Uncertainty dominates the outlook for trucking and freight transportation in 2017. Although expectations are that the economy will continue to expand, and maybe even pick up steam, much of what happens in the next year will depend on how much of President-elect Trump’s campaign rhetoric is translated into policy and the extent to which Congress will support cutting back on regulation and increasing spending on infrastructure. Will Trump really try to rework the North American Free Trade Agreement? Will the new administrator of the Environmental Protection Agency reverse course on reducing emissions and imposing fuel-efficiency standards for trucks? Will spending on infrastructure increase? Will taxes go down? What will replace Obamacare?

**EPA Plans to Propose Regulation to Tighten NOx Limit in 2024**

The Environmental Protection Agency is beginning work on a proposed rule that would set new standards to further reduce nitrogen oxide emissions from heavy-duty truck engines beginning in 2024, the same year a provision kicks in for the agency’s heavy-duty Phase 2 greenhouse-gas program. EPA announced the proposed rule in an agency response to petitions requesting that the agency take action to reduce NOx emissions from heavy-duty trucks. The petitioners include the states of Connecticut, Massachusetts, New York, Rhode Island, Vermont and Washington, as well as local air-quality agencies from California, New York and Ohio.

**Worldwide Annual Electric Truck Sales May Reach 332,000 by 2026**

A new report from Navigant Research forecasts sales of medium- and heavy-duty trucks for each major world region, segmented by electrified powertrain type, including hybrid, plug-in hybrid, battery electric, and hydrogen fuel cell, through 2026. Global annual electrified powertrain medium- and heavy-duty truck sales are expected to grow from about 31,000 vehicles in 2016 to nearly 332,000 by 2026. As local and national governments impose stricter emissions targets for commercial vehicles, they are also looking for ways to incentivize fleets to invest in medium and heavy-duty fuel efficiency technologies as well as cleaner-burning fuels, according to Navigant.

**Ford Rebrands Its Commercial Dealerships**

Ford Motor Co. is starting the new year with a new name for its commercial dealer network. The automaker’s old Business Preferred Network -- roughly 650 dealerships nationwide that sell commercial trucks and vans -- are now known as Commercial Vehicle Centers. The rebranding effort also includes expanded service and enhanced training at dealerships.