Missouri residents are permitted to be refunded for the additional fuel tax collection. Refunds, however, are limited to owners of vehicles weighing up to 26,000 pounds. Sen. Mike Moon has spent recent legislative sessions pursuing bills to amend the 2021 fuel tax law. The Ash Grove Republican has filed multiple bills for consideration during the upcoming regular session to continue his pursuit. The first bill would remove the 26,000-pound weight limitation for eligible refunds. Instead, SB1214 would allow Missouri-based truck operations to take advantage of the refunding offering. During the 2023 regular session, an identical bill failed to receive consideration in the Senate Transportation, Infrastructure and Public Safety Committee. The second bill, SB1027, includes the provision to remove the weight limitation for eligible refunds. Additionally, the state would be required to develop a mobile app that allows a tax refund claim to be submitted at the time of purchase. One more change would sync the refund process with the tax year and not the fiscal year, as is used in the current rule. House lawmakers voted earlier this year to advance an identical bill. The Senate, however, did not consider the bill before the session adjourned. Another bill filed by Moon would simply repeal the fuel tax increases and return the rate for gas and diesel to 17 cents. SB953 would have an effective date of Aug. 28, 2024. Moon has said the state should relieve some tax burden on Missourians because roads are in good shape. Each bill awaits assignment to committee for the session that begins Jan. 3, 2024. Revenue from the 24.5-cent fuel tax rate is divvied between the Missouri Department of Transportation, counties and cities. According to the agency, MoDOT receives 17.69 cents of the excise rate, while counties collect 3.13 cents and cities get the other 3.68 cents. Each cent of additional fuel tax results in about \$27.8 million for MoDOT and \$11.8 million for counties and cities. State funds go toward the Fiscal Year 2024-2028 Statewide Transportation Improvement Program.

LLMissouriA shorter shipping week made for a large drop in load volume last week. We'll explain how the Thanksgiving holiday impacted the spot market. A shorter shipping week made for a large drop in load volume last week. We'll explain how the Thanksgiving holiday impacted the spot market.

By Mark Reddig | November 29

NewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021

Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | IS THERE A TRUCK DRIVER SHORTAGE? ECONOMICS PROFESSOR SAYS NO | Another blow has been delivered to the American Trucking Associations' claims that there is a chronic truck driver shortage. Professors Stephen V. Burks, Arne Kildegaard, Jason W. Miller and Kristen Monaco recently published the study, "When is High Turnover Cheaper? A Simple Model of Cost Tradeoffs in a Long-Distance Truckload Motor Carrier, with Empirical Evidence and Policy Implications." "We review the evidence for a shortage and find it unconvincing," the study states. "We also review empirical evidence that long-distance truckload has had persistently high turnover since the mid-1980s." Burks, who is a professor of economics at the University of Minnesota Morris and worked as a truck driver from 1976-86, explained the study's findings on Land Line Now and at the Midwest Commercial Vehicle Safety Summit in Kansas City, Mo. "We find that the numbers of employees move up and down with the cycles and rates exactly as you would expect," Burks told Land Line Now. "So is there a shortage? Well, when rates go up enough, which means carriers offer more signing bonuses and tweak up their wages, we get more drivers. And when rates go down and carriers stop offering signing bonus and let their wages stagnate as inflation goes up, we get people exiting. It works like any normal blue-collar labor market." ATA has claimed a shortage of truck drivers since the mid-1980s despite high turnover rates. According to Burks, ATA's own reports indicate a 92% driver turnover rate per year for large truckload motor carriers. "Is there a shortage? Normal fluctuations in the market for freight and the market for drivers say no," Burks said. "Why then does the industry think there's one? Well, because in long-distance truckload the nature of competition around costs means that, especially middle- and large-sized carriers, can't afford to pay enough to get enough drivers to stick through the competitions that they offer them for work." The Owner-Operator Independent Drivers Association, which represents small-business truckers, has long refuted claims of a driver shortage. Mainstream media outlets also have reported that truckers are dealing with low freight rates due to overcapacity. Burks said the implications of the

false driver shortage narrative can lead to dangerous policies, such as the pilot program that allows under-21 drivers to operate in interstate commerce. LLNewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.By Mark Schremmer | December 08Mark Schremmer, senior editor, joined Land Line in 2015. An award-winning journalist and former assistant news editor at The Topeka Capital-Journal, he brings fresh ideas, solid reporting skills, and more than two decades of journalism experience to our staff.Latest PodcastsBecome a member of OOIDA today.Follow Us: MagazineFollow Us: RadioFollow Us: Podcasts© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.|NORTH DAKOTA GOVERNOR LATEST OPPONENT OF NEW FMCSA EMERGENCY EXEMPTION GUIDELINES|Add North Dakota Gov. Doug Burgum to the list of those in opposition to the Federal Motor Carrier Safety Association's new rule that would reduce the regulatory relief window during emergency exemptions.The rule is set to take effect on Tuesday, Dec. 12 and would allow emergency exemptions to remain in effect only for 14 days. The current rule allows for a 30-day window.OOIDA filed its formal comments in October when FMCSA first announced a rule that would have reduced that window to just five days. After reviewing OOIDA's and other similar comments, FMCSA came to the 14-day conclusion.Burgum recently spoke with Land Line Now and explained the rationale behind his opposition to this new ruling."Let's start at the top, which is federal overreach," Burgum said. "The idea that the federal government thinks it can come up with these more restrictive, heavy red tape and heavy-handed regulations when there's no basis from a safety standpoint or any other standpoint. What we see is this constant encroachment of more and more federal regulations."North Dakota Gov. Doug Burgum explains why he's pushing back against FMCSA's new rule that cuts state emergency waivers down to 14 days #ListenNow<https://t.co/DmBIllrZb0> pic.twitter.com/rICC2SU2vD? Land Line Now (@Land\_Line\_Now) December 5, 2023A commonsense approach has proved beneficial in North Dakota, he added.He also noted that with

the sheer amount of land in the state as well as its substantial agricultural economy, the new ruling would have an extreme impact there. "We're the size of all six New England states," Burgum said. "We're very rural but highly productive in terms of energy and agriculture. If we get a late blizzard in the fall and have a wet crop, we have to haul propane. There's no pipeline in the state to move that propane around, so it has to be hauled by truck. This is just one example of why we have to have flexibility on a state-to-state basis." Burgum said of the 28 emergency waivers issued during his seven years in office, 19 were issued for a period of more than 14 days. "One thing we'll be doing is reaching out to other governors to make sure they're aware of this and it's on their radar," he added. "Our industries don't operate unless our trucks are moving and we're giving truck drivers a chance to do their job. It affects our economy almost instantly."

North Dakota

After weeks of infighting and multiple votes, we finally have a new speaker of the House. So what does that mean for trucking issues?

After weeks of infighting and multiple votes, we finally have a new speaker of the House. So what does that mean for trucking issues?

By Mark Reddig | October 26

News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | TRUCK STOPS OPEN IN THREE STATES

Land Line

Advanced Search

Land Line

December 5, 2023

Additional truck parking is now available in three states thanks to the opening of new locations from a pair of travel chains.

On Monday, Dec. 4, TravelCenters of America announced the opening of two new TA Express locations in North Dakota. The new stores – both of which are franchised sites – are located in Williston, N.D., off U.S. Highway 2 and in Grand Forks, N.D., off Interstate 29.

According to the company, both of the newly opened locations offer "fueling, convenience items, dining options and other services for professional drivers and motorists."

Amenities at TA Express Williston, located at 13553 64th St., include:

Amenities at TA Express Grand Forks, located at 1212 N. 47th St., include:

With the opening of the two locations, the Westlake, Ohio-based company reports to operate 296 travel centers across the U.S., saying TA

Sheetz remains committed to network growth to serve more professional drivers and motorists. While not a major player in the semitruck arena yet, Sheetz continues to expand its number of locations that offer semitruck fueling lanes, diesel exhaust fluid and overnight truck parking. The Altoona, Pa.-based convenience chain last month opened two new locations with amenities tailored to professional drivers. On Nov. 17, it officially opened its new store in Disputanta, Va., off Interstate 295 at exit 38. This location has five semitruck fueling lanes offering high-flow diesel along with diesel exhaust fluid. A total of 25 free parking spaces are available to truckers for overnight parking. The store is open 24 hours a day, 365 days a year and is located at 4700 County Drive. On Nov. 30, the company cut the ribbon on another new store. This location in Mount Airy, N.C., off Interstate 77 at exit 100, is the chain's 40th to offer fueling lanes for commercial vehicles. On top of 50 free overnight parking spaces, the location also features six commercial vehicle fueling lanes with high-flow diesel pumps and diesel exhaust fluid. Located at 155 Oak Grove Church Road, the store is open 24 hours a day, 365 days a year. To commemorate the pair of grand openings, Sheetz made \$2,500 charitable donations to the FeedMore Food Bank, the Second Harvest Food Bank of Northwest North Carolina and the local Special Olympics chapters in North Carolina and Virginia. Established in 1952, Sheetz reports to operate over 700 locations across Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and Maryland. Drivers can check if other Sheetz locations offer high-flow diesel fuel and diesel exhaust fluid on the company's mobile app or website.

North Carolina Do you get paid for detention time? The OOIDA Foundation wants to know. And it has a survey about that topic out right now. Do you get paid for detention time? The OOIDA Foundation wants to know. And it has a survey about that topic out right now. By Mark Reddig | December 05 News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | GEORGIA PANEL ADDRESSES 'SHORTAGE' OF TRUCK DRIVERS | A Georgia legislative panel has come up with a list of recommendations that are

intended to help address an inadequate supply of truck drivers in the state. The Senate Study Committee on Truck Driver Shortages held four hearings on the issue in the lead-up to the start of the 2024 regular session. Committee Chairman Jason Anavitarte used the group's final gathering last week to unveil about a dozen recommendations in the nearly 30-page report. The committee was assembled to look at how the issue could affect the economy as a whole, as well as every supply chain. Additionally, the group was charged with addressing what is described as an "instructional opportunity gap" in training prospective truck drivers. The Owner-Operator Independent Drivers Association asserts that although many state trucking associations are telling their lawmakers there is a shortage of truck drivers with commercial driver's licenses, this is not accurate. "The common thread with all these efforts to create new drivers will be incentives from taxpayers," OOIDA President Todd Spencer said, adding that criteria should be developed for measuring performance. "If the standards are not met, the money must be paid back." One of the panel's recommendations calls for repealing the state's direct action statute. Georgia Insurance and Safety Fire Commissioner John King told the panel during a prior hearing that Georgia is one of four states with a direct action law. He said this law that allows a plaintiff to take direct action against the responsible insurance company needs to be repealed. "Georgia does not allow any insurer to be named as a defendant in any other business except trucking," King testified. "Only the trucking industry is subject to these kinds of requirements." Senate Majority Leader Steve Gooch, R-Dahlonega, noted that the cost of insurance for truck drivers has risen so rapidly over the past few years that it's created a challenge to compete with other states. "Georgia is at a competitive disadvantage because of the cost of their insurance here in Georgia," he said. Another recommendation addresses the difficult insurance application processes required to enter the trucking industry. "I know there was a lot of discussion (about) how a lot of that is driven by the feds," Anavitarte said. "I think the constant hand-downs from the feds of new rules and requirements is hampering the industry." He added that he would like to see the state of Georgia pursue support from the congressional delegation to push back on unnecessary regulations and

rules placed on truck drivers. Expanding truck parking options is another of the panel's suggestions. Specifically, the group recommends working with the Georgia Department of Transportation to expand truck parking options and limit unauthorized truck parking. Gooch urged the panel to add language to the recommendation to have GDOT investigate what other states have done to improve parking options. He highlighted what Arkansas has done to provide parking options right off Interstate 40, noting this parking is heavily utilized by truck drivers. "I believe you will find other states are doing it as well, not just Arkansas," Gooch said. Other recommendations include identifying opportunities to support veterans obtaining CDLs, to better educate young adults about opportunities for trucking careers and to encourage the Department of Corrections to explore creating a CDL training program for inmates nearing release. The Legislature can consider implementation of the recommendations during the session that convenes in early January.

LLGeorgiaOOIDA Director of Public Relations Norita Taylor discusses the Truckers For Troops campaign, how it got started and where the money goes. OOIDA Director of Public Relations Norita Taylor discusses the Truckers For Troops campaign, how it got started and where the money goes. By Mark Reddig | November 10 News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer |

**TOWING COMPANY ORDERED TO PAY BACK Â??EXCESSIVE AND UNFAIRÂ?? ADMIN FEES**|An insurance company scored a partial victory in a Massachusetts court in a lawsuit dealing with predatory towing against both passenger and commercial vehicles. In November, a judge for a Massachusetts state superior court ordered East Freetown, Mass.-based Big Wheel Truck Sales to pay Webster, Mass.-based Commerce Insurance more than \$24,000 for towing charges the insurance company paid for several of its customers. The court ruled that the towing company's administrative fees were "unfair or deceptive." In its complaint, Commerce Insurance highlighted 16 different customer claims for towing services. In all of the claims, the customer was involved in a motor vehicle crash. According to the court order, Big



Wheel Truck Sales has contracts or agreements with the Massachusetts State Police to be on its rotational tow list to respond to motor vehicle crashes. The company is also on rotational tow lists with various municipalities. In all 16 claims, Commerce Insurance disputed the charges with Big Wheel Truck Sales. However, the insurance company ended up paying the tow truck company "under protest," as the customers' vehicles were being held "hostage." With storage fees piling up each day, the insurance company had to avoid even more charges to the bill. Towing bills ranged from more than \$5,000 to more than \$91,000. Among Commerce Insurance's arguments was that Big Wheel Truck Sales charged an excessive administrative fee. In all but two claims, a 10% administrative fee was charged. In total, more than \$24,000 in administrative fees was charged for the claims in question. During the trial, the towing company claimed the following tasks are considered administrative fees: Addressing taking photographs, the court ruled that there is no need for an additional fee because the person taking the photographs is already billing for their time at the scene. Regarding the other tasks, the court states that most of them "would generally take a matter of minutes." The court finds that these administrative fees have no relationships to the amount of time spent on administrative tasks by Big Wheel and are arbitrary and grossly excessive," the court ruled. "Further, Big Wheel greatly overstates the typical time it takes to perform each of these tasks. There is no benefit to either the owner or an insurance company in charging for these minor administrative tasks. Rather, it is simply a way to add 10% to their bill, and insurers are put in the difficult position of taking the time to contest this "unregulated charge" versus being charged additional daily storage rates." The court ordered Big Wheel Truck Sales to pay Commerce Insurance more than \$24,000, the total cost of administrative fees charged in all 16 claims. However, it was only a partial victory for the insurance company. In its complaint, Commerce Insurance sought more than \$110,000 in damages. The insurance company made several other claims regarding predatory billing from Big Wheel Truck Sales. The towing company managed to escape those allegations despite the court expressing skepticism over the practices. Commerce Insurance argued that Big Wheel Truck Sales charged for unnecessarily expensive

equipment. Towing heavy-duty trucks is not cheap. A heavy-duty tow truck costs anywhere from \$600,000 to \$850,000, according to court documents. Commerce Insurance claims that Big Wheel Truck Sales would unnecessarily send out one or more heavy-duty tow trucks when a smaller, less expensive piece of equipment would have sufficed. The insurance company argues that the towing company did this to charge exorbitant prices to pay for the expensive equipment. Court documents reveal that Big Wheel Truck Sales owned several heavy-duty tow trucks. However, that equipment was rarely used. In her order, Judge Valerie A. Yarashus said it was "difficult to understand" why the tow truck company has so many expensive tow trucks. She went on to say it supports Commerce Insurance's claim that the tow truck company was motivated to overcharge customers in order to pay for unnecessarily high overhead. However, Yarashus ultimately ruled that there was not enough evidence to support claims regarding overcharging for unnecessary equipment. "The potential overuse of expensive (heavy-duty tow trucks) did indeed appear to the court to be questionable in most of the individual cases involved," the court order states. "However, in the absence of credible expert testimony, the court is unable to make any findings on this practice, consistent with the burden of proof and the conduct required in order to find a violation (of state law)." The insurance company also pointed out that the towing company was inconsistent with how it charged customers. According to court documents, Big Wheel Truck Sales would charge four-hour minimums with respect to certain equipment. In other cases, customers were charged flat rates. However, in other instances, customers were charged "portal to portal." Other customers would be charged from the time equipment (such as airbags) went into service until the time it was cleaned back at the tow yard. Furthermore, Big Wheel Truck Sales did not indicate what time it received a call to recover a vehicle or what time its vehicles returned to the yard. In the court order, the towing company's billing methodology was considered "inconsistent" and "difficult to decipher." However, the court ruled it would not make any findings that the billing practices violated state law due to a lack of credible expert testimony.

LL Related stories: Massachusetts A new report from the American Transportation Research Institute sheds some new light on just how bad predatory towing has

become. A new report from the American Transportation Research Institute sheds some new light on just how bad predatory towing has become. By Mark Reddig | December 08

**Crime & Courts** A serial fraudster will do serious time for multiple schemes involving a trucking company. Read about the man's long history of fraud. A serial fraudster will do serious time for multiple schemes involving a trucking company. Read about the man's long history of fraud. By Tyson Fisher | December 01

**Crime & Courts** Another domino has fallen in an emission-defeating scheme that involved two trucking companies. Find out details of the scheme. Another domino has fallen in an emission-defeating scheme that involved two trucking companies. Find out details of the scheme. By Tyson Fisher | November 29

**Crime & Courts** A lawsuit claims that two Iowa companies created a scheme to hire at least one H-2A worker as a trucker rather than an agricultural worker. A lawsuit claims that two Iowa companies created a scheme to hire at least one H-2A worker as a trucker rather than an agricultural worker. By Tyson Fisher | November 22

Tyson Fisher joined Land Line Magazine in March 2014. An award-winning journalist and tireless researcher, his news reports, features and blogs bring depth to our editorial content, backed with solid detail. Tyson is a lifelong Kansas Citian.

**Latest Podcasts** Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts

© Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

**OOIDA ENDORSES CARS ACT AHEAD OF HOUSE VOTE** In an effort to reign in the Environmental Protection Agency's overreach and protect consumer choice, the Owner-Operator Independent Drivers Association is encouraging lawmakers to support the CARS Act. The bill, HR4468, which the House floor is expected to vote on this week, would prohibit the EPA from issuing any mandate that would require the use of a specific engine technology or limit the availability of new vehicles based on engine type. Rep. Tim Walberg, R-Mich., introduced the CARS Act in the House, while the Senate version was introduced by Sen. Mike Crapo, R-Idaho, in October. "This legislation would help ensure the continued availability of engine technologies that small-business truckers depend on for their livelihoods and are necessary to keep our supply chain functioning," OOIDA President Todd Spencer wrote. The EPA published a proposed rule in May with

more stringent emission standards for light-duty and medium-duty vehicles. The standards would phase in over model years 2027 through 2032, marking a shift toward electric vehicles. The EPA has continued a regulatory blitz on small-business truckers in recent years and attempted to force truckers into purchasing costly alternative vehicles," OOIDA wrote. "It's baffling that the EPA has pushed forward with more impractical emissions timelines without first addressing the overwhelming concerns with electric commercial motor vehicles, such as the absence of a national charging infrastructure network for heavy-duty trucks." "The Biden administration cannot continue to create regulations that limit consumer choice, hamper mobility, make vehicles more expensive for families and cede America's auto leadership and jobs to China," Walberg said in a news release. "Hardworking Americans have already experienced months of runaway inflation and high energy costs, and these efforts will only further increase the financial burden on Americans who cannot afford to purchase electric vehicles. This legislation would put a stop to this executive overreach, allowing consumers to have the freedom to decide what car works best for them and their families and preventing auto manufacturers from being forced to meet unrealistic mandates driven by the president's Green New Deal agenda." OOIDA said that new technology can't be forced on the public before it is ready. "Clean air is a priority for everyone, but any new regulations must ensure that vehicles are reliable and affordable for professional truckers," OOIDA wrote.

LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | December 07

Mark Schremmer, senior editor, joined Land Line in 2015. An award-winning journalist and former assistant news editor at The Topeka Capital-Journal, he brings fresh ideas, solid reporting skills, and more than two decades of journalism experience to our staff.

Latest Podcasts Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved.

[FUEL AVERAGES STILL DROPPING] The cost of fuel is lower again, extending this

trend to over one month. ProMiles.com's Monday, Dec. 4 report said the national average per gallon of diesel is now \$4.147, a 4.8-cent drop from the previous week. ProMiles produces a report that is similar to one published weekly by the federal Energy Information Administration. A key difference between the two reports is the type and number of fueling stations used to calculate averages. While ProMiles uses its direct feed from thousands of truck stops to develop its averages, EIA surveys 400 truck stops and convenience stores nationwide. Like ProMiles, EIA gives the average price of diesel for the previous week. The Rocky Mountain and Midwest regions saw the biggest changes to fuel pricing with drops of 8.5 cents and 8.4 cents, respectively. The California region was down by 7 cents, while the West Coast and West Coast without California regions were both around 6 cents lower. No change to the average fuel price was reported in the Lower Atlantic, which was also one of two regions (along with the Gulf Coast) with an average below \$4. The highest price reported this week was \$5.678 per gallon in the California region. The average U.S. price for a gallon of diesel on Monday, Dec. 4 as reported by ProMiles.com: AAA reported the retail average U.S. price per gallon of diesel at \$4.19 for Monday, Dec. 4. A week ago, the average retail U.S. price was \$4.233 per gallon. A month ago, AAA reported \$4.41 per gallon of diesel, and a year ago \$5.077 per gallon. The highest recorded retail average U.S. diesel price was \$5.816 per gallon on June 19, 2022. That national average for this past week was 87.5 cents less than it was one year ago. Fuel price declines also came in a majority of the regions, including by 9.9 cents in California and 9 cents in the Midwest. The West Coast was down by 8.5 cents, and the Rocky Mountain's average price fell by 7.6 cents. Fuel price increases came in the Lower Atlantic (3.1 cents) and East Coast regions (1.8 cents). The average U.S. price for a gallon of diesel on Monday, Dec. 4 as reported by EIA: Fuel prices are lower for the fourth consecutive week, according to ProMiles.com, AAA and EIA reports. How much is diesel in your region? Fuel prices are lower for the fourth consecutive week, according to ProMiles.com, AAA and EIA reports. How much is diesel in your region? By SJ Munoz | November 28 Fuel prices More good news when it comes to fuel prices after another week of lower costs, according to the latest ProMiles.com and EIA reports. More good news when it comes to

fuel prices after another week of lower costs, according to the latest ProMiles.com and EIA reports. By SJ Munoz | November 21 Fuel prices The national diesel average is 6.3 cents lower this week, according to the Monday, Nov. 13 ProMiles.com report. EIA, AAA fuel prices down as well. The national diesel average is 6.3 cents lower this week, according to the Monday, Nov. 13 ProMiles.com report. EIA, AAA fuel prices down as well. By SJ Munoz | November 14 Fuel prices Fuel costs dropped this week, according to the latest ProMiles.com report. The national average for a gallon of diesel was \$4.397 on Monday, Nov. 6. Fuel costs dropped this week, according to the latest ProMiles.com report. The national average for a gallon of diesel was \$4.397 on Monday, Nov. 6. By SJ Munoz | November 07 SJ Munoz joined the Land Line Media team in 2020. He brings a variety of skills to the job as he has experience as a reporter, photographer and in radio. He's also written for Omaha Magazine, the Lawrence Journal-World, and PrepsKC.com. Latest Podcasts Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved. | FLORIDA AGENCY SEEKS CDL SKILLS TEST EXEMPTION | The Florida Department of Highway Safety and Motor Vehicles seeks an exemption from a federal regulation that requires the CDL skills test to be completed in a specific order. Florida's exemption request to the Federal Motor Carrier Safety Administration was published in the Federal Register on Tuesday, Dec. 5. Currently, the three-part CDL skills test must be administered and successfully completed in the following order: pre-trip inspection, basic vehicle control skills and on-road skills. The applicant cites that the most failed segment of the test is the pre-trip inspection, and if the exemption is granted, the tester could continue to test basic vehicle control skills and on-road skills in this instance, FMCSA wrote in the notice. If the CDL applicant passed these other portions of the test, they could return at a later date and retake just the pre-trip inspection portion of the test. The exemption would increase efficiency and not compromise safety, the Florida agency wrote. FMCSA is giving the public 30 days to comment on the exemption request. To comment, click here or go to the regulations.gov website and enter Docket No. FMCSA-2023-0236. Comments must be received on or before Jan. 4. Several groups have

requested exemptions since FMCSA's entry-level driver training rule took effect in February 2022. FMCSA rejected an Alaska school's exemption request this past September and granted the state of Alaska a limited exemption in December 2022. The Owner-Operator Independent Drivers Association, which long pushed for the implementation of an entry-level driver training rule, has opposed many of the requests. "Currently, too many new drivers enter the industry without the basic skills to safely operate a CMV," OOIDA wrote in 2022. "While the (entry-level driver training) rulemaking is far from sufficient, the regulation does establish minimum qualifications for training instructors. If these standards are maintained and enforced, highway safety will undoubtedly improve."

LLFloridaWe'll talk with a union president about why his group is making the case for slowing, or stopping, the march toward autonomous vehicles. We'll talk with a union president about why his group is making the case for slowing, or stopping, the march toward autonomous vehicles.

By Mark Reddig | NEW YORK CITY ANNOUNCES PROPOSED CONGESTION PRICING RATES | Land Line Advanced Search | Land Line December 4, 2023 | More details about New York City congestion pricing have been announced, including suggested charges for drivers. On Thursday, Nov. 30, New York City's Traffic Mobility Review Board released its report on congestion pricing recommendations for the city's central business district. The central business district is the area in Manhattan south of 60th Street. According to the report, the recommended congestion pricing for large trucks entering the central business district is \$36. The suggested charge for smaller box trucks is \$24. Buses would be charged similarly. Intercity and charter buses would pay \$24 under the proposal, while tour buses would pay \$36. Congestion pricing recommendations for remaining vehicles include: For passenger vehicles, drivers would be capped at only one central business district toll per day. Truck drivers, on the other hand, would be charged each time they entered the district. A congestion pricing discount would apply to drivers who had already paid a tunnel toll. Drivers entering the central business district via the Lincoln and Holland tunnels from New Jersey and via the Queens-Midtown and Hugh L. Carey tunnels from Queens and Brooklyn would pay a smaller congestion pricing fee. The "crossing credit" would be \$20 for large trucks and tour buses,

\$12 for small trucks and intercity/charter buses and \$5 for passenger vehicles. The crossing credit would apply only for trips taken during the day. No crossing credit is recommended for nighttime trips, since toll rates would be reduced by 75%. Congestion pricing recommendations in the report will be considered by the Board of the Triborough Bridge and Tunnel Authority on Wednesday, Dec. 6. Public hearings on the board's decisions will be held in February. After public hearings, the Metropolitan Transportation Authority will hold a vote on whether to authorize the Triborough Bridge and Tunnel Authority to adopt a congestion pricing rate schedule that would allow the city to begin collecting the tolls. When toll collection would begin would be announced at a later date. Not everyone is happy about New York City's congestion pricing, with a neighboring state taking its opposition to the courtroom. In July, New Jersey Gov. Phil Murphy announced that the state has filed a lawsuit against the U.S. Department of Transportation and the Federal Highway Administration in an attempt to block New York City's congestion pricing. The lawsuit argues that the U.S. DOT and FHWA violated the National Environmental Protection Act, which requires a full environmental impact review for projects of this projected impact and scope, as well as the Clean Air Act. After refusing to conduct a full environmental review of the MTA's poorly designed tolling program, the FHWA has unlawfully fast-tracked the agency's attempt to line its own coffers at the expense of New Jersey families, Gov. Murphy said in a statement. The costs of standing idly by while the MTA uses New Jersey residents to help balance its budget sheets are more than economic. At the MTA's own admission, its tolling program would divert traffic and shift pollution to many vulnerable New Jersey communities, impacting air quality while offering nothing to mitigate such considerable harm. Today we stand as a unified front against this reckless scheme and reaffirm our commitment to combat the unjust taxation of our hardworking residents by other states. The day before the Traffic Mobility Review Board's congestion pricing report was officially released, Gov. Murphy doubled-down on his opposition. Tonight's leaked report demonstrates the rushed and opaque process that the MTA and the Traffic Mobility Review Board have pursued to impose an unfair and ill-conceived congestion pricing tolling scheme on New Jersey commuters, he said in a statement.



Despite our interconnected and interdependent regional economy and transportation system, New York officials did not meaningfully consult with us from the outset and instead treated New Jerseyans as a convenient way to fill an MTA budget hole. In September 2019, OOIDA Director of Government Affairs Collin Long told Land Line Now that unlike many motorists, truckers do not have flexibility when it comes to when and where they drive. Truckers lack the flexibility in their schedule or the control over their schedule to make certain that they are not arriving in a lot of these urban or suburban areas that are considering congestion pricing at a time when roads are at their highest congestion," Long said.

New Jersey For a few hours Monday, we thought we knew what speed limit FMCSA landed on for heavy trucks. But then it backtracked. So what's going on? For a few hours Monday, we thought we knew what speed limit FMCSA landed on for heavy trucks. But then it backtracked. So what's going on?

By Mark Reddig | September 26 News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer

[TRUCKERS' THOUGHTS ON HIGHWAY SAFETY RELAYED AT SUMMIT]

The 2023 Midwest Commercial Vehicle Safety Summit brought together representatives from federal agencies, motor carriers, law enforcement agencies, universities and insurance companies with the goal of reducing the number of crashes. However, the event held Wednesday and Thursday, Nov. 29-30 in Kansas City, Mo., had little representation from the men and women who actually drive those commercial motor vehicles on a daily basis. To compensate for the lack of drivers in attendance, KC Phillips — a radio personality on SiriusXM's Road Dog Trucking — used his presentation to relay the trucker's perspective. Phillips said he spent six hours of radio time allowing truck drivers to call in and help him shape his message to industry leaders at the summit. "I want to personally challenge you to consider an approach that may not be your first thought in improving roadway safety," Phillips said. "And that is to engage and connect with truckers to create a sustainable safety culture across the industry." The most common complaint Phillips said he receives from truck drivers about safety

regulators is that they've never driven a truck and aren't fully aware of the obstacles that drivers face. The No. 1 comment I get time and time again is that the people who are making the rules have never been in a truck," he said. "You don't know how to drive a truck. You don't know the impacts that the rules have on the trucking profession. The overall perception by your constituents behind the wheel is that you're out of touch. This is the fundamental and real gap that must be bridged." If lawmakers want to be connected with truckers, they have a lot of ideas," Phillips said. "Truckers feel like they have a lot to contribute to the conversation about regulations. They just want a seat at the table."

FMCSA Administrator Robin Hutcheson spoke at the event on Wednesday, Nov. 29 and used some of her time focusing on the root causes of truck crashes. Hutcheson added that the way truck drivers are compensated and the lack of safe places to park are among the root causes the agency needs to analyze. "We have to dig pretty deep, and that means looking at compensation — how drivers are compensated," Hutcheson said. "The effect of detention time — are drivers waiting too long and therefore speeding to their next location? Why are women not joining the workforce? Do they not feel safe and secure? Are there predatory leasing arrangements that are distracting to drivers, making them unable to focus on the roadway? We know the answer is yes. Are truck drivers tired? Do they need more rest? Are they having trouble finding places to park? These are all root causes of why a driver may become unsafe in the first place." Several studies and committees have been launched to address these issues. However, FMCSA also is attempting to create multiple mandates largely opposed by truckers, such as speed limiters and automatic emergency braking.

LLNewsThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer | OOIDA MEMBERS GIVING BACK THIS HOLIDAY SEASON | This year's Wreaths Across America event will see more than 2 million volunteers and supporters taking part at 4,000-plus locations, according to the organization's website. Local, national and military cemeteries as well as veterans' memorials and historic sites will host those

events. Since 2008, Congress has proclaimed a specific Saturday in December as the national Wreaths Across America day, which this year is scheduled for Dec. 16. The organization's mobile education exhibit also has events planned in Rhode Island, New Jersey, Pennsylvania and Delaware beginning on Dec. 11. An events calendar detailing many of the major events planned for this year is available on the Wreaths Across America website. Some OOIDA members will be heavily involved, including senior member Lamar Buckwalter, owner of Buckwalter Trucking LLC in Lititz, Pa. Named a TravelCenters of America Citizen Driver this year, Buckwalter will travel some 800 miles delivering wreaths to nine sites on Dec. 16. He said that some of those deliveries will include an escort and/or parade. OOIDA life member Don Crouse has been contributing his efforts to Wreaths Across America events for more than a decade, even taking part in the escort to Arlington National Cemetery. Crouse, who was named a 2023 Road Warrior by Pilot Flying J, said his involvement started after he heard a Land Line Now report requesting more trucks to help honor veterans. "Once you haul the wreaths, you're hooked and you're going to want to be there every year," Crouse told Land Line in October. "It's just like getting together at the truck shows. My truck is my way of showing how thankful I am for the 50 years I've enjoyed out here trucking across America in a free country." The 2023 Wreaths Across America theme is: Serve & Succeed! Read more on the WAA blog: <https://t.co/cgLZIPuM32> [pic.twitter.com/pGclf2fKr9](https://t.co/pGclf2fKr9) Wreaths Across America (@WreathsAcross) January 5, 2023 To find a participating location to support or volunteer at this year, go to [wreathsafteramerica.org](https://wreathsafteramerica.org). According to the website, lanes are still available for drivers who are interested in hauling a load of wreaths as part of the Wreaths Across America Honor Fleet.

LL Delaware FMCSA is requesting feedback about its DataQs appeals process, which can be a frustrating experience for a number of reasons. FMCSA is requesting feedback about its DataQs appeals process, which can be a frustrating experience for a number of reasons. By Scott Thompson | September 14 News

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and

Jobs Act.By Mark Schremmer |FEDS REMOVE 10 ELECTRONIC LOGGING DEVICES FROM APPROVED LIST|The Federal Motor Carrier Safety Administration has added 10 electronic logging devices to its list of revoked devices.On Friday, Dec. 1, the agency removed CI ELD LOGS, ELD 2 GO, ELD4TRUCKING, ELOG365, Golden ELD, POWERTRUCKS ELD, STEER RIGHT ELD, TruckX-ELD, TST 1 ELD and WORLD TRUCKING ELD from its list of registered logging devices.Any driver or carrier using one of these devices will have 60 days ? until Jan. 30, 2024 ? to replace the revoked ELD with a compliant device.According to FMCSA, the devices were revoked because they failed to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A. The regulation requires that a device without a printer be designed so that the display may be reasonably viewed by an authorized safety official without the official entering the vehicle.The 10 devices join a growing list of other ELDs the agency has removed from its approved list this year for the same violation. Others removed this year include All Truckers ELD, PRIM ELD, Secure ELD, Nationwide ELD, TMS ONE?s ELD ONE, ONE PLUS ELD and All-Ways Track ELD. There are currently 171 devices on the revoked list.FMCSA said motor carriers and drivers using any of the now-revoked logging devices must take the following actions:According to FMCSA, revoked devices can be returned to the approved list if the ELD manufacturer ?corrects all identified deficiencies.? While uncommon, at least one of the devices removed this year by the agency was returned to the list of approved devices.Another device, the Golden ELD, was removed from the approved list in July, only to be added back to the list a day later. That particular ELD was among the 10 removed from the list by FMCSA last week.While some carriers may take a wait-and-see approach to their ELD, the agency ?strongly encourages? carriers to take measures to replace a revoked device to ensure compliance ?in the event the deficiencies are not addressed in time.?Since the electronic logging mandate took effect in December 2017, FMCSA has allowed companies to self-certify the devices. Currently, 878 devices are listed on the agency?s registered ELDs list. FMCSA does not endorse any of the devices.The self-certification of ELDs has led to a number of devices being removed from the approved list for a variety of issues. The

Owner-Operator Independent Drivers Association contends the agency needs to adopt a comprehensive certification process for ELDs. It has become abundantly clear the decision to allow self-certification has been a major disservice to motor carriers, as faulty and ultimately noncompliant devices have been listed on the agency's registry, OOIDA wrote in comments to FMCSA in 2022. While mandating the use of ELDs, the federal government must take the necessary steps to ensure all devices listed on the registry are compliant. Carriers can obtain up-to-date information regarding FMCSA's ELD rule here. LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. By Mark Schremmer | December 07 Latest Podcasts Become a member of OOIDA today. Follow Us: Magazine Follow Us: Radio Follow Us: Podcasts © Copyright 2023 Land Line Magazine & Land Line Now. All Rights Reserved. | GEORGIA FUEL TAX HOLIDAY ENDS | Truck drivers and motorists fueling in Georgia are once again paying state fuel taxes. Since Sept. 13, travelers have been relieved from paying the state's 31.2-cent gas tax or its 35-cent diesel tax. The tax break was the result of a state of emergency authorizing a fuel tax holiday signed by Gov. Brian Kemp. The initial emergency order was set to expire on Oct. 12, but the governor extended it through Nov. 29. Kemp said at the time, the emergency declaration is necessary due to ongoing high prices and uncertain economic conditions caused by failed policies coming out of Washington, D.C. The suspension of taxes did not apply to any local sales or use taxes (including prepaid local taxes). Due to Georgia law, the fuel tax suspension could not be extended because state lawmakers headed back to the capitol late last month for a special session. Specifically, the governor cannot issue a state of emergency when the state Legislature is in session. The Legislature is in Atlanta to redraw district lines for several state Legislature and congressional seats. After the Legislature's expected adjournment later this week, Kemp could decide to bring back the fuel tax break. The Georgia Motor Fuel Unit has reported that all motor carriers licensed with the International Fuel Tax Agreement and traveling in Georgia were exempt from motor fuel excise tax

during the suspension period. During the tax holiday, motor carriers were able to purchase qualifying motor fuel tax-free and travel non-taxable miles in the state. IFTA returns still are required to be filed for the quarters that include the tax-free period. A notice from the state asks truck drivers to "please ensure that all fuel purchases are reported on IFTA returns to accurately reflect your miles per gallon for the suspension period." Reports are supposed to include both tax-free and tax-paid purchases. All miles traveled in Georgia from Sept. 13 through Nov. 29 should be reported as non-IFTA miles. Additional information from the state is available. The state of Georgia is no stranger to fuel tax holidays. Kemp suspended state fuel tax collections in March 2022 and extended the suspension seven times through mid-January 2023. The governor said at the time that the state was in a good position to provide a fuel tax holiday due to a fiscally conservative approach to budgeting. Kemp's office reported that Georgians saved about \$1.7 billion at the pump during that time period. Georgia's average diesel price of \$4.062 is about 13 cents below the national average for a gallon of on-highway diesel fuel, according to AAA. The state's average gas price of \$3.078 is about 16 cents below the national average for a gallon of regular gas.

LLGeorgiaOOIDA Director of Public Relations Norita Taylor discusses the Truckers For Troops campaign, how it got started and where the money goes. OOIDA Director of Public Relations Norita Taylor discusses the Truckers For Troops campaign, how it got started and where the money goes. By Mark Reddig |CALIFORNIA VOTERS TO DECIDE ON BONDS AND SPECIAL TAXES PASSAGE REQUIREMENT|Land LineAdvanced SearchLand LineDecember 1, 2023?

On a regular basis, well over half of all voters in California locales approve questions to tap bonds to cover projects that include road and bridge work. Despite the majority approval, many of the questions fall short of the percentage required for passage. Voters throughout California will decide next fall whether to amend the state constitution to ease the threshold for passage of certain local ballot questions. The California Constitution states that taxes local governments levy are either general taxes or special taxes, which local agencies use for specified purposes. A two-thirds vote is required at the local level for general obligation bonds and special taxes. The state defines a special tax as any tax imposed to specific purposes. On the

other hand, general tax votes require a simple majority for passage. In California, a general tax is defined as any tax imposed for general governmental purposes. Additionally, the state requires a two-thirds vote of each legislative chamber for state tax increases. California lawmakers have acted to approve sending a proposed constitutional amendment to voters to address the requirement for passage of general obligation bonds and special taxes. Assembly Constitutional Amendment 1 would lower the two-thirds supermajority constitutional vote threshold to 55% for local general obligation bonds and special taxes, when proposed specifically for the construction, reconstruction, rehabilitation or replacement of public infrastructure in a city, county or special district. Improvement to transit and streets and highways is included in the public infrastructure classification. Assemblymember Cecilia Aguiar-Curry, D-Winters, wrote in a fact sheet for ACA 1 that over a recent 13-year period, just half of all local revenue measures that required two-thirds vote were successful. In 2016, votes in Placer, Sacramento, San Francisco and San Luis Obispo counties each exceeded 64% approval but fell shy of the 66.67% threshold for passage. The San Luis Obispo County question asked voters whether to approve a nine-year, half-percent sales tax to fix potholes; repave local streets; relieve traffic congestion; improve street, highway and bridge safety; and make bike and transit improvements. The failed question received 66.31% voter approval. More recently, 58% of voters in Fresno County last year were in favor of renewing the county's half-cent transportation tax for 30 years. The plan largely focused on addressing road and bridge work. Aguiar-Curry noted that the success rate for these measures and other special taxes and bonds would jump to nearly 80% with a 55% approval threshold. "One of the shortcomings of current constitutional supermajority vote thresholds is they take away the ability of local officials, especially in small cities and rural areas like mine, to work with their voters to make investments in local infrastructure priorities," she said in prepared remarks. As a result, she added, "Sacramento is forced to do huge statewide initiatives, and those same communities often don't benefit from them." "My constituents are paying for housing, roads and police and fire stations in large metropolitan areas and can't even pass their own bonds and sales taxes to fund their local

priorities," she said. Critics argue reducing the two-thirds vote threshold for approval of affected questions would diminish the people's voice on tax increases and would erode property tax safeguards. **LLCalifornia** What will it cost to solve truck parking? How does it affect safety? And can technology help? Those issues were tackled at a recent meeting. What will it cost to solve truck parking? How does it affect safety? And can technology help? Those issues were tackled at a recent meeting. **By Mark Reddig | December 07News** The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act. **By Mark Schremmer | TRUCKING COMPANY OWNER SENTENCED TO 17 YEARS FOR \$40M PONZI SCHEME** A Michigan man will be spending a significant amount of time in prison for his role in several fraud schemes involving his trucking company, including a \$40 million Ponzi scheme and two COVID-19 loan fraud schemes. On Tuesday, Nov. 28, a U.S. District Court for the Southern District of New York sentenced Franklin Ray to 212 months in prison for his role in multiple schemes involving his Michigan trucking company. In addition to the lengthy prison sentence, Ray also was ordered to forfeit more than \$42 million. According to court documents, Ray executed multiple fraud schemes involving his trucking company, including a multi-million dollar Ponzi scheme and two COVID-19 loan fraud schemes. The biggest scheme committed by Ray was a Ponzi scheme that cost hundreds of investors tens of millions of dollars. According to court documents, Ray incorporated CSA Business Solutions in Michigan in December 2019. The company touted itself as a trucking and logistics company. However, the indictment states it engaged in "minimal actual trucking activity." From June 2021 to when the indictment was filed in April 2022, Ray offered investors an opportunity to invest in his trucking company. In exchange for \$20,000, an investor could purchase the right to receive 77% of the net income of a truck operated by CSA Business Solutions. Investors signed contracts to secure their investment. Per the contracts, a truck would be put into service within three weeks of the company receiving the \$20,000. The agreement would last for seven years. Payments would be



made by the company to investors on a weekly or bi-weekly basis. After entering into the contracts, Ray told investors that specific trucks had been assigned to them. However, no such trucks had been assigned, because the company never had enough trucks to satisfy thousands of contracts. Despite the lack of trucks, investors received a spreadsheet falsely showing the performance of their trucks and the amount owed to them. Some investors did receive payments reflected on those spreadsheets. In order to make those payments, Ray would use new investor funds to pay earlier investors. Furthering his lies, Ray told investors that the trucks were doing business for a large, multinational e-commerce company, which was unnamed in the indictment. However, CSA Business Solutions had no formal relationship with the e-commerce company until November 2021. Even then, CSA Business Solutions received less than \$100,000 in revenue from the e-commerce company. Still not done defrauding investors, Ray told them that if they would forego one payment, they could switch their trucks' business with the e-commerce company to an international shipping company, also unnamed. By doing so, Ray indicated, the investors could make more money. However, the trucking company never had a business relationship with the shipping company. During the course of the Ponzi scheme, Ray fraudulently induced more than 270 investors to invest at least \$40 million in at least 2,000 trucks. Even after his arrest, Ray continued the Ponzi scheme. From his arrest in March 2022 up until his indictment in April 2022, Ray hid his arrest and seizure of the company bank account from investors. He also lied to investors about why he did not make expected payments after his arrest. Not to be deterred, Ray opened new bank accounts on behalf of CSA Business Solutions after his arrest. He continued to solicit and accept investor funds for trucks that did not exist. Ray managed to defraud investors into paying another \$2 million. The Ponzi scheme was not Ray's first foray into business fraud. In June 2020, he submitted an Economic Injury Disaster Loan application to the Small Business Administration. The application indicated that CSA Business Solutions was established in January 2019, had 65 employees and had gross revenues of more than \$12.5 million for the 12 months prior to Jan. 31, 2020. However, the company was not established until December 2019, had few employees and had limited

revenues in the time period in question. In fact, CSA Business Solutions did not file a tax return with the IRS for the 2019 calendar year. Based on the fraudulent information, the business received nearly \$160,000 in COVID-19 relief funds. In addition to the Economic Injury Disaster Loan, Ray also applied for Paycheck Protection Program loans. CSA Business Solutions ended up receiving more than \$970,000 in PPP loans based on fraudulent information. In total, Ray's trucking business received nearly \$2 million in government-guaranteed loans designed to provide relief to small businesses during the COVID-19 pandemic, according to the U.S. Attorney for the Southern District of New York. Ray also devised another scheme that took six figures from a real estate holding company. In December 2020, Ray initiated discussions with a New York City-based real estate holding company about creating a joint venture between the holding company and CSA Business Solutions. Ray proposed that the joint venture would be in the logistics and trucking business. During discussions with the holding company, Ray indicated that CSA Business Solutions was an established trucking business that had obtained significant revenues from a large, multinational e-commerce company. Again, the trucking company had no significant business operations of any kind, let alone a relationship with the e-commerce company. Buying into Ray's lies, the holding company wired \$175,000 to CSA Business Solutions. However, that money was never spent on the joint venture. Rather, Ray used that money on personal expenses, including private plane flights for himself and his family. The joint venture was never formed. Before establishing a trucking business in 2019, Ray was busted for a fraud scheme that involved NASCAR. In 2002, Ray devised a scheme dealing with co-sponsoring NASCAR races. Specifically, Ray entered into an agreement to obtain music entertainment sponsors for NASCAR, including coordinating country and rock concerts to coincide with the weekend of races. As part of the sponsorships, Ray also entered into agreements with several companies to charter flights, helicopter and limousine services for clients purportedly sponsored by Ray. According to court documents, Ray offered to co-sponsor six races for approximately \$750,000. As part of the scheme, Ray represented himself as an agent for NASCAR and several country music musicians to charter three flights costing a total of \$80,000. Ray also

represented himself as a potential buyer for a Gulfstream 4 airplane with one company and two different airplanes with another company. All of the information Ray provided was fraudulent. He was indicted on bank and wire fraud charges in 2005 and sentenced to prison for two years in 2008. Court documents reveal restitution payments totaling more than \$1.3 million in that case.

LLMichiganOOIDA Executive Vice President Lewie Pugh plans to tackle broker issues, speed limiters and more during a trip to our nation's capital. OOIDA Executive Vice President Lewie Pugh plans to tackle broker issues, speed limiters and more during a trip to our nation's capital. By Mark

Reddig | November 27 Crime & Courts A court ruled that a towing company charged excessive administrative fees. However, the company escaped other claims of predatory towing. A court ruled that a towing company charged excessive administrative fees. However, the company escaped other claims of predatory towing. By Tyson Fisher | December 05 Crime & Courts Another domino has

fallen in an emission-defeating scheme that involved two trucking companies. Find out details of the scheme. Another domino has fallen in an emission-defeating scheme that involved two trucking companies. Find out details of the scheme. By Tyson Fisher | IT'S TIME TO PULL SU'S

NOMINATION, CONGRESSMAN SAYS Julie Su was nominated to be the next secretary of labor more than nine months ago. Lacking the necessary votes to be confirmed, Su has remained the U.S. Department of Labor's leader in an acting capacity. "Nine months is enough," Kiley said.

"President Biden knows Julie Su will never be confirmed and has given up even trying to get the votes. As long as Ms. Su remains in power as an unconfirmed acting secretary, every action of the Labor Department is under a legal cloud. It is past time for the president to withdraw this failed nomination and choose a qualified secretary who will perform his or her duties competently and will be on the side of American workers. Biden picked Su ? formerly California's labor commissioner ?

in February to replace Marty Walsh as acting labor secretary. Her confirmation hearing was in April, but her nomination still hasn't been brought up for a vote. After Sen. Joe Manchin, D-W. Va., announced in July that he planned to vote against Su, multiple media outlets reported that the White House planned to keep Su in her acting role without calling a vote. Much of the opposition toward Su

surrounds her tenure in California and her role in the implementation of Assembly Bill 5 ? a controversial state law that makes it difficult for a worker to be classified as an independent contractor.?We just need to continue to make the case about what she?s done in California, what a disaster it?s been for our state and what the impact would be if she were to take those policies national,? Kiley said in June.OOIDA formally opposed the nomination in a letter sent to all Senate offices in March.Rep. Virginia Foxx, R-N.C. asked the U.S. Government Accountability Office to review the legality of Su continuing to lead the department without the votes needed for confirmation.In September, the GAO determined that the Federal Vacancies Reform Act of 1998 does not apply to Su?s role as acting secretary.?As the deputy secretary of labor, Ms. Su may serve as acting secretary ? until a successor is appointed,? wrote Edda Emmanuelli Perez, general counsel for the GAO. ?The Vacancies Act?s time limitations do not apply to her service.? LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.By Mark Schremmer |WISCONSIN OFFICIALS WARN OF REFUND SCAM|Messages promising a refund from the Wisconsin Department of Transportation or Department of Motor Vehicles are indeed a scam, according to state officials.The Wisconsin DOT said it?s aware of phishing attempts where scammers claim to be with the state DOT or DMV to get recipients to click on a fraudulent link that will share their personal information.There have been reported phishing attempts like this one where scammers are pretending to be WisDOT and/or the DMV. Remember: never click on suspicious links from unknown senders. [pic.twitter.com/l1bRQnjq3y](https://pic.twitter.com/l1bRQnjq3y)? Wisconsin DOT (@WisconsinDOT) November 28, 2023WisDOT is advising anyone who receives an unsolicited text or email similar to the message above to not respond, engage with the sender or click on any corresponding links.That program also covers CDL notifications such as federal medical card and hazardous materials certification renewals, as well as address updates and driver?s license renewals, among other things.A confirmation of transactions, similar to what financial institutions

use, helps detect any fraudulent activity. Text, email and mail scams often target truckers. In fact, OOIDA learned of a scam that hijacked DOT numbers this past summer. This was the result of a temporary adjustment made by FMCSA for carriers updating their MCS-150 via the manual form. As a result, carriers said brokers from load boards were contacting them to request a copy of their commercial driver's license before accepting the load. According to Crystal Minardi, a supervisor for OOIDA's permits and licensing department, this was a huge red flag, as a reputable broker would not request such information. The OOIDA Foundation offers a business education video series for professional drivers on its YouTube page. Phishing specifically is covered in the video below. More information to help your trucking business succeed is also available through OOIDA's business services department.

LL Wisconsin North Dakota Gov. Doug Burgum explains why he's pushing back against FMCSA's new rule that limits state emergency waivers to 14 days. North Dakota Gov. Doug Burgum explains why he's pushing back against FMCSA's new rule that limits state emergency waivers to 14 days. By Scott Thompson | TRUCKERS DESERVE OVERTIME PAY, SEN. PADILLA SAYS | Sen. Alex Padilla's reasoning for why he introduced the Guaranteeing Overtime for Truckers Act is pretty simple. "Truck drivers deserve overtime pay when they work overtime," the California Democrat told Land Line Now's Scott Thompson during a recent interview. The Fair Labor Standards Act of 1938 includes a motor carrier exemption that means truck drivers are not entitled to overtime pay when they work more than 40 hours in a week. The GOT Truckers Act would remove the exemption, guaranteeing overtime pay for company drivers. And even though the bill would only apply to company drivers, proponents contend that the legislation would benefit all truckers as it would force everyone in the supply chain to begin valuing a driver's time. "Unbelievably, trucking is one of the only professions in America that is denied guaranteed overtime pay," OOIDA President Todd Spencer said. "We are way past due as a nation in valuing the sacrifices that truckers make every single day. This starts with simply paying truckers for all of the time they work." Sens. Padilla and Edward J. Markey, D-Mass, introduced S3273. The House version of the GOT Truckers Act, HR6359, was introduced by Reps. Jeff Van Drew, R-N.J., and

Mark Takano, D-Calif. "We look at the status quo, and the status quo has been unacceptable," Padilla said. The American Trucking Associations, which represents large fleets, has criticized the GOT Truckers Act, calling the bill "a thinly veiled attempt to boost trial attorneys' fees." Padilla pushed back against that claim. "I have heard some of the criticism, and like on anything else, you have to consider where the criticism is coming from," Padilla said. "When it's the big trucking companies, we know that it's the bottom line that they are interested in before truckers themselves. So that's a big, big reminder for all of us to consider when we hear the criticism." "Let's be fair," Van Drew said. "Truckers are breaking their backs. They sincerely are what makes America move. Our country would be in a whole lot of trouble if we didn't have truckers working for us every single day. When people don't work hard, that's up to them and maybe they don't deserve to make a lot of money. But truckers do, and they deserve to be treated fairly and make a decent income."

LLFederalThe House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

The House T&I Committee will have a hearing next week focused on the implementation of the 2021 Infrastructure Investment and Jobs Act.

By Mark Schremmer |TTC HOSTS 108TH ANNUAL GALA DINNER, AWARDS SCHOLARSHIPS AND ELECTS NEW BOARD MEMBERS|The Toronto Transportation Club (TTC) held its Annual General Meeting at the Metro Toronto Convention Center on Thursday. The AGM was followed by the Club's 108th Annual Dinner and Gala. The board voted and elected the executive committee for 2024 on December 7th, electing Chris Petersen as TTC's president. He is the director of the commercial freighter program and e-commerce at Air Canada. Liam O'Briain is the immediate past president, and he will remain on the executive committee. Stacey Large and Peter Stefanovich of Select Trailer Sales and Left Lane Associates, respectively, are the first and second vice-presidents. John Foss of Trailcon Leasing has retired from the Board of Directors. After the AGM, nearly 1,400 industry professionals attended the 108th annual dinner gala, and more than 50 transportation leaders joined 15 of TTC's past presidents at the head table. Following the dinner, The Debaters took the stage with a night of comic "toe to toe battle of laughs and logic to

entertain the crowd. The club also presented \$32,000 in scholarship funding to four students attending a post-secondary school. Jerry Brown accepted a Platinum Award of Distinction for outstanding contribution and participation on behalf of long-time contributor and Presenting Sponsor Trailcon Leasing. The 2023/2024 TTC board includes the following industry leaders: Tony Bianco, director of sales, intermodal, CN Leah Cormier, vice-president and managing partner, Insync Promotions Greg Cross, general manager NAST capacity, C.H. Robinson James Green, managing director, Newcom Media Rosetta Iacono, director of growth and commercial relations, Port of Montreal Mike Kaslauskas, area vice-president ? Canada, Penske Truck Leasing Katie Lee, director of national accounts, Day & Ross Angelique Magi, vice-president, insurance, Element Fleet Management Zaine Van Patter, AVP transportation integration and operations support, Canadian Tire Corporation Jeff Pries, senior vice-president of sales and marketing, Bison Transport Arun Rebello, national manager, transportation and logistics, TD Bank Mickey Sague, senior manager, cargo sales ? Canada, Air Canada Cargo Ralph Scrivo, central district sales manager, Peterbilt of Canada Jeanette St Pierre, director of sales, intermodal ? CPKC David Tumber, chief operating officer, Kriska Transportation Group This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address.

(Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances. Comment \*Your Name \*Your Email \*Save my information for next

time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );What

happen to Jessica Martin that worked for ttc Congratulations to all the new board members and on such a successful night. Stay up to date on technology, regulations and trucking life We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy. [read more >>](#) | APTA NAMES

WHITE DRIVER OF THE YEAR, HONORS INDUSTRY STARS | by Today's Trucking The Atlantic

Provinces Trucking Association (APTA) has honored Josh Charles White with the Driver of the Year

award during its annual awards dinner in Moncton, N.B. on Dec. 7. White, who hauls freight for Fisher Transport, is a reliable and hardworking, second-generation professional truck driver, according to a news release. He enjoys being able to make his own decisions on the road and upholds the high-quality service that the customers expect. The event recognizing and celebrating exceptional achievements within the Atlantic Canadian trucking industry, brought together industry leaders, professionals, and guests. The other winners include:

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment   \*Your Name   \*Your Email   \*Save my information for next time?

`document.getElementById( "ak_js_1" ).setAttribute( "value", ( new Date() ).getTime() );`

Stay up to date on technology, regulations and trucking life

We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.

[read more >>](#)

## TORC ROBOTICS TEAMS UP WITH UBER FREIGHT

by Today's Trucking

Torc Robotics ? an independent Daimler Truck subsidiary that's developing autonomous vehicles ? announced a strategic partnership with Uber Freight. Through this agreement, Torc will leverage Uber Freight's logistics network, representing US\$18 billion in active freight under management and more than 100,000 digitally enabled carriers, to unlock insights and learnings regarding the future deployment of autonomous trucks. Uber Freight's marketplace and insights will be used to inform Torc's autonomous freight network design and expansion strategy, the companies say. These insights include which lanes are optimal for deployment, how to prioritize the rollout of lanes and various on-dock deliveries, balancing supply and demand across supply chains with autonomous trucks, and the management of autonomous loads with transfer hubs. Uber Freight is also a longstanding member of Torc's Autonomous Advisory Council (TAAC), a council comprised of freight industry players who provide strategic guidance to Torc. This includes Schneider, C.R. England, Penske, and Ryder, as well as Torc's majority stakeholder, Daimler



Truck. As we have always said, collaboration in the autonomous trucking industry is paramount to the technology's deployment at scale. Our partnership with Uber Freight is a prime example of how working together with industry players will ensure the technology is integrated seamlessly, safely, and efficiently," said Peter Vaughan Schmidt, Torc's CEO. "This partnership is a natural expansion of our initial working relationship through TAAC, and leveraging Uber Freight's data and insights will help our mission to commercialize autonomous trucks at scale by 2027. Torc is a proven pioneer in autonomous trucking, and we're thrilled to collaborate with them on the road ahead," added Lior Ron, Uber Freight founder and CEO. "We firmly believe that by collaborating with partners early on, we are helping incorporate the important voices of shippers and carriers across the Uber Freight network and shaping the future of freight with autonomous trucks. In partnering with Torc, we're able to provide a leader in this space with rich insights regarding how goods move, which in turn will result not only in more access to safer autonomous trucks, but ultimately build more reliable and efficient supply chains."

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name  
\*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );

Stay up to date on technology, regulations and trucking life

We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)

### LION'S BATTERY PACKS RECEIVE FINAL CERTIFICATION

by Today's Trucking

Lion Electric has announced it has received final certification for its medium-duty battery pack, the LionBattery MD. The lithium-ion battery pack is designed to power the company's medium-duty trucks and school buses. "The successful certification of the LionBattery MD pack showcases Lion's cutting-edge capabilities and underscores our commitment to a rigorous process of quality control and safety," said Marc Bedard, CEO and founder of Lion. "With the battery serving as the heart of

Lion's all-electric vehicles, this certification represents a critical milestone in the execution of our strategy to vertically integrate the manufacturing of our purpose-built all-electric platforms. The battery packs will be produced at Lion's battery plant with a 1.7 gigawatt-hour capacity, capable of powering 5,000 Lion commercial vehicles per year. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );goodStay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)

## GM TO SUPPLY AUTOCAR WITH FUEL CELLS FOR TERMINAL TRACTORS, VOCATIONAL TRUCKS

General Motors (GM) has announced a deal with Autocar to provide Hydrotec hydrogen fuel cell power cubes for its electric terminal tractors and vocational trucks. It marks GM's first foray into supplying hydrogen fuel cells for vocational truck applications. Fuel cells combine hydrogen and oxygen to generate electricity through an electrochemical reaction. The fuel cell enables the conversion of energy stored in hydrogen into electricity to power a vehicle. EV propulsion systems like GM's Ultium platform are great solutions for electrifying passenger vehicles, but larger vehicles like Autocar's Class 8 trucks, refuse trucks and terminal tractors require robust solutions that enable significant energy carrying capacity and fast refueling times," said Charlie Freese, GM executive director, Global Hydrotec. "We want to enable zero tailpipe emissions solutions for the largest, highest energy-consuming vehicles, and fuel cells are ideal for the most energy intensive applications." GM says its Hydrotec power cubes can electrify vehicles in a range of applications beyond passenger vehicles, including heavy trucks for freight haulage and even locomotives. The first of the commercial vehicle applications it will supply will be Autocar's cement mixers, roll-off and dump trucks, followed by

refuse trucks and terminal tractors, with production to begin in 2026. Autocar provides customized vocational trucking solutions, and as regulations change, we see Hydrotec fuel cells as an additional avenue for our customers to meet their EPA requirements with zero tailpipe emissions vehicles," Eric Schwartz, president, Autocar, said in a press release. "GM's scale, reliability and the capability of their Hydrotec fuel cell technology will enhance Autocar's existing platforms. Each power cube contains more than 300 hydrogen fuel cells, along with thermal and power management systems. The cube provides 77 kilowatts of power with little noise. Those cubes can be stacked to match the vehicle's power and range needs. Triz Engineering will provide integration support for power distribution between the fuel cell and the batteries. "We have carefully studied existing severe-duty vocational trucks to understand their specific demands and requirements," said Johann Vorster, president of Triz Engineering. "With GM and Autocar, we have built a fuel cell application that is unique within vocational vehicles - giving severe-duty trucking more options to be truly rugged and capable of achieving zero tailpipe emissions. "On a call with journalists, Freese said, "We view fuel cells as an ideal solution for electrifying larger vehicles. He mentioned trucks with heavy payloads and towing requirements, and those traveling distances of more than 500 miles (800 km) as ideal for hydrogen fuel cells. Fueling is faster and range and payload are greater than in battery-electric vehicles. Asked why GM would consider terminal tractors and vocational trucks - which in most cases return regularly to, or never leave the terminal - Freese said in many applications fuel cells will still make more sense than battery-electric. Particularly since they can be fueled much quicker than taking on a charge. "When you want them running constantly 24 hours a day, it doesn't lend itself well to extended charging periods," Freese said. "In order to keep the wheels turning and keep those vehicles earning money, that's the perfect application we look at for hydrogen fuel cells because we can very rapidly refuel the vehicle and get it back into service where it's earning money for its owner, and do that without any extended down period. "Asked if the fuel cells will withstand the rugged severe-duty applications they'll be put into with Autocar, Freese added: "The system we are going into production with has been tested in military applications. This included subjecting the

hydrogen tanks to small arms fire and even rocket propelled grenade blasts. Within tracked military vehicles, the fuel cells have undergone extensive durability testing including traversing vertical steps and other obstacles, and being dropped off small cliffs. They've also withstood extreme hot and cold temperatures, Freese said. Additional testing has shown the fuel cells can withstand exposure to road spray and other contaminants. What we've done is put the hydrogen onboard in very solid, well constructed carbon fiber Type 4 tanks, he added. As for the cost, while there is not yet parity with diesel, Freese said the technology is evolving very fast and the costs are coming down as a result of that. Scale will be required to bring costs down closer to parity with diesel, and working with Autocar to get hydrogen-fuel-cell-electric terminal tractors and vocational trucks into the market will help bring that needed scale, Freese said. James Menzies is editor of Today's Trucking. He has been covering the Canadian trucking industry for more than 20 years and holds a CDL. Reach him at james@newcom.ca or follow him on Twitter at @JamesMenzies. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances. Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );good news for AutocarStay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.read more >>|ALBERTA AIMS TO ELIMINATE PHOTO RADAR "FISHING HOLES"|Albertans' growing frustration over the purpose of photo radar "fishing holes" has led the provincial government to pause new photo radar equipment and locations. The first step was to ban photo radar on ring roads in Calgary and Edmonton. And the government will engage with municipalities and law enforcement over the next year to remove all "fishing hole" locations across the province, according to a news release. Albertans can be confident that, going forward, photo radar will only be used to improve traffic

safety, the province said. Alberta has the highest usage of photo radar in Canada, and these changes will finally eliminate the cash cow that affects so many Albertans," Devin Dreeshen, minister of transportation and economic corridors, said in the release. "Photo radar must only be used to improve traffic safety, and with these changes, municipalities will no longer be able to issue thousands of speeding tickets simply to generate revenue." "Slowing down saves lives, which is why accountability is so important. What these consequences are and how they're enforced are up to the provincial government," Alberta Motor Transport Association board chairman Doug Paisley told TruckNews.com, reacting to the news. The cap on any new photo radar equipment, programs, or locations will continue until the one-year consultation with municipalities is complete on Dec. 1, 2024. Edmonton and Calgary can redeploy the photo radar units previously used on their ring roads to areas such as schools, playgrounds, and construction zones. Alberta's first photo radar units were introduced in 1987 and there are now about 2,387 photo radar sites across the province. Calgary's ring road has eight photo radar sites and Edmonton's ring road has 22. Photo radar generated \$171 million in 2022-23. Traffic fine revenue is split between the province and municipalities, with the province receiving 40% and municipalities receiving 60%. Leo Barros is the associate editor of Today's Trucking. He has been a journalist for more than two decades, holds a CDL and has worked as a longhaul truck driver. Reach him at [leo@newcom.ca](mailto:leo@newcom.ca)

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name \*Your Email \*Save my information for next time?

`document.getElementById( "ak_js_1" ).setAttribute( "value", ( new Date() ).getTime() );`

If you don't speed you won't get a ticket, for those that don't like the "fishing holes", not speeding seems like a pretty simple way to solve your concern with it??. Yup!

Stay up to date on technology, regulations and trucking life

We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy

Policy.[read more >>](#)|IRVINE WILL SPEAK AT 10TH WOMEN WITH DRIVE SUMMIT IN

MARCH|Leadership expert David Irvine will launch the 10th annual Trucking HR Canada Women with Drive leadership summit in March. In a morning keynote speech on March 7, he will address the power of authenticity as an enduring approach for renewing and sustaining workplaces. "Everyone will be motivated by his message of living and leading with authenticity. His message is truly a value-add for all attendees," said Angela Splinter, CEO of Trucking HR Canada in a press release. Irvine is an advisor with more than 35 years of experience and is a trusted and respected voice on leadership and organizational culture, said Trucking HR Canada in a release. It added attendees will leave with practical insights to create workplaces that attract and retain talent, and tools for embracing change with greater resilience, a clearer purpose, and renewed courage. This year's theme, Driving a Decade of Change, celebrates the impact of Women with Drive and the progress of trucking and logistics employers in supporting women's professional goals. Next year's summit will feature keynote speakers, breakout sessions, networking opportunities and a 10 Years-10 Perspectives panel discussion. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address.

(Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances. Comment \*Your Name \*Your Email \*Save my information for next

time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );Stay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)|STEED STANDARD TRANSPORT CELEBRATES 110

YEARS IN BUSINESS|There's a special ingredient that keeps a family-owned trucking company rolling for 110 years. "The secret sauce is the day is not over until the client is happy," says James Steed, president of Steed Standard Transport (SST). The Stratford, Ont., company has been in business since 1913, when entrepreneur James "Scotty" Hamilton transported coal, wood, and

passengers with a horse and wagon. SST presently has a lot more horsepower under its hood, using its 42 power units to haul more than 100 trailers in Canada and the U.S. A couple of straight trucks are also in the mix. The carrier services a small client base with a dedicated fleet hauling truckload and less than truckload freight. "We like to forge relationships with clients who are not shopping for the lowest price. We focus on the quality of service," Steed says. Looking back at the company's history, Steed said his great-grandfather Hamilton, who was a WWI veteran, renamed the company Standard Transport in 1927. In 1939, Hamilton invited his eldest daughter, Helene, and her husband, Gordon E. Steed, to help work for the business. Hamilton died in 1945, and the couple became the second-generation owners of the company. Their son Gordon J. Steed joined the company as a truck driver in 1956. In 1966, he and his wife Elaine bought the company from his parents and renamed it Steed Standard Transport. Their son James, the present president, grew up around trucks. "I would go out with the drivers in their trucks when I was five or six years old," Steed recalls. He learned the business from the bottom up. After studying physical distribution management at Sheridan College, Steed worked at Challenger Motor Freight for a while. "I wanted to get outside experience before working for the family business," he says. After getting his Class 1 licence, Steed joined the company in 1990 as a truck driver. "When I started, we had six drivers," he said. He then got involved in sales, hiring staff and dispatching. "I hired our first full-time dispatcher when I got married because I needed time off work," he says with a grin. Steed purchased the company from his parents in 2000. Some employees have worked at the company for decades. Gary Lebold started at age 18 and stayed on for more than 50 years. Steed says his grandmother hired Lebold in 1964 and he retired in 2018. "I would do Lebold's runs when he was on holiday," Steed recalls. "He provided so much culture to this company." After Lebold passed away in 2021, SST partnered with the Ontario Trucking Association (OTA) Education Foundation to establish a scholarship that honors his life and legacy. Peter Opie has been SST's financial controller for almost 25 years. He says people are treated with respect and personal circumstances are considered, providing a good work-life balance. Local driver A.J., has been hauling SST loads since 2019 and said the company is

very accommodating when he needs time off. "The equipment's good and they never put pressure on me to do something I don't want to do," he says. "If you do a little extra it gets noticed." Steed, keen to move the needle on road safety, was elected chairman of the OTA last year. "I want to give back to the industry. There are people who care about it." The company also gives back to the local community by helping the Stratford Festival and Optimism Place – a women's shelter. It is also part of the Trucks for Change Network, delivering food to the needy. As the company drives into its 12th decade, Steed plans to build a new facility with a warehouse to accommodate growth. He aims to preserve a slice of history as well at the new terminal. There will be room for equipment that he drove. "Two power units per decade from the 1990s. I drove a lot of '80s equipment too, so I may buy something from that time frame too," he added.

Leo Barros is the associate editor of Today's Trucking. He has been a journalist for more than two decades, holds a CDL and has worked as a longhaul truck driver. Reach him at [leo@newcom.ca](mailto:leo@newcom.ca)

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name \*Your Email \*Save my information for next time?

`document.getElementById( "ak_js_1" ).setAttribute( "value", ( new Date() ).getTime() );`

Stay up to date on technology, regulations and trucking life

We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our [Terms of Use & Privacy Policy](#). [read more >>](#)

## |TFORCE BUYS TWO FORMER YELLOW TERMINALS|

by Today's Trucking

TForce was the winning bidder for two owned terminals that belonged to bankrupt LTL carrier Yellow Corp. Terminals in Sacramento, Calif., and Lexington, Ky., were purchased by TForce Properties, the real estate arm of TForce parent company, Montreal-based TFI International. The two properties commanded US\$15.9 million. The biggest bidder was XPO, which won 26 owned and two leased properties for a total of US\$870 million. Estes Express Lines, Saia Motor Freight, Knight-Swift, and ArcBest were among the trucking companies



that successfully bid on Yellow properties, court documents reveal. A total of 128 owned properties and two leased properties collectively fetched US\$1.9 billion in the auction. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );

Has a retired former linehaul driver from Yellow, this is a sad day for me and I'm sure many others Yellow drivers? it feels like I lost a family member?| Very sad to see what was one of the best in the industry, be torn apart and done away with?| My best to all my fellow brothers and your families..| Kenneth Bettencourt terminal 108 Providence RI. Wow hope that money pays back the yellow freight debit to the tax payer loan from government That was a good one Michael, you're very funny! It's upsetting to lose what we've worked for. I'm a 25 year dockman for Holland out of Chicago (320). I'm now starting over at Abf to finish out my time. I just hope all of us former employees will recover our wages and vacation pay that is still owed to us? I was coming for a long time. Thanks for the memories. Thank God. That this company if you can call it that. Is done for good the Ceo and Board members have stolen 100s of millions from the rank and file. They should be in jail for what they did. So please don't act like it is a sad thing! I just pray, somehow, the accepted bids can somehow have a positive, net impact on the jobs lost via the YRC bankruptcy! If that's actually true, blessings to all the bidders, bid winners and our U.S. Bankruptcy Court! All our yellow union brothers and sisters,| I believe its for the best we all move forward.| It was never going to be like it was in late 90's early 2000's, we were kings largest in the world, be proud of that I am.| Yes its going to be struggle, I was the going on my 37yr, is probable I will catch on so.ewhere else, doughful to old to set in my ways.| Its new world for you younger guys, you have the best of it, experience knowledge ability to adapt, go out all show them whats in you that made yellow great.| Best to all| Ron C Was with them a short time but me and 4 other family member work for yellow and a 100+ year old company brought down

by some dip s\*\*t that should have never been placed in that job god bless to all those who was let go from yellowStay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.read more >>|TUSIMPLE TO WIND DOWN U.S. OPERATIONS|by Today's TruckingAutonomous truck maker TuSimple has announced it will reduce its U.S. workforce by about 150 positions, or 75%, and wind down U.S. operations.As part of its restructuring it will focus on the Asia-Pacific region and explore a sale of its U.S. assets.The decision, outlined in a Securities and Exchange Commission filing Dec. 4, was made during a Nov. 30 board meeting. The job losses total 19% of its global workforce, which will number about 700 employees after the move.This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );Stay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.read more >>|TOP 10 TRUCK TOYS OF 2023|Mariah Carey tells us that all she wants for Christmas is you. As for the rest of us, we're eyeing the truck-themed toys that may roll under the trees in the homes of good girls and boys.In the spirit of the season, let us present our fourth annual look at 10 of the top trucking toys on the market.If you have a truck, it must be loaded. And if you need to load it, you clearly need ? another toy. This Bruder Scania R-Series truck has a detailed cab with folding outside mirrors, opening doors, and a windshield made with transparent plastic. The barn doors also swing open, ready to accept freight from a Moffett with a sliding adjustable fork.It might have been the alliteration that caught our attention, but the WWE Wrekkid Rampage Rig celebrates the way some of us used to play with our truck toys. The semi itself has 11 breakaway parts. Action figures can

also hold matches inside the extended Wreckin Ball. Rotate the crane and extend it seven inches to take the action to new heights?. Pressing the engine block under the hood also launches opponents from the top of the truck. And who hasn't wanted to do that to a competitor? Barbie had a hit movie this summer, and she has explored careers paths from aerospace to zoology. So why not work as a trucker? The latest truck we could find in her pink-colored fleet included the Barbie Fresh Fun Food Truck. Measuring 17 inches long, it opens to expose a stove, smoothie station, and storage cupboards, along with more than 30 accessories like cookware and a blender. But let's get into the politics of the matter. There is actually a Change.org petition asking Mattel to establish a Truck Driver Barbie. "We want to recognize these women and show young girls that the transportation industry has a seat for them, too," the petitioners say. And maybe once that happens, she can come with an articulated truck? Just a suggestion. Auto haulers rejoice. The Hot Wheels HW Mega Hauler can hold more than 50 cars within six levels that expand and collapse. You can also connect track pieces (sold separately) to its upper level to roll cars straight off the truck and into a race. Cars can also be parked atop the cab, which can be lifted to accommodate two more. No list of toy trucks is complete without a Tonka - the company that has brought sandboxes to life for more than 75 years. The Tonka Steel Classic Car Carrier features a mixture of steel and plastic pieces to withstand what the company describes as "the most enthusiastic play?". Is there any other type of play? Fold down the tailgate to make way for up to five Tonka Monster Metal Movers or three Might Force Lights and Sounds trucks. Missing your truck time when powered down for a reset? Power up your Playstation 5 or Xbox Series X|S gaming system and launch Soedesco's Truck Driver: The American Dream video game. It gives players the chance to help Nathan follow in the footsteps of his father, a famous and well-respected trucker. Work on developing relationships during each job, customize the truck, and navigate the open road. It includes a 25-hour main story, manual or automatic shifting, and eight trucks in all. You can even call for a tow and repair if things are damaged. Just don't tell Nathan's dad. Sure, Lego blocks can be for kids, but the Technic series pushes designs to a greater level of complexity. This Lego Technic Race Truck - measuring 3x5x12

inches ? features a detailed V8 engine with moving pistons, working front steering, and cab with opening doors. And when you get tired of the truck (would you?), the kit can be rebuilt into a race car. Hey, it's Lego. You could even rebuild it into anything you imagine. We know the elves pine for the days of creating wooden toys. (See what we did there?) The RoWood heavy truck kit is a three-dimensional wooden puzzle with 286 pre-cut pieces. The company says it takes about four hours to complete. The laser-cut pieces are precise, smooth, and burrless, it adds. We're guessing that suggests a promise of no splinters. Topping the price list this year at almost \$380, the 1:16 radio-controlled raised-roof Diecast Masters RC Freightliner Cascadia Truck is made of diecast metal, with functioning headlights, turn signals and sounds. Moves in each direction are digitally proportional. It also comes packed in display packaging that secures the model in a die-cut foam cavity. But really, who's going to leave this thing in the box? Do not pass Go. Order the game. Take advantage of some free parking while you're at it. Players of Monopoly Junior: Trucks Edition lets players journey around the board as an excavator, steamroller, cement truck, or dump truck. Properties have been replaced with 16 illustrated vehicles. The more players own, the more rent they can collect. It also introduces those ages five and up to the classic board game. John G. Smith is Newcom Media's vice-president - editorial, and the editorial director of its trucking publications -- including Today's Trucking, trucknews.com, and Transport Routier. The award-winning journalist has covered the trucking industry since 1995. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances. Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() ); Stay up to date on technology, regulations and trucking life We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy. [read more >>](#) | DRIVERCHECK EXPANDS KITCHENER CLINIC | by

Today's TruckingDriverCheck has opened an expanded Kitchener, Ont., clinic adding 1,000 sq.-ft. featuring larger exam rooms and equipment to accommodate a new service, physical abilities testing (PAT).PAT complements existing occupational health and fitness for duty services, including drug and alcohol testing, respirator fit testing, audiometric testing, spirometry testing and fingerprinting.?We are thrilled to be expanding the size of our Kitchener clinic and introducing physical abilities testing to service the occupational health and fitness for duty needs of employers in the Kitchener-Waterloo area,? said Dr. Jonathan Davids, corporate medical director at DriverCheck.?DriverCheck has more than 25 years of experience in the fitness for duty industry and we are excited to be doing more to support the health of workers and workplace safety in the region. At DriverCheck, we are experiencing an increased demand from employers seeking overall health and wellness assessments of their employees and we are excited to help meet those needs with our expansion. Our clinic is now equipped to meet the needs of most employers? pre-employment, periodic physical demands and medical examination testing requirements as well as post-incident and reasonable cause drug and alcohol testing needs.?DriverCheck operates 1,200 clinics across Canada. The Kitchener clinic opened in 2010 offering only drug and alcohol testing, primarily for trucking companies. The clinic expanded in 2014, adding staff and services and today conducts more than 10,000 tests annually.

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment

\*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );

Stay up to date on technology, regulations and trucking life

We use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)

**U.S. SEES INCREASED PARKING AVAILABILITY, A SYMPTOM OF A SLOWING MARKET**

More parking space is available in the U.S. now compared to two years ago, found

Trucker Path, makers of an app that helps truckers find parking spots, in its recent survey. The national average for available parking spots in the U.S. has increased by almost 20% this year compared to late 2021. On average, surveyed truckers said there were "many spaces" available 64% of the time at noon and 38% of the time at night. But in 2021, on average, more than half of the time truckers were not able to find a parking spot at night, and more than 16% could not park during the day. This comes from comparing the numbers of parking availability around noon (from 11 a.m. to 2 p.m.) and at night (7 to 10 p.m.) in November 2021 and November this year. While the differences in survey findings are explained by lower volumes in 2023, some states remained on top of the least and most available parking spots. Massachusetts, for example, continues to have the least truck parking throughout the day - nearly 26% of spots are occupied at noon, and nearly 54% at night. Meanwhile, Montana still has the most parking available during the day. This November, surveyed drivers reported there were "many spaces available" over 82% of the time between 11 a.m. and 1 p.m. Almost 70% of the time, there is parking available at night. The state tops the list of the most truck parking available around noon, followed by North and South Dakota with 79.9% availability in both states. Idaho and Wisconsin replace Michigan and Nevada on the list, with over 70% of parking free during the day. However, Nevada, New Mexico, North Dakota and Oregon join Montana on the list of states with the most available parking at night. While Nevada moved to second place (two spots higher compared to 2021), other states are new to the list. Massachusetts, New Jersey, and North Carolina remain among the top five states with the least truck parking around noon, joined by Delaware and Connecticut, who replaced Washington and Maryland this year. The chances to find truck parking at night are slimmer in West Virginia and Massachusetts, as well as North Carolina, Connecticut, and Delaware, which replaced Tennessee, Kentucky and Arkansas, states that were on the list in 2021.

This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any

circumstances.  
Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );The yellow terminals should have went to fed gov as CO op cross dock terminals and parking for electric chargers and overnight parking with the 2 billion bid . No trucking should be able to increase in size when above 1000 power units and 1500 trailer without a plan to build and fund co op parking along with receiving places that do not provide overnight parking. We still have more trucks than freight.or parking in the G T A area and Vancouver and the U S east coastStay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)

### EINWECHTER DONATES \$1M TO SUPPLY CHAIN EDUCATIONAL INSTITUTION

by Today's Trucking

Challenger Motor Freight founder Dan Einwechter has made a \$1-million donation to Laurier's Centre for Supply Chain Management. The centre will be renamed the Einwechter Centre for Supply Chain Management in his honor. The centre, housed within the Lazaridis School of Business and Economics, focuses on facilitating and coordinating research in supply chain management. "This is a transformational gift for Laurier's Lazaridis School of Business and Economics," said Deborah MacLatchy, Laurier's president and vice-chancellor. "The Einwechter Centre for Supply Chain Management will enable Laurier to produce the next generation of researchers and decision makers with expertise in supply chain management who will drive business and innovation. "I would like to express my sincere gratitude to Dan Einwechter for his very generous gift," added Peruvemba Sundaram Ravi, director of the Einwechter Centre for Supply Chain Management and associate professor, Operations and Decision Sciences at the Lazaridis School. "Dan's gift will help us promote research in supply chain management, and it will impact supply chain management students, professionals and educators for decades to come. "For me, this gift is about paying it forward while also giving back," said Einwechter. "I want to give back to the Lazaridis School since I would not be where I am today without the exceptional education and connections I gained there. And I want to ensure the success of future generations of supply chain

leaders, who will continue to strengthen this important industry. This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances.

Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );Way to go Dan !!Congratulations!!!!!! A Big Step Forward for the Canadian Transportation Industry!!!Great move DanBravo Dan,Well done Dan!Such a generous gift! Dan has always been a class act and this act of generosity is certainly in keeping with his character. Wishing you continued success Dan.Stay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)

## TRUCKING ANNOUNCEMENTS: GASCON TO TAKE HELM AT MONTREAL PORT, GOODYEAR APPOINTS BURKE VP OF COMMERCIAL BUSINESS

Each week, TruckNews.com lists notable moves, promotions and awards around the trucking industry. The Montreal Port Authority has hired a new president, while Goodyear named a vice-president for its North America commercial business. Navistar also announced award recipients for its environmental equity programs that support local initiatives in under-resourced communities. Goodyear has named Joe Burke vice-president of its North America commercial business. He reports to Steve McClellan, president, Goodyear Americas. Joe is a proven leader and has delivered strong results in both our global aviation and North America commercial businesses, McClellan said. He has a deep knowledge of the commercial tire and service industry, having previously led commercial sales and original equipment account teams and being instrumental in bringing Goodyear's fleet solutions to the market. Burke succeeds Dave Beasley, who retired after nearly 40 years with Goodyear. Burke joined Goodyear in 2015 and most recently served as the general manager of Goodyear's global aviation business. Prior to joining the company, he held positions at OEConnection, Lincare Holdings, and



Aerotek. Truck maker Navistar has announced the inaugural award recipients for its recently launched environmental equity programs. The programs considered for up to three years of funding were required to present outcomes-based proposals supporting local environmental initiatives in under-resourced communities. Each organization's three-year plan articulated a theory of change for community impact due to the program activities. The 2023 awardees are: Eco-Friendly Mobile Farm Stand Project; Friends of the Forest Preserve of DuPage County; Fundacion Universidad Autonoma de Nuevo Leon, A.C.; National Audubon Society; Urban Growers Collective; Up with Trees; San Antonio River Foundation; and The Land Trust of North Alabama. "Navistar continues to demonstrate a focus on social impact in the communities where we live and work by partnering with community organizations near our operations to support environmental projects, while launching volunteer platforms for employees to celebrate and reward their community engagement efforts," said Haydee Nunez, social impact manager, Navistar. To broaden the scope of nonprofit funding, Navistar will fund environmental impact projects in five locations where Navistar's operations are housed: Huntsville, Alabama; Lisle, Illinois; Escobedo, Mexico; Tulsa, Oklahoma; and San Antonio, Texas.

The Montreal Port Authority has appointed Julie Gascon as president and CEO, effective Feb. 12, 2024. Gascon has held several positions with Transport Canada and the Canadian Coast Guard. She is currently president and CEO of the Pacific Pilotage Authority. Geneviève Deschamps will continue to act as interim CEO until Gascon takes over. "The Port of Montreal is a great institution in the marine community, and I look forward to joining a strong team and contributing to the success of a strategic asset for Quebec and the rest of Canada alike," Gascon said. Hailing from Greater Montreal, Gascon began her career in public service as a graduate of the Canadian Coast Guard College. She holds a bachelor's degree in business administration from the University of Montreal, and a bachelor's degree of technology in nautical sciences from the University College of Cape Breton. Gascon spent most of her seafaring career sailing on Canadian Coast Guard ships. Starting on the West Coast fleet in 1998, she also spent time on the worldwide fleet on large crude carriers and passenger vessels to complete her Master Mariner certification. If you know of other

people moves in the trucking industry and would like us to consider your announcement, email Leo Barros at [leo@newcom.ca](mailto:leo@newcom.ca) Leo Barros is the associate editor of Today's Trucking. He has been a journalist for more than two decades, holds a CDL and has worked as a longhaul truck driver. Reach him at [leo@newcom.ca](mailto:leo@newcom.ca) This is a moderated forum. Comments will no longer be published unless they are accompanied by a first and last name and a verifiable email address. (Today's Trucking will not publish or share the email address.) Profane language and content deemed to be libelous, racist, or threatening in nature will not be published under any circumstances. Comment \*Your Name \*Your Email \*Save my information for next time?document.getElementById( "ak\_js\_1" ).setAttribute( "value", ( new Date() ).getTime() );Stay up to date on technology, regulations and trucking lifeWe use cookies to make your website experience better. By accepting this notice and continuing to browse our website you confirm you accept our Terms of Use & Privacy Policy.[read more >>](#)