



New Members

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*Welcome
New Members!*



This year as we celebrate the 24th Anniversary of the Sitton-Babcock PAC Golf Tournament, I hope you will consider attending as one of our sponsors and help us make this the largest golf tournament that MoTA has ever had. If you can't participate as a sponsor, I hope you will consider joining us on the course.

The Golf Tournament will be held at Old Kinderhook in Camden-ton, Missouri on Tuesday, June 28, 2016. Registration begins at 11:00 a.m. with lunch at 11:45 and shotgun start at 1:00 p.m.

[Click here](#) for registration / sponsorship form and a list of sponsorship opportunities. Unlike other MoTA events, sponsorships are not limited to MoTA members but we hope that you will be the first in line to support the tournament.



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Member Cancellations June 2016 Mid-Month

Name of Company	Class	Dues
Greensfelder, Hemker & Gale	Allied	\$350
Chesterfield Valley Power Sports	Private	\$175
Dade Farms	For Hire	\$350
Occupational Medicine Center	Allied	\$350
Freight Transportation Service Inc.	Private	\$960
Mid America Sleep Services, LLC	Allied	\$350
Roll On Transportation Inc.	For Hire	\$900
AG-Transit Inc.	For Hire	\$350



FMCSA Unveils Sleeper Berth Flexibility Pilot Study Plan

On June 8, 2016, FMCSA hosted a conference call to discuss the details of their long awaited plan to study whether adding more flexibility to the sleeper berth rules would improve driver rest and alertness. The study, being conducted by Washington State University and the Virginia Tech Transportation Institute, will allow approximately 240 drivers to split their off-duty sleeper berth time into two segments – of at least 3 hours, totaling at least 10 hours – which will not count toward the 14-hour driving window. Drivers will be observed for 90 days and will have their sleep patterns, fatigue levels, roadside violations and safety critical events monitored daily via video event recorders. When the study is complete, researchers will analyze the data to determine if allowing drivers the flexibility to choose when the best time to rest is, e.g. when they're tired, when traffic congestion is greatest, etc., improves driver safety. FMCSA and its study partners are currently developing the recruitment website as well as the necessary technological components. Data collection is expected to begin in 2017 and is expected to conclude in early 2018. Study results may inform future beneficial changes to the sleeper berth provision of the Hours of Service rules. [More details are available on the FMCSA website.](#) ▲

~ ATA Dispatch ~

PHMSA Finalizes Technical Changes to Hazardous Materials Regulations

On June 2, the Pipeline & Hazardous Materials Safety Administration finalized a rule making miscellaneous technical and non-controversial amendments to the [Hazardous Materials Regulations](#). ATA largely supported the amendments, but opposed PHMSA's proposal to expand a ban on placing certain hazardous materials packages in the same container with certain other materials to commercial motor vehicles. In other words, such materials would be prohibited within the same vehicle or trailer, even if packaged separately. This provision would have created logistical challenges and imposed significant costs on motor carriers, even though PHMSA had already determined that the current packaging requirements for these materials effectively mitigate the potential risks of comingling. ATA is pleased that, in response to ATA and other industry stakeholder concerns, PHMSA has removed this proposal from the final rule. ▲

~ ATA Dispatch ~

FMCSA Requires CMV Passengers to Buckle Up

The Federal Motor Carrier Safety Administration finalized a rule requiring all occupants of a commercial motor vehicles, including passengers, to wear seat belts when operating on public roads in interstate commerce. Previously, FMCSA's safety regulations only required drivers to use their seat belts. Under the finalized rule, drivers and motor carriers will now be responsible for ensuring that every passenger in a property-carrying CMV utilizes their seat belt, if one is installed. Drivers and carriers will be subject to CSA violation points and potentially civil penalties for violations of the passenger seat belt requirement. The final rule, which can be [found here](#) takes effect August 8, 2016. ▲

~ ATA Dispatch ~

Final Rule on Drug-Alcohol Database Advanced

The Federal Motor Carrier Safety Administration forwarded its final rule that would establish a national database of truck drivers who have failed or refused to take drug and alcohol tests.

The advancement, to the White House Office of Management and Budget, marks the final step in the approval process.

The proposed drug and alcohol clearinghouse rule, published in February 2014, would require motor carriers and other medical personnel to "report verified positive, adulterated and substituted drug test results, positive alcohol test results, test refusals, negative return-to-duty test results and information on follow-up testing."

The proposed rule also called for employers to search the clearinghouse for positive drug and alcohol test results and refusals to test annually for current employees and as a part of the pre-employment process for prospective employees. ▲

~Transport Topics~



ATRI Seeks Fleet Manager Input on Fuel Economy and Fuel Usage

The American Transportation Research Institute, in conjunction with the University of Michigan Transportation Research Institute and ExxonMobil, has launched an online survey seeking fleet manager input on fuel economy and fuel usage. The survey will be investigating current and future approaches to improving fuel economy in heavy-duty truck fleets. Additionally, fleet managers' views on the advantages and disadvantages of alternative fuels will be examined. The findings will help provide a better understanding of the benefits and drawbacks associated with various fuels and fuel-saving technologies in heavy-duty fleets. Fleet managers throughout the industry are encouraged to take a few minutes to complete the survey. The confidential online survey is available until July 1, 2016 and can be assessed [here](#).

~ ATA Dispatch ~

White House Begins Review of Final Rule on Truck Fuel Efficiency Standards

EPA and NHTSA submitted its joint final rule on greenhouse-gas emissions and fuel efficiency for trucks, engines, and trailers to the Office of Management and Budget for regulatory review on June 3. The mammoth Proposed Phase 2 Rule and supporting documents, unveiled last June, establishes separate truck and engine emission and fuel efficiency milestones in years 2021, 2024, and 2027, as well as first-ever national standards for new trailers in 2018, 2021, 2024, and 2027. In rolling out the proposed rule, EPA and NHTSA predicted the new standards would cut fuel use and carbon emissions for a truck tractor/engine combination by up to 24 percent compared to a 2018 baseline vehicle. Likewise, 53-foot trailers are expected to reduce fuel use and greenhouse gas emissions by an additional 8 percent by 2027 compared to a 2017 standardized trailer. The agencies received more than 224,000 comments on the proposal. A final rule may be released as early as mid-August. ▲

~ ATA Dispatch ~

Government Freight Conference Seeks Examples of Difficulties Entering Military Installations

The ATA Government Freight Conference is inviting all carriers making deliveries or pickups at military installations to report their difficulties when drivers experience particularly long waits, experience offbeat security requirements – e.g. requiring a Social Security Card, untethering a trailer loaded with ammunition at the security gate, etc. – and the logistical difficulties this produced. Some waits have been so long that drivers have run out of service hours and replacements had to be arranged. A list of examples will help Congress get the picture of flawed security processes waiting at gates and help support pending legislation get passed into law. ▲

~ ATA Dispatch ~

California Releases Draft Air Quality Plan

In mid-May, 2016, the California Air Resources Board released its Proposed 2016 State Implementation Plan which outlines the measures the state will pursue to meet federal air quality standards. The plan identifies \$62 billion in overall in-state compliance costs. For trucking companies, the plan calls for more stringent emissions standards for new and in-use trucks, the use of zero-emissions delivery trucks and forklifts, limits on the stationary operation of truck/trailer refrigeration units, and increasing use of bio- and renewable diesel. In addition, a lower emissions standard for new trucks nationwide is recommended. Quantified compliance costs for trucking companies are nearly \$13 billion. Comments are being accepted through July 1, 2016. ATA is encouraging its members to review the technology and cost aspects of the plan and comment where appropriate. To assist in understanding this CARB plan, ATA has prepared a summary which describes the Measures Impacting Trucking Companies. ▲

~ State Laws Newsletter ~

Petition Filed With EPA Seeks Unprecedented National NOx Engine Emission Reductions from Trucks

California's South Coast Air Quality Management District, along with nine state and local air agencies nationwide, filed a petition with EPA on June 3, 2016 seeking a new, ultra-low nitrogen oxide emission standard for new on-road truck engines. SCAQMD is comprised of Orange County and parts of Los Angeles, San Bernardino, and Riverside Counties -- all areas designated as being in "Extreme Non-Attainment" with EPA's 2008 8-hour ozone standard. Ozone forms when NOx and volatile organic compounds interact in the presence of sunlight. The SCAQMD petition requests EPA to significantly lower the current 2010 NOx engine emission standard by 90 percent, propose an ultra-low NOx standard by July 2017, adopt a final rule by December 2017, and require ultra-low NOx truck engines to meet new standard by January 2022. If a new standard is not feasible for certain classes of vehicles or vocations, the petition also seeks to establish an intermediate NOx emissions standard by January 2022 with full implementation of a new ultra-low NOx standard no later than January 2024. ATA does not support SCAQMD's petition at this time given the unknown feasibility of achieving an ultra-low NOx standard across all trucking types and applications; the likely adverse effect such standard will have on greenhouse gas reductions and fuel savings; and the timing of NOx reductions with manufacturer milestones and efficiency targets under the EPA/NHTSA Phase 2 Truck Greenhouse Gas and Fuel Efficiency Standards expected to be finalized in August. A copy of the Petition can be [viewed here](#). ▲

~ ATA Dispatch ~