TransDigest

Volume XXXI, Issue No. 344, October 2026

George Carl Pezold, Executive Director
Raymond A. Selvaggio, General Counsel
Stephen W. Beyer, Editor
Diane Smid, Executive Secretary

Save the Date - 53rd Annual Conference - May 18-20, 2027!

- **"Transportation Insurance – Best Practices" – Register Now!**
- **Class Action for Tariff Refunds**
- **Driver Classification – New Regulations**
- **Drug Testing Update**
- **Critical Issues in Trucking**
- **Feds Target CDL Schools and "Chameleon" Schools**
- **Middle East Updates**
- **More Autonomous Trucks Coming!**

AVAILABLE IN SOFT COVER EDITION!
FREIGHT CLAIMS IN PLAIN ENGLISH (4TH ED.)

Published by the TRANSPORTATION & LOGISTICS COUNCIL, INC.
120 Main Street • Huntington, NY 11743-8001 • P 631.549.8988 • F 631.549.8962
www.TLCouncil.org • tlc@transportlaw.com

Table of Contents

EDITORIAL 2
53RD ANNUAL CONFERENCE 3
UPCOMING EDUCATIONAL PROGRAM 3
INTERNATIONAL 4
MOTOR 5
OCEAN 14
TECHNOLOGY 16
CLASSIFICATION 19
CCPAC 20
ADVERTISE IN THE TRANSDIGEST 22

EDITORIAL

WHAT WE NEED TO KNOW

By George Carl Pezold, Esq.

When I was a young kid and did something really dumb, my Dad would say: "We all make mistakes, son. Just try not to do it again." Unfortunately, a kindly father is not around when you, as a transportation professional, make a mistake, since it can cost your company big money, and maybe even your job.

We hear from the news, trade press and other transportation and logistics organizations about the Middle East wars, gas/diesel prices, driver shortages, tariffs and trade wars, fraudulent/strategic theft, and "Nuclear Verdicts" in the highway accident cases. These domestic and international events either directly or indirectly affect the supply chain and movement of goods, but we still have to deal with the daily issues and problems for which we are responsible.

That is why, for over 50 years, the mission of the Transportation & Logistics Council has been "Education for Transportation Professionals".

You don't need to be a lawyer or go to law school, but you do need to know enough about the laws, regulations and rules that govern the supply chain and impact your day-to-day decisions. You need to understand industry practices, proper procedures, the duties and responsibilities of all the players – shippers, carriers, freight forwarders, brokers and 3PL's. You have to stay on top of the latest developments and changes that may impact your company or your work. And, importantly, you have to exercise "due diligence", including careful reading of the fine print on the contracts, documents and communications that fall within your responsibility.

To help you in these matters, the Council is continuing its educational initiative through its ongoing "Virtual Workshops" and Seminars. We are also pleased to report that the Council is preparing for our 53rd Annual Conference on May 18-20, 2027 in Dallas, Texas. Plans for the Annual Conference include sessions on topics like freight loss & damage, freight charge disputes, security, insurance, international trade, new laws and regulations, AI in logistics, and other timely subjects. If there is topic you would like included, let us know!

53RD ANNUAL CONFERENCE

SAVE THE DATE – SCHEDULE NOW

The Transportation & Logistics Council is proud to announce the dates and venue for our 53rd Annual Conference. It will be held at the Hilton Dallas/Southlake Town Square, only minutes from the Dallas-Fort Worth Airport on May 18-20, 2027.



Optional Seminars will be held on Monday, May 17, 2027.

Sponsorship & Exhibitor opportunities will be available.

Stay tuned for more details. Registration will be opening soon at https://tlcouncil.org/.

UPCOMING EDUCATIONAL PROGRAM

"TRANSPORTATION INSURANCE – BEST PRACTICES!"

Our next interactive Virtual Workshop, "Transportation Insurance – Best Practices!" will be 90-minutes and held on November 18th at 1:00 pm Eastern time.

All too often shippers, carriers, 3PLs and brokers either do not have appropriate insurance, or think that they do, only to be shocked that their policies did not cover what actually happened!

The recent Supreme Court decision about "vicarious liability" in highway accident cases has triggered an avalanche of questions about insurance. Shippers, brokers and carriers have also been awakened to the need to review their insurance for more common risks and events. This experienced panel of experts will cover typical insurance policies and best practices to avoid surprises.

- What are the most common or foreseeable risks?
- Bodily injury and property damage (BI/PD) insurance – motor carrier auto liability, broker liability for negligent carrier selection
- Cargo loss and damage insurance - motor carrier legal liability, broker contingent liability and shipper interest policies
- Insurance for fraudulent/strategic theft, Cyber attacks and ransom claims
- Common exclusions, limitations, deductibles and "just not covered"
- Insurance requirements in shipper, broker and carrier contracts
- Coverage for contractually assumed liability, errors and omissions

Moderator:
David G. Ballard, Esq. – Law Office of David G. Ballard

Panelists:
Kyle M. Brennan, Esq. – Marwedel, Minichello & Reeb, PC
Rick Bridges, SVP – Supply Chain & Logistics, Lockton Companies
Jennifer Fragale – Senior Account Executive, Avalon Risk Management Insurance Agency

Registration and further information available here.

SPONSORSHIPS AVAILABLE

Support the Council's educational mission while increasing your company's visibility. Sponsorship opportunities are now available for our upcoming Virtual Workshops. Contact us to learn more about becoming a Virtual Workshop Sponsor. Click here for sponsorship details.

Thank You to Sponsors of Virtual Workshops

ASSOCIATION NEWS

NEW MEMBER LIST

Regular Members

John Leighton
DDX Transport, LLC
john.leighton@ddxtransport.com

Amy Tompkins
KKW Trucking Inc
atompkins@kkwtrucks.com

INTERNATIONAL

CLASS ACTION FOR TARIFF REFUNDS

On October 8, 2026, the United States Court of International Trade ("CIT") approved class-action status in the legal fight over President Trump's International Emergency Economic Powers Act (IEEPA) tariffs in *Freestyle World, Inc. v. U.S. Customs and Border Protection*.

Although U.S. Customs has already processed some $130 billion in refunds since the U.S. Supreme Court ruled the IEEPA tariffs unlawful, this ruling will make it easier for a wider group to get their money back, those importers who have not already submitted claims for payments.

The administration had argued that importers with certain types of claims must file their own lawsuits. That prompted importers already seeking refunds to try to expand the existing litigation to cover a broader group of companies, arguing that a class action would help small businesses that don't have the resources to sue.

Amongst other things, the *Freestyle World* court certified the following class:

> All importers of record who paid duties imposed by the Challenged Tariff Orders between February 1, 2025, and February 19, 2026, excluding any entity that has separately filed an action seeking to recover IEEPA duties payments.

The certified class encompasses all importers who did not submit claims prior to the October 8, 2026, certification date. It specifically includes small businesses identified in court filings as being under-resourced to pursue individual litigation.

According to the class-action attorneys you are covered by this lawsuit if all three of the following are true:

- (1) You or your company paid IEEPA tariffs on goods imported into the United States between February 1, 2025 and February 19, 2026;
- (2) You or your company is named as the Importer of Record on those customs entries. This may be true even if a customs broker or freight forwarder prepared and filed the paperwork for you; and
- (3) You or your company have not filed its own lawsuit seeking these refunds.

If you are not sure who was named as the Importer of Record, or who filed your entries, your customs broker, freight forwarder, or the company that shipped your goods can tell you. Your customs paperwork should also show it.

MOTOR

FALLOUT FROM C.H. ROBINSON NUCLEAR VERDICT

On October 16, 2026, Dallas County Judge Dianne Jones affirmed the July verdict of $604,025,000 against C.H. Robinson in the case of *Lipe v. Lupus Superior*. While C.H. Robinson has vowed to appeal, much of the $604 million judgement amount will continue to rack up interest at a rate of 6.75%. That adds another $107 million since March 2023, when the court considers interest to begin applying, bringing the total to roughly $711 million.

However, because interest accumulates at 6.75%, a prolonged, unsuccessful appeal could increase the final amount due, creating a real financial incentive for C.H. Robinson to settle if developments turn against them.

C.H. Robinson has responded to the October 16 decision, stating:

> The current judgment in *Lipe v. Lupus Superior* does not determine what, if any damages, C.H. Robinson might ultimately pay. Like many complex legal matters, *Lipe v. Lupus Superior* is

> expected to move through a lengthy appeals process before a final outcome is determined. During that process, a jury's financial award may be overturned, reduced, or otherwise modified.
>
> We have been named in court cases in the normal course for many years and have successfully defended ourselves against many negligent hiring and vicarious liability claims. We remain confident that the record in *Lipe v. Lupus Superior* supports reversal on appeal.
>
> In the meantime, C.H. Robinson will continue to vigorously defend the facts of this case, advocate for clear national safety standards, and invest in the safety and risk-management practices that help keep freight moving safely and efficiently across the country.

DRIVER CLASSIFICATION

A matter that continuously comes up, whether a worker is an employee or an independent contractor, was in the news again as new regulations from New Jersey's Department of Labor and Workforce Development ("NJDOL") went into effect on October 1, 2026.

According to a May 5, 2026, press release the adoption of the new regulations will "clarify the statutory ABC test for degerming whether a worker is an independent contractor or employee." It went on further stating:

> The newly adopted regulations provide:
>
> **Clear standards** that remove guesswork and help businesses classify workers correctly from day one.
> **Protection for legitimate independent contractors** and their right to operate independent businesses.
> **A level playing field** by ensuring all businesses follow the same rules, preventing unfair advantages gained through worker misclassification.
> **Transparent enforcement guidelines** so businesses know exactly how to comply and what to expect.
>
> * * * *
>
> **The ABC Test—Simply Put**
>
> To be classified as an independent contractor under New Jersey law, the putative employer has the burden of proof to meet all three prongs of the ABC test:
>
> **A)** Worker has been and will continue to be free from control or direction over the performance of services, both under the worker's contract of service and in fact;
> **B)** Work performed is either outside the usual course of the business for which the work is being performed, or the work is performed outside of all the places of business of the enterprise; and
> **C)** Worker is customarily engaged in an independently established trade, occupation, profession or business.

An October 3, 2026, article in Shore News Network asserted that the new regulations could put more than 1 million jobs at risk.

> Americans for Prosperity Northeast Coalitions Director John Goodnight said the new rule arrives at a particularly difficult time for the state economy.

> "It's disappointing to see the independent contractor rule go into effect today despite bipartisan efforts calling on Governor Sherrill to delay, estimated to put more than 1 million jobs at risk in a state that can't afford to lose more," Goodnight said.
>
> The one-million figure refers to the estimated number of independent contractors whose work arrangements could be affected by enforcement of New Jersey's classification standards. It is not a forecast that one million payroll jobs will automatically disappear.
>
> "The people who will feel this first are not large corporations," Goodnight said. "They are parents who build work around the school day, caregivers, retirees, and freelancers."
>
> Independent contractors are used throughout New Jersey in consulting, real estate, financial services, trucking, construction, entertainment and other professional fields.
>
> The dispute centers on how aggressively the state will apply the ABC test to businesses that use independent workers.

The article goes on to point out that it is Prong B that raises the most concern for legitimate freelancers who perform work closely related to a company's primary business, such as an independent owner-operator truck driver.

There has been some legislative attempt to provide carve-outs for specific services or trades, such as the trucking industry (NJ Senate Bill 2782), but as of September 17, 2026 it hasn't moved beyond being reported favorably out of committee.

With the new regulations now in effect, businesses and workers are left with uncertainty as they wait to see how just how they will be interpreted and enforced.

In the meantime, some recommendations for employers (that also apply to workers) are:

- Review existing independent contractor relationships, particularly those involving workers who perform services central to the company's business.
- Examine both contracts and actual working relationships. A written independent contractor agreement, standing alone, does not determine a worker's classification.
- Consider how much control the business exercises in practice, including with respect to schedules, methods of work, training, reporting requirements, and other aspects of the relationship.
- Evaluate whether contractors are operating truly independent businesses, including the nature and continuity of their businesses and their relationships with other customers or clients.
- Review where services are being performed, particularly when assessing Prong B of the ABC test.
- Maintain documentation supporting classification decisions, including contracts, invoices, scopes of work, and other records demonstrating the contractor's independence.

For more background on how NJDOL approached this issue, the final rule and NJDOL's responses to questions posed during the public comment period are available here.

TRUCKING BANKRUPTCIES

Trucking companies have been facing financial hurdles as they navigate a freight environment marked by rising diesel fuel prices and other elevated operating costs. According to Store Closure Watch, as of September 26, 2026, 82 trucking companies filed for bankruptcy protection in 2026. Companies ranged from

one-truck operations to regional fleets with more than a hundred trucks. The filings include Chapter 11 reorganization and Chapter 7 liquidation cases.

FreightWaves has also reported on recent trucking bankruptcies, on September 22, 2026 and October 21, 2026, providing lists of recent filings with some detail.

DRUG TESTING UPDATE

On October 6, 2026, the Food and Drug Administration ("FDA") published a new rule that took effect immediately that removed a key regulatory barrier to the use of oral fluid and hair testing in federally regulated drug-screening programs.

According to an October 7, 2026, press release from the American Trucking Associations ("ATA"):

> Today, the American Trucking Associations applauded the Trump Administration in taking a major step towards unlocking advanced drug testing methodologies in safety-sensitive industries. ATA helped spearhead the coalition dedicated to expanding and enhancing the nation's drug testing protocols and tools to help keep America's roadways safe.
>
> A newly finalized rule by the U.S. Food and Drug Administration exempts regulated drug testing from the 510(k) Clearance requirement, which served as the primary obstacle for labs seeking certification to perform oral fluid testing despite this method's approval for regulated use over three years ago. The proposal also paves the way for a wider modernization of federal drug testing, from incorporating additional methods like hair testing to strengthening the nation's capacity to react quickly to novel drug threats, such as fentanyl and synthetic cannabinoids.
>
> FDA initiated its rulemaking process earlier this year shortly after six Members of Congress sent a letter at ATA's request to the U.S. Department of Health and Human Services. ATA submitted comments on FDA's proposed rule in June.
>
> "A modern drug testing program is essential to keeping impaired drivers off the road and protecting the motoring public," said ATA Chief Advocacy & Public Affairs Officer Henry Hanscom. "After years of ATA advocacy, FDA has finally removed a major regulatory roadblock that prevented oral fluid testing from moving forward. This long-overdue action creates a pathway for labs to develop and employers to access more accurate, less invasive, and harder-to-defeat testing methods, while making federal programs nimbler in responding to emerging drug threats. It is an important victory for highway safety and a critical step toward a stronger trucking workforce."
>
> For well over a decade, ATA has warned that the federal government's overreliance on urine testing has created dangerous gaps in the system—including widespread drug test "cheating." According to an analysis of Quest Diagnostics data, substituted and invalid urine specimens increased by more than 370% and 36%, respectively, between 2022 and 2023 among federally regulated, safety-sensitive employees—a troubling trend that underscores how vulnerable the current system has become.
>
> As directly observed methods, oral fluid and hair testing are less susceptible to substitutions or tampering. Additionally, hair testing offers a longer detection window, providing a more complete picture of past drug use. Access to these testing methods ensures motor carriers have the most effective, robust toolboxes when it comes to understanding potential patterns of drug and alcohol use and safety hazards, yet for years, their adoption has been stalled by needless delays.

> Oral fluid testing was approved for regulated use in 2023, yet the 510(k) clearance process prevented U.S. laboratories from obtaining certification. The 510(k) requirement also risked further delaying the adoption of hair testing once HHS issues its guidance.
>
> FDA's final rule removing the 510(k) requirement is a victory long sought by ATA, the National Drug & Alcohol Screening Association, and other key partners, who worked together to press federal officials to eliminate this major bureaucratic barrier.

While this may be a step in the right direction, there are psychoactive drugs that are not generally included in the current drug testing regime, whether it be urine, hair or oral fluids, leaving the authorities in the position of playing catch up. Some of these drugs, for example, like Kratom or tianeptine (often called "gas station heroin") are not widely regulated and are even sold over the counter in some states, although attempts to regulate them are being made at both the federal, state and even local levels. One of the problems for regulation, though, is that as soon as a particular drug is addressed by law or regulation, clever chemists create analogs or make other slight changes to the chemical makeup to get around the law.

One source for education and information on new and current drug trends, along with the dangers they present, is Officer Jermaine Galloway's website https://www.tallcopsaysstop.com/.

FEDS TARGET CDL SCHOOLS AND "CHAMELEON" SCHOOLS

In its efforts to root out unsafe practices by commercial vehicle operators, the Federal Motor Carrier Safety Administration ("FMCSA") has closed nearly 10,000 commercial truck driver training school locations in the past two years that were providing commercial driver licenses ("CDLs"). These closings have primarily been due to rigorous crackdowns by investigators and safety inspectors. Information on current truck driver training schools is available on the FMCSA website at Training Provider Registry ("TPR") and they have a page for those removed from the Registry at Training Providers - Removed.

One problem that has manifested is that the FMCSA has discovered that truck driver schools removed for fraud have reapplied with new identifying information and returned to the Training Provider Registry. In an effort to fight these chameleon schools, the FMCSA, on September 21, 2026, submitted an Information Collection Request ("ICR") for emergency approval for additional vetting to the Office of Information and Regulatory Affairs ("OIRA").

> **Abstract:** FMCSA requests an emergency ICR in order to require the below documentation as part of the initial vetting of new providers and every time a provider adds a new location in accordance with 49 CFR 380.703(a)(7). Documentation and information collected would include: 1. The lesson plans for theory and BTW (range and public road) training curricula, as applicable; 2. Proof of compliant training vehicles (such as meeting the requirement that they be in the same group and type that driver-trainees intend to operate for their CDL skills test), as applicable; 3. Instructor qualification documentation indicating driving and/or training experience, as applicable, for each instructor and copies of commercial driver's licenses and endorsements held by BTW instructors or theory instructors, as applicable; 4. Proof that the provider is licensed, certified, registered, or otherwise authorized to provide training in accordance with the applicable laws and regulations of any State where in-person training is conducted; and 5. Documentation detailing what facilities are being utilized for applicable in-person training to comply with 49 CFR 380.709. The documents collected will be reviewed for compliance prior to training providers being listed in the TPR.
>
> **Emergency Justification:** The Federal Motor Carrier Safety Administration (FMCSA) is requesting emergency clearance for the new collection "Strengthening the Standards for Initial Listing on the Training Provider Registry (TPR)" to allow for additional information collection

that will strengthen the standards for a training provider's initial listing on the TPR. FMCSA cannot reasonably comply with the normal clearance procedures because public harm is reasonably likely to result. In this case, the public harm is having noncompliant training providers certifying drivers as meeting the training standards for operating a commercial motor vehicle (CMV) when those drivers have not done so. Allowing these drivers to operate a CMV presents a safety risk to the public. As part of the Agency's enforcement processes, training providers who are listed on the TPR may be issued a Notice of Emergency Removal due to fraud, criminal behavior, or willful disregard of the regulations. Many of these bad actors will report hundreds of "completed" theory and behind the wheel training that led to commercial vehicle licenses across the country, despite never conducting the training. Under the current rules covering the TPR, when a provider is issued a Notice of Emergency Removal, they are able to log on to the TPR, self-certify with new training provider information, and thus be listed again on the TPR and continue to perpetuate fraud. If none of the basic information (i.e. email, address) matches the removed provider, these bad actors return under a new name and begin reporting under the same fraudulent, criminal, or willful disregard as was discovered in their original business model until discovered through state non-compliance, operations, or complaints. The only effective way to combat fraudulent behavior and rebuild trust in the TPR is to initiate a proactive approach, rather than a reactive one. As a result, FMCSA initiated a rulemaking project to revise the regulations covering the TPR (RIN 2126-AD00, "Minimum Training Requirements for Entry-Level Driver Training (ELDT) for Commercial Motor Vehicle Operators: Strengthening the Standards for Initial and Continued Listing on the Training Provider Registry (TPR or Registry) and Behind the Wheel Training"). This NPRM, when issued, will include a number of additional collections of information. However, FMCSA cannot wait for the rulemaking process to begin vetting new applicants to the TPR. Allowing for the regulatory process to conclude would open the door not only for new, non-compliant training programs, but also for previously removed training providers who are able to reincarnate and reapply to the TPR. Thus, FMCSA requests an emergency ICR in order to require the below documentation as part of the initial vetting of new providers and every time a provider adds a new location in accordance with 49 CFR 380.703(a)(7). Documentation and information collected would include: 1. The lesson plans for theory and BTW (range and public road) training curricula, as applicable; 2. Proof of compliant training vehicles (such as meeting the requirement that they be in the same group and type that driver-trainees intend to operate for their CDL skills test), as applicable; 3. Instructor qualification documentation indicating driving and/or training experience, as applicable, for each instructor and copies of commercial driver's licenses and endorsements held by BTW instructors or theory instructors, as applicable; 4. Proof that the provider is licensed, certified, registered, or otherwise authorized to provide training in accordance with the applicable laws and regulations of any State where in-person training is conducted; and 5. Documentation detailing what facilities are being utilized for applicable in-person training to comply with 49 CFR 380.709. The documents collected will be reviewed for compliance prior to training providers being listed in the TPR.

CRITICAL ISSUES IN THE TRUCKING INDUSTRY

On October 18, 2026, the American Transportation Research Institute ("ATRI") released its 22nd annual Top Industry Issues report that identifies the trucking industry's leading issues. According to the press release:

This year's list includes Fuel Prices, Lawsuit Abuse Reform, CSA and Insurance Cost/Availability. Two issues that debuted on the 2025 list have remained top 10 concerns again this year: Artificial Intelligence in Trucking and Diesel Emissions Regulations.

"Just as we started to see some positive signs in the freight economy, the cost of diesel topped $6.50 per gallon," said Ben Banks, TCW President. "With operating costs continuing to climb overall, this spike in fuel costs is particularly painful for small- to mid-size fleets. ATRI's annual analysis is so essential for trucking to not only quantify the issues, but more importantly, to understand what we can collectively do as an industry to address each."

After holding on to the number one spot on the list for three years in a row, the Economy dropped down to #6 overall, reflecting some cautious optimism on the part of motor carriers. Given some positive signs in the economy, this year's list saw workforce issues come back into the top 10, with the Driver Shortage at #5 and Driver Retention at #10. Driver Compensation remained a top 10 issue, ranking 9th overall.

More than 48 percent of the survey respondents were motor carrier executives and personnel, truck drivers represented 26 percent, with the remaining 26 percent made up of other freight stakeholders. Among *truck driver* respondents – both owner-operators and company drivers – Fuel Prices, Truck Parking and Driver Compensation were the top three concerns, while *motor carriers* ranked Lawsuit Abuse Reform, Fuel Prices and the Driver Shortage as their top three concerns.

Nearly 3,100 trucking industry stakeholders participated in this year's survey. Respondents included motor carriers, truck drivers, industry suppliers, driver trainers and law enforcement, among other groups. This year's report also includes an analysis of the top concerns among law enforcement personnel, whose top-ranked issue was Electronic Logging Device Fraud. Finally, states that generated adequate response rates received state-specific TII analyses.

The complete results of the annual survey were released as part of 2026 American Trucking Associations Management Conference and Exhibition. The full report can be found on ATRI's website here.

TRUCK DRIVER HEALTH - SAFETY QUESTIONS

On October 14, 2026, the American Transportation Research Institute ("ATRI") launched two new surveys, for motor carriers and for truck drivers, as part of a new research initiative on driver health. From the press release:

Truck drivers face unique health challenges, from finding healthy food on the road to remaining physically active. As a result, they are more likely than workers in other industries to experience negative health conditions that can reduce quality of life and life expectancy. In addition to these well-documented personal repercussions of poor driver health, the U.S. supply chain depends on the well-being of drivers to deliver freight safely and efficiently.

This ATRI research will identify the impact of driver health on trucking operations and costs to further underscore its importance to the industry:

1. Drivers are asked anonymously to share basic health information (e.g. time duration of their medical cards) as well as their experience with maintaining health and wellness while on the road.

2. Motor carriers are asked for fleetwide averages for medical card durations, insurance costs, and operations key performance indicators. Motor carriers are also strongly encouraged to share the driver survey with their driver workforce.

"We already know driver health can affect safety. The next question is how much it may also be affecting operational risk and cost," said Project 61 Founder & CEO Jeremy Reymer. "ATRI's research will help fleets better understand the relationship between driver health and outcomes such as healthcare costs, workers' compensation, productivity, turnover, and medical qualification."

Industry stakeholders are invited to participate by Friday, November 13, 2026. The online data collection form can be **accessed here**. All responses are completely confidential.

THE $5.8 BILLION 3PL DEAL

by Oliver Nodjoumi, ICC Logistics Services, Inc.

If you use C.H. Robinson and RXO as separate brokerage providers, you are about to lose a competitive lever. C.H. Robinson has agreed to acquire RXO in a $5.8 billion cash-and-stock deal, creating a combined platform with an enterprise value north of $25 billion. That is the largest 3PL consolidation in years, and it lands in a freight market where shippers can least afford to give up negotiating options.

The combined company will span trucking brokerage, managed transportation, global forwarding, expedited service, and last-mile delivery. C.H. Robinson plans to fold RXO into its North American Surface Transportation division after closing, which is expected in the first half of 2027.

C.H. Robinson projects $300 million in net annual run-rate cost savings within two years of closing, driven largely by applying its automation- and AI-driven operating model across RXO's business. The company has pointed to lower cost-to-serve, shared-services consolidation, and replacing RXO's outside vendors with C.H. Robinson's existing infrastructure.

On paper, this looks like a scale play with a bolted-on technology thesis. In practice, it is a consolidation event that reshapes the competitive landscape for every shipper who moves freight through a broker.

Fewer bidders, less leverage

Here is the question that matters most to shippers: if you currently use both C.H. Robinson and RXO as independent alternatives, what happens to your leverage when those two bidders sit under the same corporate roof?

The answer is straightforward. Two independent pricing engines become one. Two separate carrier networks consolidate. Two competing bids on the same lane become an internal allocation decision. For shippers who built their provider strategy around competitive tension between brokerages, this deal removes a structural lever.

C.H. Robinson serves roughly 75,000 customers through approximately 450,000 contract carriers. RXO brings another 18,000 shippers and 150,000 carriers. The combined entity will control an outsized share of North American truck brokerage volume, and that concentration changes the negotiating dynamic whether you use them or not.

This follows a pattern. RXO itself acquired Coyote Logistics, making it the third-largest freight brokerage before this deal was announced. Now it folds into the largest. The number of independent, scaled brokerage alternatives available to high-volume shippers is shrinking, and every consolidation event tilts the pricing-power equation further away from the shipper.

The data advantage compounds

The deal's economics go beyond headcount reduction and vendor consolidation. The less visible play is data.

A logistics provider handling a larger share of market volume gains greater visibility into lane pricing, carrier behavior, capacity trends, and shipper demand patterns. C.H. Robinson has already been aggressively applying automation and AI across pricing, carrier matching, shipment planning, and customer interactions. Combining its shipment history with RXO's transaction data, carrier performance records, and lane activity creates a dataset that no competitor outside of Amazon can match in scale.

That data advantage flows in one direction. The combined platform will use it to improve freight matching, refine procurement decisions, and sharpen AI-driven pricing models. C.H. Robinson has been explicit about this, calling out the expanded dataset as a driver of the speed and accuracy of its AI tools.

For you, the question is whether those efficiency gains translate into lower rates or primarily widen the broker's margin.

History suggests caution: Consolidation-driven cost savings tend to accrue first to the acquiring company's shareholders, not to customers. Projected savings do not guarantee lower shipper rates.

What shippers should do now?

The deal is not expected to close until the first half of 2027. That gives shippers a window to assess exposure and adjust.

Audit your provider concentration. If C.H. Robinson and RXO both appear in your current brokerage allocation, map the lanes, volumes, and spend that touch each one. Understand what share of your freight will sit under a single corporate entity after closing.

Preserve competitive tension. If two of your top brokerage providers are about to become one, identify where you need to build or strengthen alternative relationships. TQL, Echo Global Logistics, Uber Freight, and regional brokerages all compete in this space. Diversify before the deal closes, not after.

Review contract terms. Look at any exclusivity provisions, volume commitments, or pricing structures tied to either C.H. Robinson or RXO. Understand how an ownership change could affect those terms and whether your agreements include assignment or change-of-control provisions.

Watch the integration timeline. C.H. Robinson says the two companies will operate independently until close. After that, the integration into the North American Surface Transportation division begins. Watch how service levels, account management, and pricing structures evolve during that transition.

Model your alternatives now. This broader pattern isn't unique to this deal. CMA CGM just completed its $1.4 billion acquisition of FedEx Supply Chain. Redwood Logistics acquired JBF Consulting to build an advisory arm. The 3PL landscape is consolidating across every segment. If you rely on competitive pressure between providers, make sure the pressure still exists.

The bottom line

Consolidation is not inherently bad for shippers. Scale can improve network density, expand service coverage, and drive down carrier costs. The question is always who captures the value.

We are watching this deal closely because the implications extend beyond C.H. Robinson and RXO. Every major consolidation event in the 3PL space changes the competitive math for shippers, and the shippers that come out ahead model the impact before it hits their invoices.

OCEAN

JONES ACT WAIVER QUESTIONED

The Jones Act, part of the Merchant Marine Act of 1920, requires that goods shipped between U.S. ports are transported on ships built, owned and operated by U.S. citizens or permanent residents. In March of 2026, the Trump administration announced a waiver of its requirements for qualifying goods to move between two U.S. ports without complying with the Act. The waiver was extended and then extended again for the 90-day period from August 17 through November 15, 2026.

Under the last extension, the list of potentially covered products was significantly reduced – from more than 600 Harmonized Tariff Schedule ("HTS") codes in April 2026 to 237 HTS codes in August 2026 – removing coal products, numerous chemical compounds and other commodities while retaining petroleum products, liquid natural gas, liquefied petroleum gas, fertilizers and related energy commodities.

Not everyone has been happy with these waivers and on October 16, 2026, Rep. Salud Carbajal (D-Calif.) sent a letter to Homeland Security Secretary Markwayne Mullin demanding answers about whether foreign vessels operating in domestic U.S. trades are complying with immigration, tax and maritime laws.

The letter raised concerns about the administration's oversight of the waiver, particularly following reports that foreign-flagged tankers had transported millions of dollars worth of petroleum products between U.S. ports without making required disclosures.

The letter noted that:

> the Jones Act generally prohibits the transportation of merchandise between U.S. points unless a vessel is U.S.-owned, U.S.-documented, and U.S.-built. Recent waivers have been issued under 46 U.S.C. § 501(a), which permits the waiver of certain navigation and vessel-inspection laws only when necessary in the interest of national defense to address an immediate adverse effect on military operations. The statute does not, however, provide an exemption from any other federal requirements applicable to foreign vessels, vessel owners, operators, employers, or crewmembers.
>
> Publicly available information indicates that more than 25 domestic voyages by foreign-flagged vessels have been completed under the current waiver, with some vessels conducting multiple voyages. Given the scale and duration of this activity, there must be a clear framework for ensuring continued compliance with federal law.
>
> Recent IRS guidance further establishes that income earned by foreign corporations from operating vessels between U.S. ports under a Jones Act waiver constitutes domestic-source income and is not eligible for the international shipping exclusion under Section 883 of the Internal Revenue Code or related treaty benefits. This raises additional questions about DHS's [Department of Homeland Security's] role in facilitating and enforcing compliance with federal tax requirements.
>
> Accordingly, I respectfully request the following information:
>
> 1. Tax compliance. What steps has DHS taken, independently or in coordination with the Department of the Treasury and IRS, to ensure compliance with applicable federal tax requirements by foreign vessel owners, operators, charterers, and other waiver users? Has DHS provided Treasury or IRS with information identifying waiver users, vessel owners and operators, charterers, cargo interests, voyage dates, cargo movements, or other information necessary to identify potential tax obligations? Please describe the information

provided, the frequency of transmission, and any related interagency agreements or procedures.

2. Immigration and crewmember status. Federal regulations generally provide that nonimmigrant crewmen admitted in D status may not be employed in connection with domestic movements of a vessel. How is DHS/CBP interpreting and applying this restriction to foreign officers and crewmembers serving aboard vessels engaged in domestic transportation under the waiver? What immigration classifications or other legal authorities permit such service? Has DHS/CBP identified instances in which a crewmember's immigration status was inconsistent with domestic service, or in which a crewmember absconded? If so, what corrective or enforcement actions were taken? Please provide any guidance, memoranda, legal opinions, or internal directives addressing these issues.
3. Other federal requirements. Please describe the steps DHS and its component agencies have taken to ensure compliance with other applicable federal requirements, including maritime security, environmental protection, vessel safety and inspection, wage and hour, labor and employment, payroll and withholding taxes, harbor maintenance, customs, and any other requirements applicable to foreign vessels operating between U.S. points.
4. Interagency coordination and oversight. Please provide a description of all coordination between DHS and the Departments of Defense, Transportation, and Treasury; the IRS; U.S. Coast Guard; and other relevant agencies concerning operations under the waiver, including coordination regarding compliance with federal law and whether the statutory requirements for continued waiver authority remain satisfied.

It is not clear yet how the administration is going to respond to these requests.

MIDDLE EAST UPDATE

In what seems like a contradiction, despite an increase of Iranian attacks around the Strait of Hormuz and Houthi attacks in the Red Sea, traffic in these areas has been increasing. Another contradiction appears to be that although crude oil exports are approaching pre-war levels, the price of crude remains around $100 per barrel.

According to an October 21, 2026, article on Freightos:

> Trends in international ocean logistics seem even more confusing than usual lately: more Iranian attacks but more Hormuz traffic; more crude exports but oil prices still around $100 per barrel; more risk of Houthi attacks on passing ships, but more container vessels returning to the Red Sea anyway.
>
> Iran has stepped up the frequency of attacks on vessels around the Strait of Hormuz, partially because transits and crude flows through the waterway have increased in recent weeks. Last week an Iranian projectile sunk a Dubai-linked container vessel, indicating that even some container ships are taking the risk of transiting the strait, though most traffic still comprises tankers.
>
> Despite some estimates that the increase in tankers exiting the Persian Gulf is contributing to Middle East crude exports approaching pre-war levels, crude prices – still pricing in elevated risk – remain high.

Houthi-Saudi violence is intensifying, with recent Houthi advances along the Red Sea increasing its potential leverage over maritime traffic through the Bab el-Mandeb Strait and the likelihood of attacks on passing vessels.

Despite that heightened risk – which since late 2023 had been enough to divert the vast majority of container traffic away from the Red Sea – container carriers continue their steady march back through the Suez, with estimates that transits will fully recover during Q1 of the coming year.

Why carriers are more comfortable going back now than during similar, earlier high-risk stretches is a good question. The answer is probably a mix of high current fuel costs and congestion levels with evolving geopolitical considerations. These considerations may include, as Peter Tirschwell recently pointed out, Houthi interest in security and stability for most Red Sea traffic that could somewhat legitimize the group in relation to the West – alongside increased pressure directed at Saudi Arabia and its passing vessels.

Whatever the reasons, that the Red Sea container rebound is happening gradually instead of all at once should mitigate the extent of schedule disruptions and vessel bunching that will occur as more vessels arrive earlier than slotted. That this restoration unfolded post the early-July Asia – Europe demand peak, and will continue through the coming low demand months will also mean less disruption to shippers than if the return coincided with peak season.

TECHNOLOGY

MORE AUTONOMOUS TRUCKS COMING!

The law of unintended consequences has a corollary in the "Butterfly Effect", how small things can make a big difference. A recent article highlights both, in that a safety regulation that made a lot of sense when implemented posed a significant impediment to the adaptation of autonomous trucks, and how a small change, providing a waiver of that regulation, will now allow the wider deployment of driverless autonomous trucks.

The following October 21, 2026 article by Adam M. Raviv of Sidley Austin LLP outlines just such a situation:

Federal Motor Carrier Safety Administration (FMCSA) Grants a Crucial Regulatory Exemption for Autonomous Trucks

On October 9, the Federal Motor Carrier Safety Administration (FMCSA) took a significant step toward enabling the large-scale deployment of driverless heavy trucks on public roads in the United States. The agency granted autonomous motor carriers a five-year exemption from the regulatory requirement that a truck that stops on the side of the road must put warning triangles on the ground. This seemingly mundane requirement has posed a potential roadblock (so to speak) to the operation of autonomous trucking. The recent exemption, which follows years of petitions and litigation, offers a solution.

The Rise of Autonomous Trucking

Though robotaxis have gotten the most attention, heavy trucking is also a major growth area for autonomous mobility. Autonomous freight has the potential to address driver shortages and turnover, especially on the most isolated and difficult routes; it can save labor costs, as driver wages and benefits make up more than 40% of a truck's operating costs per mile; it allows for higher asset utilization due to the hours-of-service limits that apply to human drivers; and can

potentially improve safety. Numerous companies, with a variety of business models, have entered the autonomous trucking space in recent years.

The Warning Triangle Regulations and Their Application to Autonomous Trucks

Longstanding Federal Motor Carrier Safety Regulations (FMCSRs) provide that whenever a commercial motor vehicle is stopped on a public road or the road's shoulder, the driver must place warning devices on the ground as a signal to other drivers. These warning devices usually take the form of reflective triangles.

Placing warning triangles on the road is usually a simple operation for a vehicle with a human behind the wheel—albeit one with its own risks. But it is a much more difficult endeavor for a vehicle that has no human occupant, especially because the regulations normally require two of the warning devices to be placed about 100 feet from the vehicle.

The Exemption Application Process and Ensuing Litigation

Federal law authorizes FMCSA—acting by designation from the Secretary of Transportation—to grant an exemption from compliance with an FMCSR if the agency determines that "the waiver is likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be obtained in the absence of" the waiver or exemption.

The warning-device requirement for commercial motor vehicles has created operational challenges for the emerging technology of autonomous trucks. Accordingly, in March 2023, two autonomous technology companies—Aurora Operations, Inc. and Waymo LLC—petitioned for an exemption from several of the warning device requirements.

As an alternative to the ground-based warning devices, the companies proposed that commercial motor vehicles equipped with autonomous driving systems be permitted to use cab-mounted flashing lamps. In support of the exemption, the applicants submitted two studies on the safety of cab-mounted warning beacons.

In December 2024, FMCSA denied this initial exemption request. The agency concluded that the applicants had not provided sufficient detail on the proposed alternative cab-mounted beacons, and that the studies they had submitted "provided insufficient data to demonstrate an equivalency in driver responses."

FMCSA also noted at the end of its denial that "the Agency may accept a resubmission of an exemption application that has been denied, provided that the applicant can reasonably address the reason for the denial."

The following month, Aurora sued FMCSA, filing a petition for review of the decision denying the exemption. The petition alleged that "FMCSA arbitrarily and capriciously denied the Application contrary to record evidence and without adequate, reasoned explanation. FMCSA's decision stifles safety innovation and would impede the development of the autonomous trucking industry for no valid or lawful reason."

Later in 2025, FMCSA, under new leadership, took another look at the issue. That October, FMCSA granted Aurora the first of a series of a limited, three-month waivers from the warning device regulations, subject to various terms and conditions. Aurora dropped its lawsuit shortly thereafter.

In the most recent such waiver, the agency explained that "FMCSA has now determined that it is in the public interest to issue a waiver, limited in scope and circumstances, that is likely to achieve a level of safety that is equivalent to, or greater than, the level of safety that would be

obtained in the absence of the waiver." The waiver was granted to Aurora, as well as "other motor carriers operating Level 4 ADS-equipped [commercial motor vehicles that] provide written notification to FMCSA and certify compliance with the waiver's terms and conditions."

The Five-Year Exemption

In April 2026, Aurora submitted a renewed application for a five-year exemption from the warning-device requirements, which would replace the successive three-month waivers. The application relied, in part, on evidence from the use of the cab-mounted beacons in vehicles that Aurora operated under its earlier short-term waivers. FMCSA received over 400 public comments in response to the application.

On October 9, FMCSA granted Aurora's exemption application, providing long-term regulatory relief to Aurora. The decision allowed other motor carriers that operate commercial motor vehicles equipped with SAE Level 4 automated driving systems to also use the exemption if they notify FMCSA in writing before commencing operations and provide specified information and affirmations.

Notably, the exemption decision did not significantly criticize the agency's previous denial. Rather, the decision relied on new information provided in the exemption application and the limitations of the exemption that the agency was granting. For example, "the 2024 denial also noted a lack of sufficient details about the proposed alternative devices. This exemption resolves that ambiguity by including" additional technical specifications for the cab-mounted beacons. The decision also relied on evidence from Aurora's 500,000 miles of operations under one of its three-month waivers. The agency observed that "all data collected under the waiver indicated that Aurora's operations with the cab-mounted beacons did not degrade highway safety."

The agency also took another look at the two studies that had been submitted with the 2023 exemption application. FMCSA noted that the evidence from one of the studies showed that under most tested scenarios that compared driver reaction to the cab-mounted beacons with reactions to warning triangles, "motorists initiated their first evasive response (such as a lane change or slowing down) further back from the trailer when exposed to the beacons compared to the triangles. The study concluded that the beacons performed equivalently to the deployment of the triangles." Likewise, the second study "highlighted specific areas where beacons outperformed triangles, noting that nighttime beacon exposure elicited earlier braking and slower, safer passing speeds."

The exemption has several notable terms and conditions, including:

- Operations under the exemption can only take place on roadways within the vehicle's validated Operational Design Domain.
- Certain types of commercial vehicles, including school buses and other passenger vehicles, vehicles that carry hazardous materials, and certain especially lengthy combination vehicles are not covered by the exemption.
- The cab-mounted beacon must meet certain specifications, including height from the ground, color, photometric performance, flash pattern, and power source redundancy.
- The beacon must activate as soon as possible after the vehicle stops, and always within five minutes (as opposed to the FMCSR's ten-minute requirement for placing warning triangles).

- Each motor carrier operating under the exemption must report crashes while the cab-mounted warning beacons are activated or should have been activated.
- Exempted carriers must provide annual reports with information on their operations.

Takeaways:

- The exemption creates big opportunities for the deployment of autonomous freight. At the same time, it comes with significant compliance and reporting requirements, which companies should examine closely and, where necessary, work with experienced counsel.
- This exemption is just one of many recent actions by the Department of Transportation aiming to promote autonomous technology. The National Highway Traffic Safety Administration (NHTSA), which regulates vehicle safety, has also taken various actions on this front, including by issuing its own regulatory exemptions to autonomous vehicle companies, and the Secretary of Transportation has been very vocal about the Administration's "National AV Strategy."
- Though not certain, the recent exemption from the FMCSRs that require warning devices could eventually be followed by action to modify the standards themselves to allow for cab-mounted beacons as an alternative to warning triangles. In the past several years, NHTSA has moved to update Federal Motor Vehicle Safety Standards to account for vehicles with no human driver, and FMCSA could well follow.
- While federal regulators are taking steps to enable the deployment of autonomous trucks, many state and local restrictions remain. Autonomous freight companies will want to understand those obligations and engage with state and local regulators and policymakers when necessary.

CLASSIFICATION

THE IMPORTANCE OF CREATING CLASSIFICATION EFFICIENCIES, A PROACTIVE APPROACH

By: Keith Peterson, Vice President of Operations, National Motor Freight Traffic Association, Inc.® (NMFTA)®

As the freight transportation function continues to evolve amid rising costs, market uncertainty, and significant changes to freight classification involving density, packaging, and product differentiation, proactive optimization has become increasingly important. Doing things the way we always have can have unexpected and undesirable consequences in today's complex and digital shipping environment. Shippers and manufacturers can improve efficiency, avoid potentially costly and inefficient mistakes, and ensure a smoother and more predictable supply chain by taking a closer look at how freight is packaged, measured, configured, classified, and prepared for transportation.

With the National Motor Freight Traffic Association, Inc.® (NMFTA)® continuing its Classification Reimagination and consolidation efforts, understanding and managing freight density has taken on greater importance. Shippers can take the lead by proactively reviewing and evaluating current processes, utilizing solid and scalable tools, and by better educating associates in current market best practices. Better packaging, accurate shipment dimensions, and a clear understanding of how density affects classification and cost can

substantially reduce unnecessary inspections, reclassifications, handling issues, delays, and avoidable expense. These factors extend beyond transportation cost and can directly affect claims, liability, operational efficiency, and the overall customer experience.

This changing environment also creates an opportunity for shippers to take greater advantage of the education, technology, and tools now available. Reviewing best practices, educating shipping personnel, improving data accuracy, and identifying unnecessary space and packaging material can produce meaningful efficiencies throughout the supply chain. The NMFTA is committed to bringing all of these important factors into focus with ongoing ideas and support systems to help and keep the industry prepared for today, tomorrow, and into the future of shipping and supply chain efficiency.

One practical area for improvement is in pallet and product configuration. Eliminating dead air space both in packaging itself, and in configuring the final "tendering unit" by building tight and uniform layers, minimizing pallet overhang and underhang, and using proper stretch wrap and securement can not only improve density, stability, handling, and overall transportation efficiency, but it also improves the final customer experience by creating a stable safe handling unit throughout the "rigors of transportation', and up to the final delivery to the end user. With the increased use of dimensioners, classification rules such as "as tendered," and the new density subscale for density-based items, shippers have greater reason than ever to become familiar with current shipping dynamics, improve internal processes, protect proper classification, and reduce unnecessary inspections and reclassifications.

Rather than simply reacting to changes as they occur, companies that proactively evaluate and improve their shipping practices can gain greater control over transportation costs and outcomes, better protect their products, reduce waste and claims, and position themselves to operate more efficiently in an increasingly complex freight environment.

One of the best ways to prepare for current and future changes is to stay informed and understand how evolving freight-classification practices may affect your supply chain. I encourage shippers and manufacturers to actively learn, plan, and evaluate the latest developments surrounding freight-class consolidation and reimagination before additional changes take effect.

To find more information and the latest updates, visit www.nmfta.org.

CCPAC

CERTIFIED CLAIMS PROFESSIONAL ACCREDITATION COUNCIL

The Certified Claims Professional Accreditation Council ("CCPAC"), founded in 1981, is a nonprofit organization dedicated to raising the professional standards of individuals who specialize in the cargo claims industry. Our members represent a broad cross-section of transportation professionals, including manufacturers, shippers, freight forwarders, brokers, logistics providers, insurers, attorneys, and carriers across air, ocean, truck, and rail.

CCPAC's Certified Claims Professional ("CCP") designation recognizes individuals who have demonstrated real expertise in cargo claims through experience, education, and successful completion of a rigorous certification exam covering both domestic and international liability. Earning and maintaining the CCP credential signals a high level of credibility and commitment to ongoing professional development.

Certification Made Accessible

To support candidates, CCPAC offers a 24/7 online CCP Primer Course and Certification Exam. While the exam can be taken independently, candidates who complete the Primer Course consistently achieve higher pass rates, making it a valuable step toward success. Applicants must meet eligibility requirements before registering to take the exam through the CCPAC exam portal.

Stay Current, Stay Credible

CCPAC members maintain their professional edge through annual membership renewal and continuing education. Certified members complete 30 hours of continuing education every three years to keep their CCP designation active, which ensures they remain informed in a rapidly evolving industry. CCPAC is also actively expanding members-only opportunities to earn continuing education credits, making it even easier to stay current while engaging with the professional community.

Building Community Through Engagement

CCPAC continues to foster connection across the industry. On May 12, CCPAC held its first Town Hall, "Community Kickoff," an informal virtual event that brought members together for face-to-face networking, knowledge sharing, and collaboration. The session created a valuable space to strengthen professional relationships and engage in meaningful conversations within the transportation and cargo claims community. This event marked just the beginning, with more Town Hall and Round Table sessions planned to continue the dialogue and deepen member engagement.

Reminder to Renew Your 2026 CCPAC Membership

Each certified member must renew their membership each calendar year and pay the annual membership dues to remain in good standing with CCPAC. Once certified, 30 hours of continuing education credits are required every three years to maintain certification. Associate members also must renew each year and pay membership dues to remain an active associate member in good standing with CCPAC.

New applicants and members can join or renew membership easily and pay on-line with a major credit card by clicking on the "Join Now" or "Renew Membership" tab.

CCPAC members can also download the renewal application from the on-line renewal page and mail the completed form with a check payable to CCPAC at**:**

CCPAC Inc.
Renewal Dept.
P O Box 724
Barnegat, NJ 08005

Who Do You Know that would benefit by membership in CCPAC?

If you have any questions on becoming an Associate or Certified Member of CCPAC, contact any Officer, Board Member or Council Headquarters at www.ccpac.com. Also follow us on Facebook, LinkedIn, and X.

ADVERTISE IN THE TRANSDIGEST

TRANSDIGEST ADVERTISING

Full page and one-half page ads are now being accepted for the TransDigest. Reach a highly selective audience with information on your products and/or services at a reasonable cost. Rates are available for 3, 6 and 12 monthly issues, and include both print and electronic issues. Click here for information or contact Diane Smid or Katie Woerner at (631) 549-8988.

Copyright © 2026 Transportation & Logistics Council, Inc. All rights reserved.

Claims Management made easy

Manage any type of claim with integrated systems that centralize data.



Save time and reduce administrative costs

- Schedule and automate labor-intensive activities.
- Upload and store all documents in one centralized platform.
- Streamline communications and maintain a paper trail.
- Eliminate manual data errors, postage, paper, fax and file management.

Automate management for all claim types

- Loss and damage claims
- Overcharge claims
- Return authorization claims
- Vendor claims

Gain insight to correct claim causes

- Gather, analyze and apply business data reporting.
- Use focused data to identify claim trends and address problems.
- Integrate with existing systems to use information company-wide.

Ready for claims management that delivers—relentlessly?

Connect with Infios to streamline every step, from submission to settlement. No matter your volume, complexity or industry, our solutions scale with you. **Visit infios.com to get started.**

infios
a Körber company

517,738
Claims filed in 2025

~122,600
Companies filing claims in 2025

$1.4B
Value of claims filed in 2025

8,700+
Active users worldwide in 2025


Ride the Recovery Wave:
Carve Out Your Savings
transaudit
GLOBAL TRANSPORTATION EXPENSE RECOVERY
Stop letting hidden fees and errors sink your budget. We will help you carve a path through difficult data sets to recover every dollar you are owed.
Ready to Recover?
peaceofmind@transaudit.com

The Transportation & Logistics Council, Inc.

Phone: (631) 549-8984 **120 Main Street, Huntington, NY 11743** **Fax: (631) 549-8962**

E-Mail: diane@transportlaw.com

APPLICATION FOR ANNUAL MEMBERSHIP

Membership in the Council is open to anyone having a role in transportation, distribution or logistics. Membership categories include:

- **Regular Member** (shippers, brokers, third party logistics and their representatives);
- **Multiple Subscriber** (non-voting additional representatives of a **Regular Member** firm); and
- **Associate Member** (non-voting members – carriers and freight forwarders).

All members receive:

- An email subscription to ***TRANSDIGEST*** (TLC's monthly newsletter). NOTE: To receive the printed version of the ***TRANSDIGEST*** by First Class Mail a fee of $50, in addition to applicable membership fee, will apply.***
- **Reduced rates** for **ALL** educational programs, texts and materials.
- Access to the **Members Only** section of the website.

New Members also receive:

- A complimentary copy of "**Shipping & Receiving in Plain English, A Best Practices Guide"**

If you are not presently interested in becoming a member, but would like to subscribe to the **TRANSDIGEST**, you can opt for a 1-Year/Non-member subscription to the newsletter by making the appropriate choice below.

How did you hear about TLC?

☐ **Internet** ☐ **Email**

☐ Seminar/Meeting. Please specify location _____

☐ Referred by _____

☐ Other _____

Please return completed Membership Application Form along with your payment to:
TLC, 120 Main Street, Huntington, NY 11743

Membership Application Form

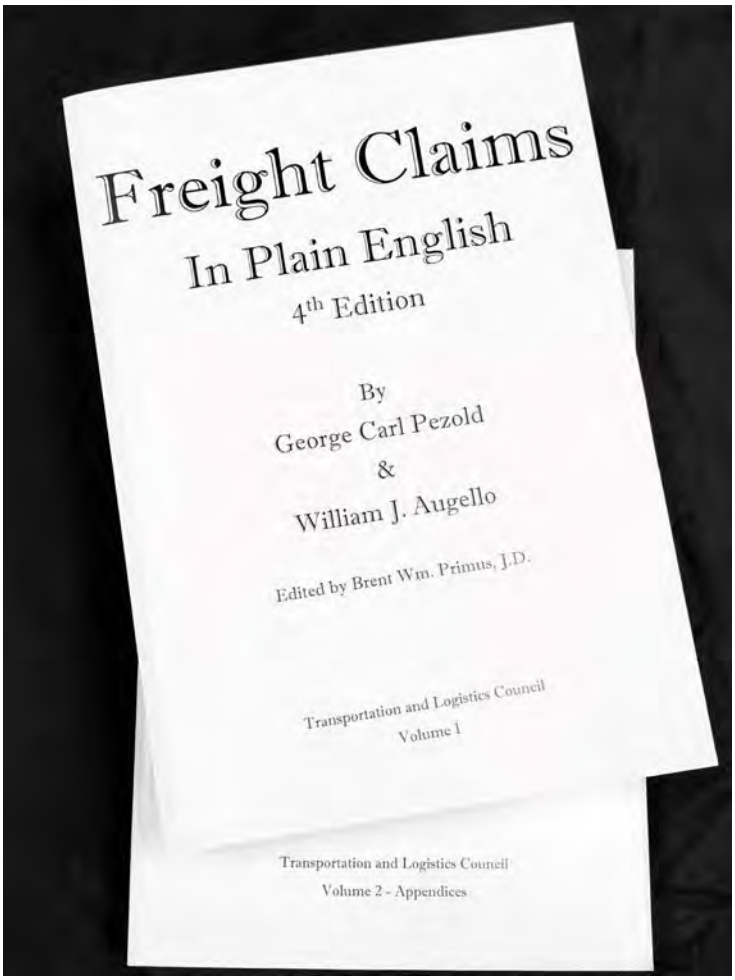
Name:		Title:
Company Name:		
Address: (STREET ADDRESS ONLY - UPS DOES NOT SHIP TO P.O. BOXES)		
City:	State:	Zip:
Phone: ( )	Email:	

Description / Type of Membership		Quantity	Fee	Total
Regular Member	[includes email subscription to ***TransDigest***]		$395.00	$
Multiple Subscriber	[includes email subscription to ***TransDigest***]		$200.00	$
Associate Member	[includes email subscription to ***TransDigest***]		$345.00	$
Non-Member Introductory Subscriber	[email subscription to ***TRANSDIGEST*** only]		$150.00	$
* *Optional:* Printed version of *TRANSDIGEST* by USPS	[added to membership fee]		$50.00	$
		TOTAL PAID (Make Checks Payable to "TLC"):		$

Credit Card Information

MasterCard VISA AmEx Discover	Credit Card No.	Exp:	
Billing Zip Code of Card :	Email for Receipt:	CVV:	

It's Back Again! Now in Soft Cover



Freight Claims in Plain English (4th Ed.)

The hard-cover edition of Freight Claims in Plain English (4th Ed.) was out of stock, so the Council has arranged to have it reprinted in a soft-cover edition.

Often referred to as "the Bible" on freight claims, as the title suggests it remains the most readable and useful reference on this subject for students, claims professionals and transportation attorneys.

The new soft-cover edition comes in two volumes in a handy 7" x 10" format. Volume 1 consists of 592 pages including full text, a detailed table of contents, topical index and table of authorities. Volume 2 consists of 705 pages with 161 useful appendices – statutes, regulations, forms and other valuable reference materials.

Best of all, the soft-cover edition is reasonably priced only $199 for T&LC members and $229 for non-members. Free shipping in the contiguous U.S.

New York State residents sales tax applies.

Order Form

Fill out the information below, detach and send with your payment to: **TLC, 120 Main St., Huntington, NY 11743**
Or email diane@transportlaw.com

Name:		Position:
Company Name:		
Address: (STREET ADDRESS ONLY – UPS DOES NOT SHIP TO P.O.BOXES)		
City:	State:	Zip:
Phone: ( )	Email:	

Item #	Description	Qty	Price	Total
597	Freight Claims in Plain English 4th Ed. Soft Cover		**$199.00**	$
597 – NM	Freight Claims in Plain English 4th Ed. Soft Cover		**$229.00**	
			TOTAL ENCLOSED	**$**

Credit Card Information

MC – VISA – AE DISC - CHECK	Credit Card Number :	Exp:
	Name on Card :	CVV:
	Billing Zip Code :	