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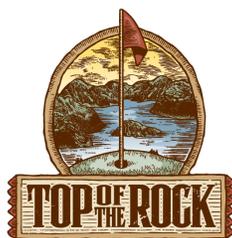
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Welcome New Members

Avant Brokerage LLC Mr. Tad DeOrio 255 NW Blue Pkwy Ste 102 Lees' Summit, MO 64063 (816) 554-8162	Cardinal Sleep LLC Ms. Heather Moenkhoff 2160 N. Glenstone Ave. Springfield, MO 65803 (417) 501-8843	Eagle Logistics LLC Ms. Skye Brabant 7802 Farm Road 2070 Purdy, MO 65734 (417) 860-9802	Gregory Logistics Mr. Laramy Gregory 2844 Fair Street Poplar Bluff, MO 63901 (573) 785-1088	International Used Truck Center Mr. Mike Pitman 1475 N. Corrington Ave. Kansas City, MO 64120 (816) 483-4279
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Platooning still held back by outdated state laws

Nine states have passed laws already in 2018, a sign the technology could be gaining momentum

A new report found that the promise of automated vehicle technologies such as platooning are not being realized due to outdated state laws.

The Competitive Enterprise Institute (CEI) said these technologies could provide significant cost savings on freight shipments, and increase highway safety.

However, that can only happen “if state lawmakers first change driving laws to allow the new technology,” said Marc Scribner, CEI senior fellow and author of *Authorizing Automated Vehicle Platooning: A Guide for State Legislators*.

The 2018 edition of the report found that 16 jurisdictions have authorized automated vehicle platooning. That includes nine states during the first half of this year: Alabama, Indiana, Kentucky, Louisiana, Mississippi, Nevada, Oregon, Utah, and Wisconsin.

“Automated platooning technology allows trucks to travel closer together, thereby reducing aerodynamic drag, while still allowing them to move safely at highway speeds,” Scribner said. “With reduced drag, platooning vehicles will reduce fuel consumption, and tailpipe emissions, and enhance highway safety through automatic emergency braking capabilities that will remain effective outside of platoon formations.”

CEI’s full report breaks down these laws by state, and offers suggestions on how to fix existing statutes on following distances that bar platooning.

One state that does not allow platooning is Iowa. Mark Lowe, director of the Iowa Department of Transportation, told the *Gazette* newspaper the Legislature has twice discussed changing the law but failed due to a lack of understanding of the issue.

~Fleet Owner



Truck drivers' salaries are experiencing an unprecedented jump, but it's not enough to end the driver shortage that's making everything more expensive

Jay Sidor quit his job hauling produce from Canada to Los Angeles. So did 50 of his coworkers.

They were protesting the electronic logging device (ELD) mandate, which went into effect in December. ELD requires truckers to keep an electronic log in their cabins to ensure they don't work for more than 14 hours a day or drive more than 11, in accordance with the hours-of-service law. As drivers are paid by the mile, driving less ostensibly slashes their pay.

“I was in the position to lose around \$1,800 a month,” Sidor told *Business Insider*.

But now that law is working in his favor. Because many truckers are working less in accordance with ELD, it's caused a labor shortage and for some salaries to go up. Sidor and most of his coworkers are back at work with a 15% pay increase.

Drivers' salaries are seeing “unprecedented” jumps, Gordon Klemp, principal of the National Transportation Institute, said. But analysts say the increases aren't enough to make up for the drop in drivers' real wages since the 1970s and '80s. According to a *Business Insider* analysis of Bureau of Labor Statistics data, truckers' hourly pay, when adjusted for inflation, has dropped by as much as 35% in some places.

“Wages are so far below what they need to be that we're having issues finding drivers,” David Ross, managing director of the St. Louis business bank Stifel, told *Business Insider*.

And as the driver shortage continues, the costs are being passed along to retailers and consumers. Food manufacturers like General Mills, Hormel Foods, and Tyson Foods said earlier this year that they would raise the cost of some products to offset rising shipping costs.

“Driver pay is going up pretty rapidly across the board,” Andrew Lynch, the cofounder and president of Columbus, Ohio, supply-chain company Zipline Logistics, told *Business Insider*. “We've definitely seen spikes before, but nothing like what we're experiencing now.”

Total compensation numbers have increased by 10% to 12% since June 2017, Lynch told *Business Insider*. Nearly 50% of all drivers in the National Transportation Institute's quarterly survey on trucker pay received pay bumps in 2018. Last year, only 11% did.

Sign-on bonuses for flatbed drivers have jumped from \$1,500 in 2017 Q2 to \$6,000 in 2018 Q2, according to Klemp.

~Business Insider
[Continue to Full Article](#)



Federal Reserve report highlights driver shortage as economic holdback

The Federal Reserve has reported that tariffs and a shortage of truckers and other skilled workers concern manufacturers in a growing economy.

The Fed's latest report indicates modest to moderate economic expansion throughout most of the nation, which it divides into 12 districts. Its latest summary of economic conditions, referred to as the Beige Book, is based on interviews conducted May 21-July 9 with business contacts and other sources.

Half the districts cited trucking capacity issues, which they attributed to the driver shortage. "Many districts reported higher prices and supply disruptions that they attributed to the new trade policies," it stated. "All districts reported that labor markets were tight and many said that the inability to find workers constrained growth."

All sectors reported consumer spending hikes and shortages of a wide range of occupations, which restrained growth for many. U.S. employment, wages and prices saw modest-to-moderate increases, with some regions showing upticks in inflation. The prices of freight, fuel, metals and other key inputs continued rising. Some districts expect pricing pressures to intensify, while others expect modest to moderate growth.

Transportation contacts in Atlanta's district expected increased activity during the last half of the year. Transportation, steel and other non-labor input costs grew, but companies reported limited ability to pass on the hikes. Its ports saw significant year-over-year increases in containerized shipments, bulk and breakbulk cargoes, as well as automobile and equipment freight. Demand for freight services was high because of economic improvements and increased e-commerce shipments.

Freight volume increased in Cleveland and St. Louis districts, which included a rise in rail transportation because of trucking capacity constraints.

In the St. Louis sector, shipping experienced robust price increases because of higher fuel prices and driver shortages, with one trucking company offering the largest one-time pay increase in its history. By contrast, China's proposed tariffs resulted in agricultural commodity prices dropping. These lower prices were passed on to food retailers, who said the decrease more than offset increased freight costs.

The driver shortage limited trucking activity in San Francisco region and left Richmond district trucking companies unable to meet record demand while allowing rate increases.

~ Commercial Carriers Journal

Crime report: Medical examiners, drug tester guilty in falsified records cases

Action in three trucking-related crimes has recently been reported by the Department of Transportation's Office of Inspector General. All three cases deal with DOT drug testing or medical exam fraud.

Georgia doctor convicted for falsifying DOT medical exams

A Georgia medical doctor who was authorized to perform DOT medical exams has been convicted of conspiracy to falsify records with intent to impede the proper administration of the Federal Motor Carrier Safety Administration.

Dr. Mark Griffis was indicted in February after an investigation revealed he "routinely signed DOT Medical Examiner's Certificates and Medical Examiner Reports for CDL holders without examining the drivers," according to OIG.

Griffis is now awaiting sentencing.

Alabama chiropractor pleads guilty to falsifying DOT medical exams

Dr. Kenneth Edwards pleaded guilty on June 13 to one count of conspiracy to commit wire fraud after he was charged with submitting falsified DOT medical exams to FMCSA's National Registry.

Through his practice in Phenix City, Ala., Edwards allegedly conspired with his employees, Joann Bush and Andrea Daigle, to charge drivers for medical exams performed by Bush and Daigle, even though they were authorized to perform DOT medical exams.

The results of these exams were uploaded to FMCSA, certifying the Edwards himself performed the exams.

California drug tester gets prison time for drug testing scheme

Demetri Dearth, the former owner and operator of Advanced Substance Abuse Programs in Redding, Calif., was sentenced to one year in prison, followed by one year of probation and a \$2,500 special assessment fee after pleading guilty to mail fraud and false statements to a government agency.

An investigation revealed that between March 2009 and February 2010, Dearth's company collected urine specimens from commercial drivers but didn't forward many of the specimens to certified labs for testing.

Instead, the company created false Custody and Control Forms stating the urine had been released to FedEx for transfer to a lab. In reality, the specimens never left Dearth's lab, and she falsified reports indicating that a Medical Review Officer (MRO) had reviewed the results of tests that never took place.

These false reports named legitimate MROs, provided their addresses and presented forged MRO signatures.

~Commercial Carriers Journal



Trucking Industry Favors Teen Drivers Over No Drivers

A renewed push is underway to put older teens behind the wheel of big rigs on interstate highways.

The move comes amid fear of a driver shortage, and trucking industry representatives along with some politicians believe that changing federal safety rules by lowering the legal age for interstate truck drivers is a solution.

But there are ongoing safety concerns about the higher crash rates of younger drivers. Previous efforts to change the rules also have failed. The trucking industry hopes to change that.

Earlier this month, a pilot program called for in the Obama-era Fixing America's Surface Transportation Act, or FAST Act, was moved a step forward by the federal agency that oversees truck safety. The program waives minimum age requirements for cross-country truckers but is limited to certain military personnel. It is now in its second public comment period.

For decades, interstate truck drivers in the U.S. have had to be at least 21. Most states allow older teens — those 18 or 19 — and 20 year olds to drive heavy trucks only inside state lines.

In March, a bill was submitted that would skip the pilot program requirements and change the safety rules to allow older teen drivers and 20 year olds to cross state lines in heavy trucks after undergoing extra training. The DRIVE-Safe Act also would limit them to trucks outfitted with certain safety gear, including speed limiters

In September 2017, a bill was introduced that would expand the pilot program. The WHEEL Act would allow any qualified driver younger than 21 to apply to participate.

Neither bill has gained much momentum, but the trucking industry is hopeful.

“By infusing more youth into our industry, we can widen the pool of possible drivers,” said Sean McNally, a spokesman for the American Trucking Associations.

Getting younger people involved earlier would help trucking from losing potential drivers to other industries, McNally said. It also will “help younger people build rewarding careers, thus keeping them in the industry longer.”

The trucking industry says that, with the right controls in place, allowing younger drivers makes sense.

But allowing teens to drive 18 wheelers cross country remains controversial.

Strongest Trucking Market in History Has Legs, ATA's Bob Costello Says

NASHVILLE, Tenn. — The U.S. trucking industry is enjoying its best business environment since deregulation in 1980, and the good times will continue in the near term unless trade disputes hinder economic growth, American Trucking Associations Chief Economist Bob Costello said.

“This has been the best time in trucking history, I'd say. The question is, how long is it going to last?” he said in remarks here July 24 at McLeod Software's CFO Conference.

Costello forecast that U.S. gross domestic product will grow by 3% this year, followed by 2.7% growth in 2019.

Even in the midst of what already has been a long period of economic expansion, Costello said he still doesn't plan to begin talking about the timing of the next recession probably for another year.

The three main sources of freight demand — consumer spending, construction and factory output — are doing well at the same time, and there is no longer a glut of inventory across the supply chain, he said.

Under these conditions, the main operational challenge for fleets is driver recruiting and retention.

“We are at full employment in this economy,” Costello said. “It's one of the reasons why your companies are having a difficult time finding drivers.”

In fact, fewer people are searching for jobs than the number of jobs available, according to the U.S. Department of Labor.

“For the first time since they started calculating this data, we now have more job openings than unemployed people,” Costello said. “That's astounding to me.”

Despite his bright outlook, Costello highlighted one key risk that could tap the brakes on this economy.

“There is one dark cloud on the horizon that is a wild card in all of this, and that is a trade war,” Costello said. “Tariffs, at the end of the day, are taxes on us.”

The United States did need to level the playing field in some areas, especially in trade with China, he said, but the new tariffs imposed by the Trump administration and retaliatory measures by other countries ultimately could slow down volumes.



Senate Continues Consideration of Transportation Funding Bill

A fiscal 2019 transportation funding bill that would call attention to concerns livestock haulers have raised about electronic logging devices is included in a legislative package under consideration in the Senate.

The appropriations leadership has the transportation bill, which also would fund programs at the Department of Housing and Urban Development, with legislation that would fund the departments of Interior and Agriculture as well as the Environmental Protection Agency and financial services agencies.

On July 26, the bill's sponsors were accepting amendments from colleagues to pave the way for passage. Senate floor managers have yet to indicate when they intend to schedule final votes on the legislation.

Last month, the appropriators approved the \$71.4 billion transportation measure by 31-0 vote. Under the bill, DOT would receive \$26.6 billion in discretionary spending.

The bill was amended in committee to include a provision that would direct DOT to communicate with trucking and agriculture executives, federal policymakers and the Department of Agriculture to address concerns the livestock-hauling industry has raised about ELDs.

Senate funding leader Richard Shelby (R-Ala.) has emphasized the bills are free of controversial provisions and non-germane policy attachments that have triggered partisan opposition in prior years.

"We are today debating both of these appropriations bills and more on the Senate floor," Shelby said July 24. "What changed was the mindset of appropriators on both sides of the aisle who embraced a willingness to sacrifice partisan [policy] riders and priorities outside the committee's jurisdiction for the good of the process. ... This approach has yielded meaningful results thus far."

Overall, the transportation bill includes \$1 billion for BUILD infrastructure grants, formerly TIGER grants, while the Federal Motor Carrier Safety Administration would be provided \$667 million.

The House's version goes further by proposing to deny funding through fiscal 2019 for the enforcement of the ELD rule on livestock haulers. Responding to such concerns, meanwhile, Congress passed a fiscal 2018 funding bill signed by President Donald Trump that directed FMCSA not to enforce the ELD rule for agriculture-related transportation through Sept. 30.

The ELD rule effective Dec. 18, 2017, requires carriers to equip commercial vehicles with the devices to electronically track drivers' hours of service.

The Heritage Foundation, a conservative Washington-based think tank, is critical of the Senate legislation for providing funding for "failed, wasteful, and inefficient programs that do not meet the standard of the core constitutional responsibilities of the federal government" as well as continuing to prop up the Highway Trust Fund. The fund, which DOT uses to assist states with infrastructure projects, is headed toward insolvency in the coming years.

"Congress should take steps this year to address the chronic spending problem plaguing the [Highway Trust Fund]. It should leverage every legislative opportunity to end the irresponsible and unsustainable practice of trust fund bailout," the group wrote July 25.

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To schedule consideration for the funding bills, Majority Leader Mitch McConnell (R-Ky.) stripped the chamber of its traditional August break. Besides the fiscal 2019 funding bills, McConnell's team plans to consider policy bills on aviation, water programs, immigration and military defense. They also are reviewing the qualification of Trump's nominee for the Supreme Court, Brett Kavanaugh.

Trump has pressed House and Senate leaders to advance separate funding bills, instead of merging the measures into a massive 12-bill "omnibus." Trump signed the fiscal 2018 "omnibus" earlier this year.



FMCSA scraps 2015 proposal to alter CSA to pursue larger reforms to program

Proposed revisions to the U.S. DOT's Compliance, Safety, Accountability carrier scoring program — and to how the DOT uses those scores to target carriers deemed at risk for crashes — are being withdrawn, the Federal Motor Carrier Safety Administration announced Friday in a formal notice. The changes, proposed in July 2015 by FMCSA, sought to better align CSA's Safety Measurement System BASIC scores with carriers' risk of being involved in a crash.

However, the proposed reforms are being tabled due to ongoing work by the agency to implement a larger overhaul of the CSA program. Spelled out in a Congressionally mandated report last June, the National Academies of Science recommended that the agency rework the SMS and its underlying statistical model.

FMCSA says the reforms proposed in 2015 conflict with the recommendations issued by the NAS report. The NAS report was required by Congress later the same year, when lawmakers also forced FMCSA to remove from public view CSA's SMS percentile rankings.

The reforms being withdrawn include:

- (1) Changes to the so-called intervention thresholds used by the agency to target carriers deemed at risk of a crash;
- (2) Segmenting the Hazmat Compliance BASIC (and making it public);
- (3) Switching violations for operating while out of service to the Unsafe Driving BASIC (away from whatever BASIC caused the OOS order); and
- (4) Increasing the maximum vehicle miles traveled used in the agency's calculations to more accurately reflect operations of high-utilization carriers.

Under the changes, the interventional threshold in the Vehicle Maintenance BASIC would have been lowered to the 75th percentile from the 80th percentile, meaning potentially more carriers would have been targeted with warning letters, off- or on-site focused or comprehensive audits or other investigations. The intervention threshold in the Controlled Substances BASIC would have been raised to the 90th percentile, thus encompassing fewer fleets. It would have maintained the 65th percentile intervention threshold for the BASICS the agency says have a stronger correlation to crash risk: Unsafe Driving, Crash Indicator and Hours of Service Compliance.

~Commercial Carrier Journal
[Continue to Full Article](#)

FMCSA's Joe DeLorenzo details drivers' personal conveyance options with ELDs

For drivers intending to use the hours of service's personal conveyance provision under the electronic logging device mandate, particularly in light of the U.S. DOT's late-May decision to provide some flexibility to use personal conveyance mode to find safe parking, two key elements must apply, says Joe DeLorenzo, head of enforcement for the Federal Motor Carrier Safety Administration.

One, the driver must be off duty and, two, the movement of the vehicle must be for personal purposes only, said DeLorenzo in a webinar held Tuesday by ELD supplier EROAD. There's confusion "about whether it's another line or whatever" on drivers' logs, he said, "but in this case it's important to know a driver has to be off duty, and that's where the whole determination as to whether it's legitimate personal conveyance starts. Because we're focusing on the intent of the movement, whether the vehicle is loaded or unloaded doesn't particularly matter."

The agency in late May announced it would allow drivers to enter into personal conveyance status to find the nearest safe location to park or rest should their hours be exhausted by detention at a shipper or receiver. Personal conveyance status has been in place since 1998, said DeLorenzo, "but it has come more to light with the implementation of ELDs. We realized we needed to do some additional guidance," he said Tuesday. The agency also said it would allow drivers to use personal conveyance status if they need to move at the direction of a law enforcement officer.

He provided a few examples of proper use of personal conveyance, and examples of improper use.

Drivers commuting to and from work can use personal conveyance status, he said, which do not count against a drivers' 14-hour on-duty time their 11-hour drive time. However, a driver under dispatch leaving home en route to a load is considered on duty, he says, and therefore cannot use personal conveyance. "If you stop at the yard the night before and picked up the load and brought it home and you travel to your point of destination from there" — that's all on-duty time, DeLorenzo said. "Operating at the direction of a motor carrier is not considered to be off duty."

A driver who is forced away from a shipper but is over hours can use personal conveyance status "purely to go to a safe location to get rest," he said. "It doesn't matter what direction, it may be proceeding in the same direction as the load. That's OK as long as it is the nearest safe location where you can get rest after those hours expire. That is a new piece to this guidance that will be helpful to a lot of folks trying to address situations that come up at the last minute."

Drivers using personal conveyance status in these scenarios will need to annotate their logs to note the reason for the move to make clear to enforcers that it was personal conveyance to find a place to park and rest.

~Commercial Carriers Journal
[Continue to Full Article](#)



Motor Carriers Group Challenges California Law That Defines Independent Contractors

An association of small to medium motor carriers has become the first industry challenger of a California Supreme Court decision that could make it extremely difficult for the state's truckers to use independent contractors.

In a federal lawsuit filed July 19 in the Eastern District of California, the Western States Trucking Association alleges that the state Supreme Court's new "ABC test" requirement for deciding if a contractor should be an employee "forces virtually all independent contractors to become employees to those they choose to contract or work with."

The state high court's April 30 decision came in the *Dynamex Operations West Inc. v. Charles Lee et al* case. The lawsuit involved allegations by drivers that Dynamex, a nationwide package and document delivery company, had misclassified its delivery drivers as independent contractors rather than employees.

The high state court affirmed the appeals court ruling that supported the workers, endorsing what is called the three-pronged ABC test legal standard.

To be classified as an independent contractor, the ABC test requires that:

- (A) the worker is free from the control and direction of the hiring entity in connection with the performance of the work;
- (B) the worker performs work that is outside the usual course of the hiring entity's business; and
- (C) the worker is customarily engaged in an independently established trade, occupation or business of the same nature as the work performed.

The B leg of the test will be the most difficult for most carriers to pass, the association said.

"The ABC test presumptively considers all workers to be employees, the court said, and permits workers to be classified as independent contractors only if all three legs, or prongs, of the test are satisfied," the Western States Trucking Association said in a statement.

"The bottom line is the decision will likely affect every member, both independent contractors and those that utilize independent contractors, and that means about 95% of the [association's] membership. Only those that utilize 100% employees or ICs that work direct such as pool diggers are OK. The rest are in trouble."

~Transport Topics
[Continue to Full Article](#)

North Carolina Insurance Risk Pool Halves Surcharge

In an effort to soften the blow of a surcharge tacked onto insurance policies for North Carolina truckers, officials with the state's insurance risk pool have cut in half the surcharge that will plug a \$96 million shortfall in the agency's balance sheet.

The North Carolina Reinsurance Facility's 7.83% surcharge, to go into effect on Oct. 1, will be assessed on new and renewal commercial vehicle policies likely for the next two years. Prior to the reduction the surcharge was 14.63%.

The surcharge applies only to commercial liability coverages including bodily injury liability, property damage liability, medical payments, uninsured motorists and underinsured motorists coverage premiums. It will be assessed on North Carolina motor carriers, motor coach operators, taxi owners, logging truck operators, dump truck operators and others.

The surcharge has been imposed to recoup the facility's losses that have been building over the past four years, in part due to its charging rates too low for uninsurable truckers and in some cases even insuring ineligible motor carriers. The surcharge will not be applied to a motor carrier's policy for collision or comprehensive coverage, according to facility officials.

The last surcharge issued by the risk pool was in the mid-1980s and lasted more than three years, according to the North Carolina Trucking Association.

"We worked with the Reinsurance Facility and they agreed with us that the previous surcharge percentage would be very difficult for businesses to pay since they had not budgeted for the increase," said Crystal Collins, president of the NCTA.

The shortfall has been gradually building in the past few years, "lurking in the background" creating "significant angst" concerning the facility's financial status, according to the risk pool's 2017 report.

"The confluence of countrywide deterioration in private passenger auto and commercial auto experience due to distracted drivers, impaired drivers, repair cost inflation, more miles driven and, unique to North Carolina, policyholders that have found ways to pretend to be residents of the state has taken a toll on our financial position," the report said. "While we are not where we would like to be, there is a mechanism in place to address the recent poor experience, and those actions have been initiated and will take some time to recover fully the operating losses of recent years."

~Transport Topics
[Continue to Full article](#)



Bond Commission approves toll study

HARTFORD — The State Bond Commission on Wednesday moved Connecticut a step closer to electronic tolls on state highways and four lane routes.

The commission authorized a \$10 million study to look at tolling, per mile prices, which roads should be tolled and how much money could be made.

The state estimates tolling highways such as I-84, I-95, I-91, the Merritt Parkway and Rt. 8 could bring in as much as \$1 billion a year.

"The undeniable truth is that our Special Transportation Fund needs a new, reliable revenue source," said Gov. Dannel P. Malloy, who ordered the study.

"While Connecticut made important adjustments to the STF in recent years, those fixes only addressed our immediate, short-term concerns," Malloy said.

"In order to ensure our bridges don't collapse or close due to unsafe conditions, and to ensure that our highways remain open and operational, we need to explore additional revenue options," Malloy said.

Republicans opposed the toll study, saying the move goes around the legislature, and tolls represent a new tax in an already overtaxed state.

A similar study was considered during the recently completed legislative session, and moved out of several committees, but was not put before the Senate or House for a vote.

"What we have heard from the people of Connecticut is that they don't see a need to have a \$10 million study," said state Rep. Chris Davis, R-Ellington, who voted against the study.

~CT Post

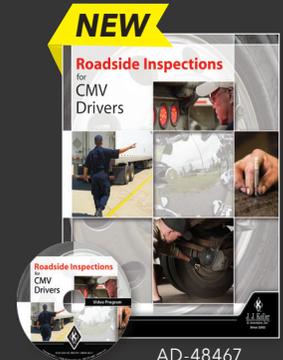
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Member Cancellations as of July 2018

Name of Company	Class	Dues
Blue Tree Systems	Allied	\$350.00
Bose Corporation	Allied	\$350.00
DAB Transport	Allied	\$350.00
JMN Transportation	For Hire	\$1661.00
KC Industries	For Hire	\$ 350.00
Manneco Inc.	Allied	\$350.00
Meritor Inc.	Allied	\$350.00
Outwest Express LLC	Allied	\$1997.00
Prestige Trucking	For Hire	\$484.00
Riverrun LLC	For Hire	\$350.00
Steco LLC	Allied	\$1370.00
Transwest Trailers	Allied	\$350.00
Verizon Connect Inc.	Allied	\$ 350.00
Woods Super Market Inc.	Private	\$350.00

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Court issues injunction to force EPA to enforce glider kit emissions regs

Reversing a decision made less than two weeks ago by the Environmental Protection Agency, a federal court on Wednesday ruled to temporarily block a July 6 decision by the EPA to not enforce Obama-era emissions standards placed on glider kit trucks. The court's temporary injunction against the EPA's move means that glider kit builders will be capped at making and selling just 300 trucks annually until the court lifts its injunction or the EPA finalizes a rule to repeal emissions regs on glider kits.

A three-judge panel for the U.S. Court of Appeals in the D.C. Circuit ruled 2-1 in favor of a motion filed by a coalition of environmental activists groups, who sued the EPA over its July 6 announcement that it would not enforce the 300-truck cap put in place in 2016 by the EPA under President Obama.

The EPA's policy change was a major win for glider kit makers, like Fitzgerald Glider Kits, who have fought the emissions regulations in recent years. However, a lawsuit filed by the Sierra Club, the Environmental Defense Fund and the Center for Biological Diversity challenged the policy change. The D.C. Appellate Court on Wednesday sided with the environmental groups, saying it would put a stay on the EPA's enforcement discretion "pending further order of the court."

EPA is working on a rule to rescind the Obama-era regulations and permanently remove the 300-truck cap, but the rule has been slow to come to fruition. The EPA proposed the rule in August of last year, but the regulations took effect January 1 of this year, meaning glider kit makers were left to comply with the 300-truck cap. The EPA's July 6 decision to not enforce that cap was meant to give the EPA more time to finalize the rule and, in the meantime, allow glider kit makers to produce and sell as many gliders as they sold in 2017.

Glider kits are new truck bodies and chassis that are equipped with older, remanufactured engines and transmissions. They had seen strong growth in sales since 2008, given their lack of modern emissions systems. The EPA sought to stymie that growth with its 2016 Phase 2 rule, claiming that gliders produced an outsized share of emissions of greenhouse gases and particulate matter relative to their share of total truck sales each year.

~Commercial Carrier Journal

ATA Aims to Strengthen Trucking Cybersecurity with Alliance

The American Trucking Associations has joined the Automotive Information Sharing and Analysis Center, a global community that shares information about cybersecurity risks facing connected vehicles.

ATA wanted to improve its efforts to develop and promote best practices in cybersecurity to better prepare the trucking industry as vehicles become increasingly connected. The strategic alliance with Auto-ISAC provides additional support and resources to ATA's existing Fleet CyWatch program through added cybercrime analysis capabilities and response guidance for member fleets.

CyWatch is a member-led program for fleets to report cybercrimes, receive analytic support, and incorporate latest developments on cybersecurity industry issues, alerts, best practices, and national security awareness.

"As digital technology advances and the world grows increasingly connected, it is critically important that we unite America's passenger and commercial vehicle expertise to combat emerging threats and safeguard key transportation modes," said Chris Spear, president and CEO of ATA. "This relationship with Auto-ISAC puts us at the cutting edge and, along with ATA's Fleet CyWatch program, will strengthen trucking's security posture in the evolving global marketplace."

In addition to CyWatch, ATA's Technology and Maintenance Council recently held its inaugural Fleet Data Management and Cybersecurity Conference where TMC unveiled its new Cybersecurity Issues Taskforce. Chaired by Mark Zachos of DG Technologies, the taskforce will ballot the first of several cybersecurity recommended practices to be released later this summer.

"Security is a process. There's working on awareness, the sharing of information, and conducting penetration testing to find where a company might be vulnerable," said Zachos. "There is a lot of work to do."

~Heavy Duty Trucking



Solar Power Moves From Roofs to Semi-Trucks and Trailers

Solar power technology is moving from the roofs of homes to the tops of semi-truck and trailer combinations.

The North American Council for Freight Efficiency believes solar panels mounted on tractor trailers can generate enough electricity to help power heating and air conditioning systems, liftgate operation, refrigeration and telematics systems.

The technology is less useful for generating fuel savings, according to Mike Roeth, executive director of the North American Council for Freight Efficiency. The council presented its findings on solar panels and trucks in a webinar Wednesday.

Fuel efficiency is an important issue for the trucking industry. With the average Class 8 truck getting just 6.4 mpg and traveling about 100,000 miles per year, any improvement in fuel efficiency could potentially save thousands of dollars each year.

Solar only saved about \$200 per year, according to the NACFE report, which drew its conclusions, in part, from research and interviews with fleets that use solar.

Adding solar panels to trucks and trailers has become more feasible as the cost of technology has declined.

“The usual reaction is, ‘What do you mean?’ There’s not enough space,” for the panels, Roeth said.

But the technology is starting to roll out.

In one test, a solar-powered cooling system developed by eNow, a Warwick, R.I., builder of solar panels could cut harmful diesel emissions on a refrigerated truck trailer by almost 100 percent. It builds power systems for big-rig air conditioning, lift gates for straight and semi-truck trailers, safety lighting for emergency vehicles and telematics systems that require an energy source to ensure batteries are always charged.

Using the sun to top off or maintain the charge on a truck’s battery HVAC system means the truck doesn’t have to run the engine or plug in because its battery life is extended through solar charging.

With drivers incorporating more appliances, such as televisions, refrigerators and coffee makers, into their cabs, solar can also augment the battery life supporting these sorts of hotel loads for longer periods of time.

~Trucks.com
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Fleets using artificial intelligence to accelerate safety, efficiency

“Artificial intelligence” (AI) may evoke fears of robots writing their own software code and not taking orders from humans.

The real AI, at least in present form, is delivering results in the business world. Technology companies are using powerful computers and advanced statistical models to accelerate their product development. Most are not calling these efforts AI but rather machine learning.

As a form of AI, machine learning is making it possible to quickly find relevant patterns in data captured by Internet of Things (IoT) devices and sensors, explains Adam Kahn, vice president of fleets for Netradyne, which has a vision-based fleet safety system called Driveri (“driver eye”).

Ten years ago, fleet safety managers had to interpret critical events reported from telematics systems, Kahn says. A “hard brake” event, for instance, may not be a result of distracted or aggressive driving. The driver might have hit the brakes to avoid a car that suddenly him cut off in traffic.

Video-based safety systems give fleets context for hard braking and other safety-critical events. With machine learning, these systems have advanced to bring automation to the review process of video and data by identifying complex patterns of risk.

New developments are giving drivers visual and audible tones and feedback to deter risky behaviors like fatigue and distraction. This direct-to-driver coaching model is helping to eliminate the need for managers to schedule face-to-face training meetings with drivers. Other applications that use AI are able to instantly solve other difficult transportation problems beyond the realm of safety.

Moving to the edge

The foundation of machine learning and artificial intelligence is precision of data and accuracy of statistical learning models, Kahn says.

Data precision comes from vehicle and engine electronics, cameras, sensors and IoT devices in vehicles. With precision, technology suppliers are able to apply machine learning models to accurately identify relevant patterns.

The patterns are detected by algorithms uploaded to servers in the cloud and to “edge” computing devices with the processing power to support advanced mobile applications.

Some edge devices use teraflop processors similar to those in the Xbox gaming system. The processing power enables computer vision to detect complex patterns of risk from high-definition video, Kahn says.

~Commercial Carriers Journal
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**CITIZEN
DRIVER**
Honorees

It's time again to honor the professional drivers who earn respect for the trucking industry through good citizenship, safety, community involvement and leadership by naming our Citizen Driver honorees. This year, we are proud to recognize Roland Bolduc, Ingrid Brown, Danny and Cindy George, and Carol Nixon. Our company is honored to be placing each of their names on a TA or Petro location of their choice. Join us in extending a heartfelt congratulations to our honorees as we celebrate the class and character of professional drivers.

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TA and Petro Announce Citizen Driver Award Honorees

May 8, 2018
WESTLAKE, Ohio

The year before **Roland Bolduc** was born, his father purchased Kay's Trucking, and the family's trucking business began. As he grew, Roland spent summers washing trucks and learning how to drive a tractor trailer. After high school, he worked for his family's business for a while before moving to a food service company, where he honed his skills driving a complicated route to Manhattan, the Bronx and Harlem. In 1993 Roland started working with FedEx, where he has been ever since.

Roland loves trucking and is proud to be a part of the trucking industry. His attitude, knowledge, skill, experience, image, gregariousness, generosity, kindness and willingness to go the extra mile have earned the respect of all who know him or know of him. He is an amazing role model and will go out of his way to help others gain his same successes. He is humble, with a strong work ethic and a drive to succeed that make him the perfect example of a professional driver.

Ingrid Brown was born into her family's large road construction company and it didn't take long to see that it was the perfect fit for her. She loved being around and operating the heavy machinery. When her dad bought her a truck for her 18th birthday, it was the perfect start to her career!

From the very beginning, Ingrid has worked hard to make her mark in the male-dominated trucking industry. And as an independent owner-operator and sole proprietor of her own company, Rollin' B LLC, she has hauled everything from produce to livestock, and proven she can handle anything that comes her way with amazing knowledge and skill. Her dedication, tenacity and professionalism have earned her the respect and admiration from her peers,

both male and female. She is fiercely loyal to the trucking industry, proud to be a part of it and continually giving back to it.

While she's known as "Half Pint" to her fellow drivers because of her 5'2" stature, Ingrid's contributions to the community and trucking industry are anything but small. In addition to driving our 48 contiguous states on a regular basis, she spends countless hours enthusiastically working with charities and trucking groups.

Danny and Cindy George both come from trucking families, though the thought of making it their own career wasn't an initial plan for either of them. Cindy's mind changed in fourth grade when a classmate told her about the glorious summer he had trucking the country with his dad. So at 16, she got her Class A license to drive the trucks on her family's farm. In college, she spent breaks at her dad's cousin's company, Texas Intermountain Transportation (TIMT), working her way up to a local driver position. She also met Danny there.

Danny spent his childhood listening to stories of the road from his father and grandfather, but following in their footsteps never crossed his mind. He worked construction while occasionally taking classes at the University of Colorado, and then later decided he needed a change of pace. Danny took a short truck driving course, and a month later landed his first over-the-road driving job with TIMT, where he met Cindy. They decided the best way to get to know each other better was to hit the road together.

And hit the road they did! Living together in a box the size of a walk-in closet for 28 years takes a lot of work, but Danny and Cindy make it work beautifully. While one

drives, the other sleeps. They're best friends and grow closer together each year. It also helps that they like to travel together, and they take advantage of their breaks by traveling the world. So far, they've been to over thirty countries, and all seven continents!

Carol Nixon has always preferred jobs that are more physical over those that are not. And being in a family that ran logging trucks, it was only natural that she entered the same field. She got her first trucking job just after she turned 21, delivering groceries in northeastern Washington. From there she added to her resume by working with produce, pulling construction belly dump trucks and working for FedEx.

In 2012, she landed at her current position with Walmart Private Fleet, which she loves, and they love her back. It would be hard for anyone NOT to love Carol. With her ever-present wide smile and upbeat positive attitude, she is a true inspiration. She loves meeting new people and has touched many lives with her caring and compassion. If there is someone that could use some help, Carol doesn't hesitate to say "yes."

Her most profound act of kindness began in 2015 when she met a fellow Walmart driver named Deb Pollard at the Women in Trucking conference. When Deb shared that her husband Craig was on dialysis and needed a kidney transplant, Carol volunteered one of hers, even though she'd never met him. Both surgeries were a success and in November of 2016, Craig Pollard had a working kidney and no further need for dialysis. As for Carol, her greatest reward was being able to save another person's life, and she says if it were possible, she'd do it again!