



- ▶ INDUSTRY NEWS.....PG. 2-3
- ▶ GOVERNMENT & REGULATORY NEWS.....PG. 4
- ▶ AROUND THE STATES & PROVINCES.....PG. 6
- ▶ SAFETY NEWS.....PG. 7-8
- ▶ TECH & MAINTENANCE.....PG. 9
- ▶ DID YOU KNOW?.....PG. 10



**TRUCKING**  
Moves America Forward

A Powerful Voice • Member Driven • Best In Class

# MISSOURI Memo

MISSOURI TRUCKING ASSOCIATION

March 2021 • NO. 3

THIS ISSUE SPONSORED BY:



## SAVE THE DATES

### COSS Meeting

April 15th  
10:00 - 12:00

### NATMI Course

May 4th - 5th  
8:00 - 5:00

### COSS Meeting

May 20th  
10:00 - 12:00

### Memorial Day

May 31st  
MoTA Office Closed

### Golf Tournament

June 28th  
The Club at Porto Cima

## WELCOME NEW MEMBERS

### AMWINS

Bryan Touchstone  
909 East Republic Rd.  
Suite E200  
Springfield, MO 65714  
(417) 351-2004

## The President's Message:

Thank you to everyone who supported or attended our Safety Awards Luncheon on April 1, 2021. It was good to have an actual in-person event and to be able to celebrate the best of the best in Missouri relating to highway safety. Congratulations to Sid Naramore and his wife Laura as our Missouri Trucking Association 2020 Driver of the Year. Congratulations also to all of the Fleet Safety Awards winners, Driver of the Month Award winners, Zero Accident Awards winners and the runners up. It was good to see everyone and to be able to celebrate in person with you once again!

~Tom Crawford, MoTA President & CEO



## ATRI ISSUES CALL FOR MOTOR CARRIERS TO PARTICIPATE IN INSURANCE COSTS DATA COLLECTION

FOR IMMEDIATE RELEASE  
Contact: Dan Murray  
(651) 641-6162  
March 23, 2021

Arlington, Virginia – The American Transportation Research Institute today launched a new data collection initiative to better understand the rising costs of trucking insurance and how those costs are ultimately impacting the industry’s overall operational costs. This research was identified by ATRI’s Research Advisory Committee as a top research priority in 2020.

Motor carriers are asked to provide data through an online data collection form that will quantify changes in deductibles, excess insurance over minimum requirements, and how drivers and fleets are balancing insurance costs against rising risk levels. The research will be complementary to ATRI’s annual Operational Costs of Trucking, but will provide more granular detail on one of the most volatile cost centers in the annual analysis.

“ATRI’s industry data collection initiatives are critical to understanding industry operations based on real-world data, and this latest effort to benchmark insurance cost trends will provide important insight into a carrier’s management of total cost of risk,” said Randy Guillot, Triple G Express President.

All submitted data will be kept strictly confidential and aggregated. As needed, ATRI will sign a confidentiality agreement.

The data collection form is available [online](#) and carriers are asked to provide data by Friday, April 23, 2021.

*ATRI is the trucking industry’s 501c3 not-for-profit research organization. It is engaged in critical research relating to freight transportation’s essential role in maintaining a safe, secure and efficient transportation system.*

## BIDEN’S INFRASTRUCTURE PLAN TO TOTAL \$2.25 TRILLION, INCLUDE CORPORATE TAX HIKES

President Joe Biden announced a \$2.25 trillion climate change-centric infrastructure plan meant to repair the country’s roads and bridges, and guarantee nationwide access to broadband internet and safe drinking water.

On March 31 in Pittsburgh, the president debuted his “American Jobs Plan” proposal, an aspect of the “Build Back Better” framework he previewed as a presidential candidate.

“The American Jobs Plan would build new rail corridors and transit lines, easing congestion, cutting pollution, slashing commute times, and open up investment in communities,” Biden said. “The American Jobs Plan will lead to a transformational progress in order to tackle climate change.”

“We have to move now because I’m convinced that if we act now, in 50 years people are going to look back and say this was the moment that America won the future,” Biden said.

Freight connectivity, severe weather resilience across mobility networks and vast access to electric vehicles are key elements of the plan, which already has backing among Democrats on Capitol Hill but faces slim hopes for bipartisanship from Republicans who balk at the price tag.

Overall, the president proposes \$115 billion for highways, roads and bridges, \$85 billion for transit, \$80 billion for Amtrak, \$25 billion for airports and \$17 billion for inland ports. Biden also is proposing \$50 billion for infrastructure climate resilience and \$35 billion for climate science programs, investments meant to help structures withstand the impacts of severe weather. Another \$100 billion will target expanding high-speed broadband, while \$100 billion more will go toward modernizing the electric grid.

On freight, Biden said he wants to enhance grant and loan programs designed to amplify passenger and freight rail connectivity, efficiency and electrification.

Specific to electric vehicles, the plan dedicates \$174 billion to grow market presence.

Read the full article [here](#).



## ATA FORMS LAW ENFORCEMENT ADVISORY BOARD



ATA's Law Enforcement Advisory Board is comprised of ATA members who have previous experience in federal, state and local law enforcement, as well as current and retired law enforcement officials.  
Photo: CVSA

The American Trucking Associations has formed a new advisory board to advise the association on ways to grow and strengthen relationships between the trucking industry and law enforcement organizations across the country.

The new Law Enforcement Advisory Board is comprised of ATA members who have previous experience in federal, state and local law enforcement, as well as current and retired law enforcement officials who have contributed positively to the partnership between both groups.

“No two groups have a stronger and more consistent presence on our nation’s highways than law enforcement officers and American truckers,” said ATA President and Chief Executive Officer Chris Spear in a press release. “Therein lies a strategic opportunity for greater collaboration, increased communication and new bonds.”

The 22-member board will convene bimonthly to provide recommendations on priority issues. During its inaugural meeting earlier this month, the board identified primary issues it will focus on in the coming weeks and months, including combatting human trafficking; increasing truck parking capacity and ensuring driver safety at rest stops; commercial motor vehicle safety and security; and enhancing access to training for drivers and company safety personnel.

Read the full article [here](#).

## HOUSE REPS INTRODUCE BILL TO ADDRESS TRUCK PARKING SHORTAGE

The lack of safe parking has been an issue for commercial truck drivers for years, interfering with their ability to take necessary rest periods to avoid fatigue and practice proper safety habits. To combat this, House Representatives Mike Bost (R-Ill.) and Angie Craig (D-Minn.) have [introduced the Truck Parking Safety Improvement Act](#) with the goal to establish a set-aside source of funds from existing U.S. Department of Transportation (DOT) funding to create safe parking spots.

The funding could be used for the construction of new truck parking facilities, expansion of truck parking at existing rest areas, conversion of space at existing weigh stations, or any other innovative solution that increases capacity, explained [The Owner-Operator Independent Drivers Association](#) (OOIDA). Funding would be awarded on a competitive basis and applicants would be required to submit detailed proposals to the DOT.

“The severe shortage of safe parking presents truckers with an untenable dilemma: either keep driving when they are fatigued and possibly in violation of their federal hours-of-service requirement—or park in unsafe, sometimes illegal locations, such as a roadside shoulder,” said [American Trucking Associations](#) (ATA) President and CEO Chris Spear. “The health and well-being of our drivers, the safety of the motoring public, and the sustainability of our supply chain all depend on Congress addressing this issue with adequate funding in a surface transportation bill.”

In 2012, Congress passed Jason’s Law in honor of Jason Rivenburg, a truck driver in South Carolina who couldn’t find safe parking and settled on an abandoned gas station, where he was shot dead for \$7. With the help of Rivenburg’s wife, Hope, along with other family members, friends, and representatives from the trucking industry, national attention has been brought to the issue.

Jason’s Law, [a study released in 2015](#) from the Federal Highway Administration (FHWA), determined that “most states reported having truck parking shortages occurring at all times of the day on every day of the week.”

Read the full article [here](#).



## GETTING READY FOR ELDT

Are you preparing for February 7, 2022?

Beginning February 7, 2022, CDL applicants will be required to select a training provider listed on this website to complete required entry-level driver training. Only training providers who have registered with FMCSA will appear on this list. When registering, training providers will be required to self-certify that they meet all the Federal requirements in the entry-level driver training (ELDT) regulations, as well as any applicable State requirements.

Review the requirements summarized [here](#) and consider what steps you could take today to get ready for registration.

## FROM ELD AND HOS VIOLATION TRENDS TO SELF-DRIVING TRUCKS' JOB DISPLACEMENT, 6 TAKEAWAYS FROM FMCSA'S ART FORUM

The Federal Motor Carrier Safety Administration (FMCSA) on Wednesday presented its 20th annual Analysis, Research, and Technology Forum, with a wide-range of speakers from the agency presenting on topics from truck crash and fatality statistics, to trends in enforcement and inspections, emerging technologies like autonomous and electric vehicles, and more.

The forum, held in a virtual format and broadcast live via Microsoft Teams, also featured a brief address from the agency's Acting Administrator, Meera Joshi, who will hold the role until President Joe Biden nominates and the Senate confirms a new administrator.

Here are six quick takeaways from FMCSA's ART forum:

### **Remote/offsite safety audits of motor carriers are here to stay.**

CCJ documented the surge in offsite/remote safety audits and compliance reviews over the past year. That trend is here to stay, said Joe DeLorenzo, FMCSA head of enforcement.

The agency so far has "felt good about how [offsite audits] worked and how the agency was able to transition" quickly to those remote audits, he said.

Read the full article [here](#).

## REMINDERS ABOUT THE WAIVERS STILL IN PLACE

1. <https://www.fmcsa.dot.gov/emergency/expansion-and-extension-modified-emergency-declaration-no-2020-002-under-49-cfr-ss-0>

2. Missouri DOR Response to FMCSA Waiver  
On February 16, 2021, FMCSA issued another "Waiver in Response to the COVID-19 National Emergency – For States, CDL Holders, CLP Holders, and Interstate Drivers Operating Commercial Motor Vehicles" which is linked below. In response to the waiver, Missouri Department of Revenue is NOT implementing any provisions related to CDL or CLP validity. However, they have approved the allowance of the medical examiner's certificate (MEC) waiver provisions for the May deadline. Drivers with an original MEC expiring on or after December 1, 2020 will have until May 31, 2021 to submit an updated MEC, or change their certification status as applicable.

Previously extended drivers, with MEC expiration dates in September, October and November, have NOT been granted an additional waiver. Drivers in this group, who fail to submit an updated MEC to the DOR prior to February 28, 2021, will be marked as not certified and sent notice of pending downgrade action.

<https://www.fmcsa.dot.gov/emergency/waiver-response-covid-19-national-emergency-states-cdl-holders-clp-holders-and-2>

Stay on top of the **FMCSA's NEW** hours-of-service rule changes!

**NEW**  
J. J. Keller's NEW **Hours of Service Training** outlines the latest FMCSA rule changes to help your drivers stay safe, productive and compliant.

Developed by the nation's leading transportation experts, this ready-to-use program covers:

- 30-minute breaks (\$395.3(a)(3))
- 100 air-mile exception (\$395.1(e)(1))
- Split-sleeper provision (\$395.1(g)(1))
- Adverse conditions (\$395.1(b)(1))
- And more!

This convenient **USB program** combines engaging video with expertise from industry professionals at all levels. It includes:

- (1) Closed-Captioned Video
- (1) Trainer Guide
- (1) Trainer Tools USB
- (1) Awareness Poster
- (11) Driver Handbooks (10 English; 1 Spanish)

**SAVE 15%** when ordering from your state trucking association



Please call MOTA at 573-634-3388 or email [Kaitlynn@motrucking.org](mailto:Kaitlynn@motrucking.org) for your member discounted pricing.

Order must be placed with your state trucking association for discount to apply. Many other items are available to members at a discount rate. Call your STA for more information.

# Find, Recruit, Retain, and Train Drivers

Kelly Anderson Group offers services to help the transportation industry with its biggest issues.



## About Kelly Anderson Group

Kelly Anderson founded Impact Solutions in January of 1998 after spending 10 years working for CFI in Joplin, MO. His positions included Driver, Driver Trainer, Recruiter, Safety Supervisor, and Safety Manager.

Formally well-known company, Impact Solutions, is celebrating a rebranding to "Kelly Anderson Group". Over the last 23 years, the company has evolved into the following divisions: Impact e-Learning, Impact Recruiting, Impact Retention, Impact Management/Coaching, and Impact Seminars. We have become the go-to resource for fleets seeking growth and profitability.

## GEORGIA TRUCKING ASSOCIATION ACTIVATES CONVOY OF CARE TO HELP VICTIMS OF METRO ATLANTA TORNADO



In this 2017 photo, volunteers with Convoy of Care provide assistance to victims of Hurricane Harvey, a Category 4 hurricane that made landfall in Texas and Louisiana. (Courtesy: Georgia Motor Trucking Association, via Facebook)

ATLANTA — In response to severe weather and tornadoes that ravaged Coweta and Polk counties in Georgia’s Metro Atlanta area March 25-26, The Georgia Motor Trucking Association (GMTA) has activated the Convoy of Care to assist families affected by the destruction.

According to the National Weather Service, the tornado that struck the town of Newnan in Coweta County was rated as an EF4, causing damage “consistent with winds up to 170 mph.”

Through partnerships with local law enforcement, the media, the trucking and logistics industry, and others, Convoy of Care works to provide disaster relief throughout the Southeast. GMTA has been part of Convoy of Care since 2016.

“This (disaster) hit close to home. Oftentimes we’re traveling to a different state, or a different part of this state, but this one is literally in our backyard,” said Emily Crane, GMTA’s vice president of safety and education. “In the Newnan area, which was really hit (hard), there are neighborhoods that are just gone. There are homes gone. The area was just destroyed.”

GMTA is asking for assistance from the trucking and logistics industry, as well as private citizens. In addition to toiletries, nonperishable food and cleaning supplies, yard tools (preferably new) are needed to help area residents and volunteers sift through the debris.

Convoy of Care partners have been on the ground in the storm-stricken areas this week, evaluating how best to meet the needs of the communities.

“That’s when we heard that yard tools were needed,” Crane said, adding that she heard the following story from some responders in Newnan.

“There was a gentleman there, walking in his yard, searching through what was (left of) his house, with one shoe in his hand. They asked, ‘What are you doing?’ and he said, ‘I’m looking for another shoe for my daughter, so she’ll have a pair of matching shoes,’” Crane shared. “That’s an earth-shattering position to be in; searching through what was his home, looking for a shoe so his daughter could wear a pair of shoes.”

To help transport the volume of donations expected, GMTA is requesting the use of forklifts, tractors and trailers, drivers, gaylord boxes (large, industrial-strength cardboard crates) and other supplies.

“Right now, we seem to have most of the driver situation covered, but we never know what the response is going to be until the day of,” Crane said. “Our biggest need right now is forklifts when we go to Newnan, and then our main need is gaylord boxes.”

Anyone wishing to donate the use of trailers, drivers and gaylord boxes this week should email Crane at [emily@gmta.org](mailto:emily@gmta.org).

Contactless drop-off will take place Thursday, April 1, from 10 a.m. to 7 p.m. at the following locations:

- Georgia State Stadium (old Turner Field), 755 Hank Aaron Drive SE, Atlanta; and
- Woodstock First Baptist Church, 11905 State Highway 92, Woodstock (Gunnin Road and Trickum entrance).

To make a monetary donation to the Convoy of Care, click [here](#).

“When disaster strikes, we’re so grateful for the fact that we’re able to rely on the trucking industry to do what they do every day, which is deliver everyday essential items to the people who need them the most,” Crane said. “We all rely on trucks to get us what we need.”



**TRUCKING**   
Moves America Forward

## CVSA'S 2021 OUT-OF-SERVICE CRITERIA NOW IN EFFECT

Greenbelt, Maryland (April 1, 2021) – Starting today, the Commercial Vehicle Safety Alliance's (CVSA) 2021 North American Standard Out-of-Service Criteria are now in effect. Commercial motor vehicle enforcement personnel use the criteria to identify commercial motor vehicle and driver violations that result in the vehicle or driver being placed out of service. The 2021 out-of-service criteria replace and supersede all previous versions.

The voting members of the Alliance approved four changes to the out-of-service criteria, which are now in effect. In accordance with the CVSA Bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 15, 2020, and ratified on Oct. 30, 2020. The out-of-service criteria are updated annually, effective April 1 of each year.

The following changes were made to the out-of-service criteria:

1. Footnote 10 in Part I, Item 9. DRIVER'S RECORD OF DUTY STATUS – U.S. – Footnotes for Driver's Record of Duty Status – U.S. was amended. Also, footnotes 5 through 8 were removed and reserved. However, they were not completely deleted because other documents refer to these footnotes and renumbering them could cause confusion.
2. Language was added to Part I, Item 10. DRIVER'S RECORD OF DUTY STATUS – CANADA, h. No Daily Log (See Footnote 2) and i. False Log (See Footnote 1) for record of duty status.
3. Additional language for record of duty status and a footnote were added to Part I, Item 10. DRIVER'S RECORD OF DUTY STATUS – CANADA – Footnotes for Driver's Record of Duty Status.
4. Language was added to Part II, Item 9. LIGHTING DEVICES (HEADLAMPS, TAIL LAMPS, STOP LAMPS, TURN SIGNALS AND LAMPS/FLAGS ON PROJECTING LOADS) – b. At Any Time – Day or Night (1) on center high-mounted stop lamp(s).

Read the full article [here](#).



## 5 THINGS FLEETS NEED TO KNOW ABOUT THE DRUG & ALCOHOL CLEARINGHOUSE

At the end of 2020, nearly 48,000 drivers had been taken off the road, at least temporarily, because of drug or alcohol violations that are tracked in the Federal Motor Carrier Safety Administration's Drug & Alcohol Clearinghouse.

"The good news is, that's only about 1.5% of CDL drivers, much better than many had expected and good news for the industry," says P. Sean Garney, vice president of Scopelitis Transportation Consulting.

The clearinghouse, which went into effect in January 2020, is an electronic database that tracks commercial driver's license holders who have tested positive for prohibited drug or alcohol use, as well as refusals to take required drug tests, and other drug and alcohol violations. When a driver who has been found to be in violation completes the required return-to-duty process, this information is also recorded in the clearinghouse.

The clearinghouse has long been sought as a way to keep commercial drivers who have violated federal drug and alcohol rules from lying about those results and simply getting a job with another motor carrier.

But the clearinghouse does present some stumbling blocks for motor carriers that aren't on top of their game. Following are five areas worth revisiting.

### **1. Make sure you're registered in the clearinghouse**

As of March 1, 215,670 employers were registered in the clearinghouse – but that means there are still a large number of motor carriers that have not yet registered.

"I've assisted a couple of motor carriers in the last six months that were audited, and one of the violations they got was not being registered," says Jerad Childress, an attorney who specializes in helping fleets with DOT compliance issues. One carrier he worked with had contracted with a third-party clearinghouse assistant to help with compliance. But these third parties don't always actually register the motor carrier.

Read the full article [here](#).

## ROAD SAFETY ART CONTEST



Everyone on our roads has a responsibility to help keep each other safe. The annual FMCSA Road Safety Art Contest invites students to use their creativity to raise awareness of how to stay safe on the road, particularly when driving, biking, or walking around large trucks and buses.

This year, the contest has expanded to include students in grades K-12, with new submission categories including digital art, craft, video, and photography.

The 2021 contest is now open! Submit now through June 4, 2021. Download the [Entry Form](#) today!

### **Contest Awards**

GRAND PRIZE and HONORABLE MENTION winners are awarded in four categories:

- Category 1: Grades K-5
- Category 2: Grades 6-8
- Category 3: Grades 9-10
- Category 4: Grades 11-12

All winners will receive a framed copy of their artwork, and an award certificate. Artwork will also be featured as part of our:

- Winner Announcement Video
- Kid Zone and Teen Zone Webpages
- 2022 Road Safety Art Contest Calendar

### **Contest Background**

The annual contest serves as a collaborative effort between the Our Roads, Our Safety partnership and the Commercial Motor Vehicle Safety Belt partnership to raise safety awareness for the commercial truck and bus industries.

## FMCSA BEGINS LARGE-TRUCK CRASH CAUSAL FACTORS STUDY

Federal trucking regulators are progressing on plans for a \$30 million Large-Truck Crash Causal Factors study intended to gather new critical information and data in an effort to reduce crashes nationwide.

The study, an update to research conducted more than 17 years ago, aims to provide critical insight specifically into how changes in technology, as well as driver behavior, roadway designs and vehicle safety, affect the likelihood of a crash, according to documents used in a recent Federal Motor Carrier Safety Administration presentation.

The research, which is in the very early stages of development, calls for “an evolutionary focus moving from crashworthiness to crash avoidance,” according to Jenny Guarino, an FMCSA statistician.

In a March 10 FMCSA virtual presentation, Guarino said enhancing crash avoidance would be transformative in terms of lives saved. She said it will provide vital data on the role of pre-crash factors like driving behaviors and novel technologies unavailable through other means, and could be used to identify, develop and deploy countermeasures to keep large-truck crashes from occurring. This data could also help understand the role of new automation and fleet technologies, drive potential rulemaking activities, and potentially be reused for additional crash causal factors studies focusing on passenger vehicles.

The study is needed because fatal crashes involving large trucks have steadily increased since 2009, and there is a need to update data and analysis about how changes in technology, vehicle safety, driver behavior and roadway designs impact changes in commercial motor vehicle safety, Guarino said.

“The data will greatly increase our knowledge about causation and related factors sufficient to create countermeasures through legislation, regulation, enforcement and education,” she said.

Read the full article [here](#).



## MAKING DIAGNOSTICS SMARTER

New, powerful technological forces in play are using data to transform truck maintenance and diagnostics.

The two main drivers are artificial intelligence (AI) and machine learning. When combined with vehicle telematics systems and the Internet of Things, these two, relatively new, computing capabilities will soon allow trucks and even components to continually monitor and seek ways to improve their operational health and alert maintenance professionals when a critical failure is imminent.

“For example, a machine learning model can track the trend of battery cranking voltage over a period of time (60-90 days) in relation to other relevant data points such as ambient temperature,” explains Braden Pastalaniec, vice president of sales for transportation and logistics for Uptake. “When a decreasing trend is observed beyond a certain threshold, the fleet operator is alerted to take immediate action on that particular asset.” Uptake provides an artificial intelligence platform that turns the untapped data generated by equipment into actionable insights.

The possibilities of these powerful tools in fleet maintenance operations are obvious: A water pump, for example, that can alert a fleet that it is failing is an incredibly powerful asset. But a water pump that can predict its own imminent demise based on past performance and operational data and can help a fleet manager schedule maintenance two weeks before the failure is likely to occur is a next-level empowerment for fleet maintenance professionals.

“If you examine the history of heavy-duty truck maintenance, you’ll notice that diagnostics have become smarter each year,” says Scott Bolt, vice president, product management, Noregon. “We’ve gone from flash codes to electronic component-based software, to comprehensive aftermarket solutions that simultaneously diagnose all components. Even within that aftermarket software we see improvements each year with the development of technology like guided diagnostics and repair assistance.”

Building on those trends, Bolt says, is an “unprecedented” growth of smarter diagnostics driven by telematics and the internet of things.

Read the full article [here](#).

## MAXIMIZING POWERTRAIN EFFICIENCY STARTS WITH KNOWING

### FLEET NEEDS

Everyone wants to maximize fuel economy but getting there can be a challenge, particularly when it comes to balancing fuel consumption versus power needs.

“It’s important to understand the unique end-user customer objectives at the point of order, such as intended application, the vehicle operating weight, gradeability requirements, expected cruise speed, and probably the most challenging is understanding their bias towards fuel economy versus performance,” said Brent Maurer, Allison Transmission manager of customer integration engineering.

Maurer participated in a 2021 Work Truck Show virtual panel recently alongside Cummins powertrain TCO and consultancy leader Kris Ptasnik and Cummins medium duty on-highway product manager Derek Keisler.

Cummins and Allison have worked together for years tackling powertrain efficiency concerns and they were happy to do so again for the panel’s topic on powertrain optimization.

First up? Know thy powertrain. Maurer recommends consulting the Allison Vocational Model Guide first to get more familiar with your powertrain options.

“Optimizing your powertrain requires a clear understanding of the options available,” he said. “And the Alison Vocational Model Guide provides this.

“The guide contains transmission ratings for input torque, input power in vehicle weight, and list out vehicle controls functions that are available such as PTO drive interfaces, auto neutral auxiliary function, range inhibits, and many more,” Maurer continued.

Cummins PowerSpec, which was released in a web-based version in October, offers some new feature calculators which can guide fleets on spec’ing a powertrain.

Read the full article [here](#).



# DID YOU KNOW?

MISSOURI TRUCKING ASSOCIATION

March 2021 • NO. 3

Nearly **70%** of goods transported in the U.S. are carried by trucks from one state to another. (linchpinseo.com)

"Without the trucks, nothing happens. Everything moves by truck in this country so in order to keep the economy rolling, to keep people being fed, and everything else, the trucks need to move."  
- Chris Schmus, President and CEO of PDL Drivers, Inc. (globalresiliencenorthwestern.edu)

Unemployed Americans In The Trucking Industry  
**587,000** | **1,300,000**  
August 2017 | August 2020  
(CDLLife.com)

Trucking Industry Value  
**\$791.7 Billion**  
(2019)  
(statista.com)

## TRUCKING & COVID-19 CALENDAR

1	WHO declares COVID-19 a global pandemic on <b>March 11, 2020</b> <small>(pubmed.ncbi.nlm.nih.gov)</small>		5	6	7
8	  	Most grocery stores would run out within <b>3 DAYS</b> if truck drivers stopped delivering their goods. <small>(linchpinseo.com)</small>	19	20	21
15	16	17	18	19	20
22	<b>Commercial Driver's License RENEWAL</b>		Due to office closures and delays, companies started checking for commercial driver's license (CDL) renewals <b>4-6 WEEKS</b> earlier than they had before the pandemic. <small>(SCTimes.com)</small>		28
29	30				

A LOOK  AT THE Early Stretch of COVID-19

Due to new restrictions at destination points, some truck drivers could be waiting up to **5-10 HOURS** without a restroom. (wglit.org)

"We all [truckers] just stood there and cried. One guy hadn't been home to see his family in nine weeks. He's scared to go home because of where he has been."  
- John Mulcahey, 40-year truck driver (trucknews.com)

Some freight segments such as clothing, flowers, auto parts, and construction materials were nearly depleted. (RU.org)

New contracts declined **BY 60%-90%**  
(reuters.com)

Empty runs increased **BY 40%**  
(reuters.com)

Produced By 

Source: <https://www.mylittlesalesman.com/news/covid-19-and-the-trucking-industry-with-2020-in-the-rearview-what-are-the-impacts-information-graphic>