



New Members

AT&T
12851 Manchester Road
Saint Louis, MO 63131
Ms. Amanda Hoff

B&K Moving LLC
804 E Lindon
Bolivar, MO 65613
Mr. Seth Rowell

Corporate Billing LLC
239 Johnston Street SE
Decatur, AL 35601
Mr. John Ivy

Covan World-Wide Moving Inc
1 Covan Drive
Midland City, AL 36350
Ms. Marie Jenkins

Empire Packaging
3001 W GeoSpace Drive
Independence, MO 64056
Ms. Mary Bergquist

Gaines Moving and Delivery
1401 Illinois Avenue
Columbia, MO 65203
Mr. Rodney Gaines

J&B Moving
419 E 5th Street
Washington, MO 63090
Mr. Roger Langendorfer

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SAFETY CONFERENCE

February 15-16, 2018
AGENDA

Thursday - February 15, 2018

8:00 am- 9:00 am	Trucking Incidents: Providing Focus to your Safety Efforts Mark Woodward, Missouri Employers Mutual
9:00 am- 10:10 am	Accident Analysis-Using your DriveCam Footage Clips for Root Cause Investigation Brian Simmons, Waste Management
10:10 am- 10:25 am	Break
10:25 am- 11:15 am	Workplace Violence Planning Vaughn Baker, Strategos International
11:15 am- 12:00 pm	Safety Culture Surveys Dr. Hettinger and Susan Jeffries, Humanproof
12:00 noon- 1:00 pm	Lunch Program: TBD
1:00- 2:15 pm	Leading People Safety Brian Fielkow- Jetco Delivery
2:15- 2:25 pm	Break
2:25- 3:30 pm	Leading People Safety- Breakout Roundtable Session
3:30- 4:00 pm	Break
4:00- 4:50 pm	OSHA Updates and How to Audit Your Shop Safety Programs Daniel Stark, Missouri Onsite OSHA Consultation
5:30- 9:00 pm	Reception & Annual Safety Awards Banquet

Friday - February 16, 2018

8:00 am	Breakfast
8:30- 9:30 am	Influencing Driver Behaviors: What Really Works Gary Johnson, Lytx
9:30- 10:40 am	ELD Program and Q&A Lt. Kevin Kelley, MSHP
10:40- 11:00 am	Break
11:00- 12:00 pm	FMCSA Medical Updates Dr. Anne-Marie Puricelli, Concentra Medical

New Members Continued

Mallory Moving and Storage
2069 Old St. James Road
Rolla, MO 65402
Mr. Bill Neil

Mid-Continent Van Service Inc.
148 Millwell Drive #1
Maryland Heights, MO 63043
Nondes Costello

Superior Moving Service Inc.
2020 Walnut Street
Kansas City, MO 64108
Mr. John Keenan

Unity Transports
918 W. Innovation Drive
Kearney, MO 64060
Tannile Bates

1st Choice Delivery
9461 Dielman Rock Island
Industrial Drive
Saint Louis, MO 63132
Mr. Ron Bryant

Welcome New Members



With CME Site Still Down, FMCSA Provides "Search Tool"

It has been almost a month since the FMCSA's National Registry of Certified Medical Examiners [website](#) has remained operational.

The website, which allows commercial drivers to confirm which doctors are on the national registry to perform Department of Transportation physicals, originally went down on Nov. 30 and didn't resume its functionality until Dec. 14. However, the site stopped working again on the afternoon of Dec. 15 and still wasn't working as of Wednesday, Dec. 27.

However, the FMCSA is providing a new [search tool](#) to help drivers, motor carriers and state driver's license agencies verify that a health care provider is certified and listed on the registry.

"To use this search tool, the Medical Examiner's National Registry number will be required," the website stated. "Drivers needing to verify a specific provider is certified and listed on the national registry prior to an examination can obtain this number by contacting their health care professional directly. Each certified medical examiner on the national registry is provided a national registry number when registering to become certified to conduct Department of Transportation physical qualification examinations. If the search for a national registry number does not provide a result, it may be that the medical examiner is registered but has not yet completed the process to become certified by FMCSA, and the driver should find a new provider."

The FMCSA said CMEs can continue to conduct DOT physicals and issue paper Medical Examiner's Certificates, Form MCSA-5876 to qualified drivers. "Medical Examiners should segregate all examinations completed during the outage and be prepared to upload them to the national registry system, with no penalties, when it is back online," FMCSA wrote.

The agency said test centers should hold all test results that need to be transmitted until the system is operational.

The FMCSA has continued to decline providing any explanation on what has caused the outages.

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ATA President Chris Spear Critical of Trucking Omission in Autonomous-Vehicle Bills

Legislation before Congress that would establish a regulatory landscape for autonomous cars while not addressing trucks does not reflect the realities of the driving landscape and will fall short on safety, the president of American Trucking Associations said Dec. 6. “It just makes absolutely no sense why you wouldn’t want to build a framework that’s seamless, across the board, applies to all vehicles. We all share the road,” said ATA President Chris Spear, one of several participants in a panel discussion about infrastructure hosted by CQ Roll Call at the Newseum. “Build a framework that makes sense for everybody,” Spear said. “If you’re really serious about safety. If you really want to lower the number of fatalities from 40,000 down to zero, you need connectivity. You need cars. You need trucks talking to one another ... That’s just fundamental.” ATA led a push on Capitol Hill aimed at trying to persuade lawmakers to include trucking-related provisions in the self-driving vehicle bills. Autonomous systems in trucks eventually would lead to an industry in which commercial vehicles operate via “driver-assist” and not “driverless,” Spear said.

Read the full article [here](#)

~Transport Topics~

ELD Mandate Magnifies Parking Shortage, Washington Truck Exec Says

Truckers in Washington state are meeting with lawmakers to discuss options for addressing the state's shortage of truck parking, an issue which is expected to face added pressure once the federal requirement for use of electronic logs takes effect next week. The law, which takes effect Dec. 18, mandates that commercial drivers who are required to record their hours of service do so with electronic devices, rather than paper log books. In preparation for the rule, Washington Trucking Associations is meeting with lawmakers to discuss the state's shortage of parking for trucks, and legislators are starting to gain interest, grasping that the issue affects not just metropolitan areas but the entire state, said Executive Vice President Sheri Call.

YOUR GUIDE TO THE MANDATE: [Downloadable PDF](#).

“What’s kind of driving some of the issue is the implementation of the ELD mandate. A lot of people are attributing it to the ELD mandate and the lack of facilities available for trucks to safely park,” Call said. “You have to stop. You can’t go down the road and fudge the log.” A 2016 truck parking study from the Washington State Department of Transportation revealed that the state faces a severe shortage of truck parking spaces. According to WSDOT Rail, Freight and Ports Division spokeswoman Janet Matkin, there are 3,160 truck parking spaces available in the state. About 2,442 spaces are private, and 718 are public. Jason Beloso, strategic planning manager of WSDOT’s Rail, Freight and Ports Division, said that Washington ranks No. 44 out of 50 in terms of parking spaces per 100,000 daily truck vehicle miles traveled and No. 38 for number of spaces per 100 miles on the national highway system.

Read the full article [here](#)

~Transport Topics~



FMCSA Proposes New Guidance for Use of CMV for Personal Conveyance

FMCSA today published in a Federal Register the notice seeking comment on [proposed regulatory guidance concerning the use of a CMV for personal conveyance](#). Specifically, FMCSA is proposing to revise the regulatory guidance concerning driving a commercial motor vehicle for personal use while off-duty, referred to as “personal conveyance.” This provision is available to all CMV drivers required to record their hours of service who are permitted by their employer to use the vehicle for personal use.

The Agency requests public comments on the guidance and its economic impact. Comments are due to FMCSA by January 18, 2018. ATA will be developing comments on this guidance.

For more information, contact Mike Cammisa at mcammisa@trucking.org.



Lawmaker Debuts Bill for Pilot Project to Allow Underage Truck Drivers to Cross State Lines

A New York congresswoman has introduced legislation that would expand a pilot program to allow individuals between the ages of 18 and 21 without military experience to drive in interstate commerce if they possesses a commercial driver license, clean driving record and appropriate Department of Transportation training certification.

The Waiving Hindrances to Economic Enterprise and Labor Act, or WHEEL, introduced by Rep. Claudia Tenney (R-N.Y.), would broaden the potential pool of young drivers by amending the federal FAST Act, which limited the pilot program to candidates with military truck driving experience. The program, announced in 2016 by the Federal Motor Carrier Safety Administration, was the first to allow young drivers to operate in interstate commerce.

Tenney’s bill is intended to help the trucking industry plug a massive driver shortage by expanding the pool of potential drivers that could enter the profession at a younger age. Drivers under the age of 21 are currently not permitted to cross state lines but are permitted to drive trucks intrastate.

Read the full article [here](#)

~Transport Topics~

DOT to Require Testing for Synthetic Opioids Beginning Jan. 1

For the first time, beginning Jan. 1, truck drivers being administered random pre-employment and post-accident drug tests will be screened for four additional synthetic opioids, the highly addictive drugs that likely will require medical experts to consider prescriptions that balance pain mitigation with safety performance. While indications are that most of the private drug-testing labs are ready to conduct the four additional Department of Transportation-mandated tests, the new requirement likely will slow down the process for medical review officers to screen an increasing number of positive test results, according to Barry Sample, senior director of science and technology for Quest Diagnostics, a leading U.S. drug test provider. Testing for hydrocodone, hydromorphone, oxymorphone and oxycodone could result in drivers — even with prescriptions for the pain killers — failing their tests and those positive test results being referred to a medical review officer to determine if a driver should be allowed to get behind the wheel. The primary responsibility of a medical review officer is to verify if an employee has an alternative medical explanation for a lab-confirmed positive test result. A lab sends all test results, positive or negative, to an MRO, Sample said. “We fully expect to have more laboratory positives,” Sample told Transport Topics. “And, I would expect there will be more medical review officer positives as well. There will be additional specimens that screen positive that in the past would have been verified negatives. So those will have a longer turnaround time.”

Read the full article [here](#)





RIDOT publishes inadequate environmental assessment of impact of truck tolls Trucking organizations call on Federal government to reject flawed assessment

Arlington, Virginia – The American Trucking Associations and its state affiliate, the Rhode Island Trucking Association called on the Federal Highway Administration to reject the Rhode Island Department of Transportation's assessment of the environmental impact of the state's proposed RhodeWorks truck-only toll scheme.

"The Rhode Island Trucking Association and the American Trucking Associations have identified dozens of errors in RIDOT's Environmental Assessment, which was published last month," said RITA President and CEO Chris Maxwell. "We are calling upon the Federal Highway Administration to reject the EA and instruct RIDOT to publish a corrected report or to immediately order RIDOT to conduct an Environmental Impact that addresses the issues we pointed out in our analysis."

RIDOT published the Environment Assessment on November 1 and FHWA can now either make a Finding of No Significant Impact, giving RIDOT the green light to move forward with tolling, or order further study through an Environmental Impact Statement. The EA's faulty analysis cannot and should not justify issuance of a FONSI.

"This extortionary truck-tolling program will hit Rhode Island trucking companies significantly harder than out-of-state carriers, contrary to RIDOT's claims when the RhodeWorks bill was approved by the legislature," said ATA President and CEO Chris Spear. "Given the national precedent that this initiative would establish, ATA will exhaust every legislative, regulatory and legal avenue to defeat the implementation of the tolling portion of RhodeWorks and prevent this cancerous proposal from spreading around the country. This effort is still in the early stages and we intend to fight this battle for as long as it takes."

Read the full article [here](#)

25 most deadly highways in the U.S.

January is the most dangerous month to be traveling on Interstate 4 in Florida, which runs between Tampa and Daytona Beach. The most likely day of the month for there to be a deadly accident on that span is the 10th. Sunday is the worst day of the week for the 132 miles between Tampa and Daytona Beach. And the worst hour to be on I-4 is from 2 to 3 a.m. Knowing what roads to avoid and when to avoid them could be the difference between arriving on time or not arriving at all. Teletrac Navman has put that all together in a sharp infographic chock full of information on where and when more fatal traffic deaths occur. Interstate 4 is the deadliest highway in America with 1.25 deaths per mile from 2011 to 2015. It is one of only two U.S. highways with more than one death per mile, according to an impressive infographic created by Teletrac Navman, a GPS fleet management company. Nearly 100 people a day were killed in traffic accidents in the United States in 2015, according to Fatal Accident Reporting System data compiled by the National Highway Traffic Safety Administration. Of the 35,092 traffic fatalities in 2015, 10,396 took place on U.S. highways and interstates.

Read the full article [here](#)

Member Cancellations December 2017

Name of Company	Class	Dues
Integrated Wind Energy Services	For Hire	\$819.00
Baldwin & Lyons/Protective Insurance	Allied	\$350.00
Redneck Trailer Supplies	Pivate	\$1,881.50
Tipton Hay Farms LLC	For Hire	\$350.00

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