



**Potential Lane Dedication  
For Self-Driving Vehicles**

In Washtenaw County, MI, officials have expressed opposition to a proposed plan to introduce express lanes on approximately 39 miles of Interstate 94 between Ann Arbor and Detroit.

These lanes, which could eventually be dedicated to self-driving vehicles, are part of a project led by the Michigan Department of Transportation (MDOT) in partnership with smart road developer Cavnue.

The initiative involves repurposing existing lanes into technology-enabled express lanes for connected and automated vehicles, with Cavnue covering the costs.

The county's board of commissioners unanimously passed a resolution on May 21 opposing both the I-94 Connected and Automated Vehicle Corridor and the implementation of toll lanes on highways within the county.

The resolution cited concerns about equitable access, environmental impact, and the prioritization of infrastructure investments that may not align with the immediate needs of local residents.

MDOT has stated that it conducted extensive public engagement as part of an environmental assessment, which received a "Finding of No Significant Impacts" from the Federal Highway Administration.

The agency maintains that the project aims to bridge the gap between vehicle and roadway technology, improve safety, and enhance road maintenance and incident response.

The county board also opposes the introduction of tolls or user fees on existing highways, arguing that such measures could disproportionately affect low-income and marginalized communities.

The resolution emphasized that Michigan does not currently operate toll roads and that implementing them would represent a major policy shift with significant implications.

It also warned that tolls could impose financial burdens on residents and commuters.

MDOT has indicated that a user fee could be introduced in the future, pending state and federal approval.

This fee would be optional and apply to drivers of connected and automated vehicles, helping to fund the corridor's ongoing operations and maintenance.

The county plans to distribute its resolution to state officials, regional planning organizations, and MDOT project leads.

The proposed corridor would be the first of its kind, with one travel lane in each direction of I-94 repurposed and equipped to interact with vehicle technology.

Initially, the lanes would be open to all vehicles, but access could later be restricted to high-tech vehicles as adoption increases.

MDOT and Cavnue have already begun testing the concept with a pilot project on a three-mile stretch of westbound I-94 in Wayne County, which has been active since May 2024.

The pilot uses the leftmost lane to evaluate the feasibility of the connected corridor.

**Amazon To Issue  
Backdated Refunds**

Amazon.com Inc. has begun issuing refunds to customers for returned products dating back as far as 2018, following the discovery of unresolved return issues. The company has also issued apologies to affected customers.

While the exact scale of the refunds is unclear, company executives indicated the total may reach hundreds of millions of dollars. In its May 1 earnings call, Amazon reported a one-time charge of approximately \$1.1 billion in the first quarter, partly due to unresolved historical customer returns and also due to inventory stockpiling in anticipation of tariffs.

As of May 20, Amazon confirmed that refunds were being processed but did not disclose the number of customers affected or the total cost. In 2024, Amazon reported annual revenue of \$638 billion, ranking it as the second-largest company by revenue after Walmart Inc.

The company explained that a small subset of returns had remained unresolved due to difficulties verifying whether the correct items had been returned. Amazon acknowledged that it could have communicated more clearly and promptly with customers and has opted to issue refunds in these cases due to the time elapsed.

Amazon is also facing a consumer lawsuit alleging it reversed refunds for customers who followed its return policy by dropping items at designated kiosks. Although customers initially received refunds upon drop-off, they were later recharged if the items did not reach an Amazon facility. The policy was intended to combat fraud involving empty boxes or counterfeit returns, though losses can also occur elsewhere in the supply chain. In 2024, U.S. retailers lost an estimated \$103 billion to returns and warranty claims fraud, according to Appriss Retail and Deloitte LLP.

A federal judge denied Amazon's motion to dismiss the lawsuit in April. The company has not confirmed whether the recent refunds are related to the legal case. However, it stated that no customer action is required to receive the refunds and that it has resolved the payment issue while improving processes to notify customers more promptly of unresolved returns.

One customer recently received a refund of nearly \$1,800 for a smart TV purchased in 2018, highlighting the extended timeline involved in resolving some of these cases.

**Pre-Buy Discussions Ahead Of 2027**

The trucking industry is actively adapting its pre-buy strategies ahead of 2027, responding to evolving regulations, tariffs, and economic shifts with resilience and foresight. Fleets are working closely with OEMs and dealers to secure build slots, lock in pricing, and align purchases with long-term goals.

While today's regulatory environment is more complex than in past cycles, fleets are meeting the challenge with tailored strategies and flexible planning. Many are already placing strategic orders and exploring leasing, rentals, and used truck markets to stay agile.

Manufacturers remain committed to meeting 2027 emission standards, continuing their rollout plans and investments in cleaner technologies. Fleets are preparing to adopt these innovations while managing costs and maintaining reliability.

With access to advanced data from telematics and maintenance software, fleets are making informed decisions about when to replace equipment based on fuel efficiency and maintenance costs. This data-driven approach allows them to act confidently and maximize value.



**DOT Trucking Deregulation**

The U.S. Department of Transportation has launched a sweeping deregulation initiative aimed at modernizing and streamlining federal trucking regulations. Announced on May 29, 2025, the proposal outlines 52 actions across the Federal Motor Carrier Safety Administration (FMCSA), Federal Highway Administration (FHWA), and National Highway Traffic Safety Administration (NHTSA). These changes are designed to eliminate outdated, duplicative, or unnecessarily burdensome rules while maintaining safety standards.

Among the proposed changes are the removal of the requirement for rear-impact guards on trucks to carry permanent manufacturer certification labels, and the elimination of the rule requiring commercial driver's license holders to self-report motor vehicle violations to their home states. Additional revisions include clarifying tire marking requirements, removing obsolete safety standards related to seating and impact protection, and rescinding the need for retroreflective sheeting on trailers, as most already comply.

The initiative also proposes eliminating the requirement for commercial vehicles to carry a physical operator's manual for electronic logging devices, and revising accident reporting definitions to align with updated medical treatment guidance. Other changes include simplifying roadside inspection documentation procedures and exempting certain lighting requirements for truck tractors towing trailers.

**Slowing Inflation, Tariff Pause,  
Relief For US Businesses**

On May 12, the U.S. and China agreed to a 90-day pause on tariffs and a mutual 115-point reduction in rates, signaling a major step toward easing trade tensions and boosting economic cooperation. This move, welcomed by the National Retail Federation, has energized businesses ahead of the holiday season, with financial markets responding positively.

Companies are leveraging tariff exemptions on in-transit goods and stocked inventories to meet demand efficiently.

Inflation continues to ease, with April marking the third straight month of slowdown—consumer prices rose just 2.3% year-over-year, and grocery prices fell, led by a 12.7% drop in egg prices. Core inflation remained stable, and the Federal Reserve welcomed the trend as it nears its 2% target.

Despite a universal 10% tariff introduced in April, the overall trade approach is now more balanced. With average tariffs at 18%, businesses like Mattel, Stanley Black & Decker, and Procter & Gamble are maintaining service and pricing through strategic adjustments.

Together, these developments reflect renewed momentum, improved trade relations, and a more stable economic outlook for businesses and consumers alike.



**#Goals: Faster Deliveries,  
Better Use Of Vehicles**

Last-mile delivery companies have always aimed for easy access to real-time visibility and advanced route optimization while making better use of their vehicles and making deliveries with lightning speed.

Logistics technology developers are finding that carriers want a balance of value-added features, cost efficiency, scalability, and ease of use.

- RouteSavvy: Emphasizes the importance of value-added features like historical traffic data and highlights that ROI must be evident for both carriers and customers.
- OneRail: Supports shippers with underutilized in-house fleets by improving asset efficiency and delivery performance. Their platform enables smarter order fulfillment decisions and is developing AI for proof of delivery. Customers report significant operational ROI, including reduced customer service load and faster decision-making.
- TQ Logistics: Prioritizes visibility as its top technology need and is implementing a TMS to streamline routing and load acceptance.
- Merchants Fleet: Through its FleetShare platform, it enables last-mile partners to access vehicles digitally and on-demand. The company sees ROI in reducing idle fleet assets, emphasizing that fewer vehicles can lead to major cost savings.
- CXT Software: Focuses on unifying disconnected logistics systems into a cohesive platform, delivering transparency, accuracy, and Amazon-level visibility to customers.
- DHL Express: Applies rigorous evaluation to external technologies, requiring scalability, API compatibility, and IT audits. The company favors automation that supports—not replaces—human workers and is exploring better communication tools to overcome digital fatigue.



**Industries Get Innovative  
Among Tariff Changes**

A wave of innovation and strategic planning across industries has been the response to an 18% average rise in tariffs, reaching levels not seen in nearly a century.

Many companies are proactively managing the transition—leveraging existing inventories and supply chain agility to minimize immediate impacts on consumers. Goods already en route when tariffs were introduced are exempt, giving businesses additional flexibility.

Forward-thinking companies are adjusting with confidence.

Mattel Inc., for example, is fine-tuning its pricing strategy to maintain product quality and value, while continuing to delight customers with beloved brands like Barbie and Hot Wheels.

Stanley Black & Decker is taking a wheels approach to pricing, ensuring stability while navigating new cost structures. Procter & Gamble, a trusted name in household essentials, is preparing to make thoughtful adjustments that balance affordability with continued excellence.

Encouragingly, inflation has cooled in recent months, with February and March showing notable slowdowns. This trend has brought inflation close to the Federal Reserve's 2% target—a positive sign for economic stability and consumer confidence.

Port Activity April, 2025			
PORT VOLUMES	TEUs Processed APRIL 2025	TEUs Processed APRIL 2024	% ↑ ↓ Year-Over-Year
<a href="#">Port of Los Angeles</a>	842,806	770,337	9.41%
<a href="#">Port of Long Beach</a>	867,493	750,424	15.60%
<a href="#">NW Seaport Alliance (Seattle/Tacoma)</a>	277,828	258,677	7.40%
<a href="#">Port Houston</a>	387,478	324,177	19.53%
<a href="#">SC Port Authority (Charleston)</a>	215,804	215,058	0.35%
<a href="#">Port of Oakland</a>	185,499	188,633	-1.66%
<a href="#">Port of Virginia</a>	229,992	286,405	-19.70%
<a href="#">Georgia Ports Authority</a>	515,500	441,000	16.89%
<a href="#">Port Authority of NY &amp; NJ reports its volume one month behind other ports</a>	<a href="#">Port Authority of NY &amp; NJ TEUs Processed In FEBRUARY, 2025</a>		
	751,194	701,648	7.06%
<b>TOTAL PORT VOLUMES</b>	<b>4,273,594</b>	<b>3,936,359</b>	<b>8.57%</b>

**April, 2025: Tonnage, Trailer Orders, Medium Duty Sales,  
Class 8 Order, Class 8 Sales, And Retail**

**TONNAGE:** The freight market returned tepid results amid choppy market conditions in April, American Trucking Associations reported. The ATA For-Hire Truck Tonnage Index slipped 0.3% sequentially to 113 from 113.3 the prior month but increased 0.1% from the same time in 2024. While slight, the annual gain marked the index's fourth straight year-over-year increase.

**TRAILER ORDERS:** U.S. trailer orders came back down in April after a short-lived spike the previous month, ACT Research reported. Preliminary net data showed orders fell 32% to 9,400 units when compared to the same time last year. They also dropped 57% from March. Monthly trailer orders over the past two years have mostly trended below the previous year, but there have been occasional exceptions, like the 63% year-over-year increase that was reported in March.

**CLASSES 4-7 SALES:** U.S. sales for medium-duty trucks continued to trend below the prior-year period in April, according to data from Wards Intelligence. Classes 4-7 retail truck sales for the month decreased 8.8% to 18,754 units from 20,564 a year earlier. Medium-duty truck sales also decreased 6% sequentially from the 19,942 units reported in March. Medium-duty sales have been generally trending below the prior year since May 2024, though there have been a few exceptions, such as January's 5.2% increase.

**CLASS 8 ORDERS:** North American Class 8 truck orders came in below prior-year comparisons again amid increased market uncertainty, according to ACT Research. Preliminary data showed orders decreased 52.1% year over year to 7,600 units from 15,850. They also fell 53.9% sequentially when compared to the 16,500 units in March. Orders have trended below the previous year for about an entire year with few exceptions.

**CLASS 8 SALES:** U.S. Class 8 retail sales closed in on nearly two years of year-over-year declines in April, according to data from Wards Intelligence. Sales decreased 8.7% to 18,078 units from 19,798 in April 2024 and were down 3.2% sequentially from the 18,682 units reported this March. Year-to-date sales are down 9.2% to 68,680 units from 75,657.

**USED TRUCKS:** Used Class 8 truck sales for March increased on a year-over-year basis, but prices declined amid shifting market conditions, ACT Research reported. Sales volume increased 4.2% to 22,600 units from 21,700 reported in the prior-year period, and rose 5.1% sequentially from the 21,500 units reported in February. The average retail sale price declined 6% year over year to \$56,525 from \$60,119, but a 5.6% sequential increase in prices was the largest reported since March 2022. Average mileage increased 1.2% to 421,000 from 416,000 a year ago, but slipped 1.6% from the 428,000 reported the previous month.

**RETAIL:** Inflation cooled for the third straight month in April. See *Slowing Inflation Signals Economic Stability* for more information.

**ECONOMY:** The U.S. economy shrank at a 0.2% annual pace from January through March, the first drop in three years, as trade disruptions prompted businesses to adjust strategies, the government said May 29 in a slight upgrade of its initial estimate. First-quarter growth was brought down by a surge in imports as companies in the United States hurried to bring in foreign goods before the president imposed massive import taxes.

**REMINDERS:**

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BRAKE SYSTEMS  
ON YOUR  
TRACTORS  
AND TRAILERS**

**Your trucks/trailers  
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