



New Members

Brush Creek Trucking LLC

140 Rabbit Run Trail
Linn, MO 65051
Mr. Mike Wibberg
(573) 680-3720

Harsley's Towing Company, Inc.

2228 St Louis Ave.
St. Louis, MO 63166
Mr. Gerald Harsley
(314) 621-8698

Integrated Wind Energy Services

3422 Oakshire Drive
Scott City, MO 63780
Mr. Brent Stacy
(573) 332-7575

Matt Cooper Trucking LLC

616 East Redbud Ave.
St. Louis, MO 63147
Mr. Matt Cooper
(314) 382-4003

President's Message

The end of each legislative session brings a type of cleansing with it. All of those amendments, substitutes and specific language you were pushing or opposing and seemed so important before the end of session, suddenly becomes to some extent irrelevant.

I say to some extent, because seasoned veterans know that whatever gains you've made this session, while you may have lost in the sense that the final outcome wasn't what you were pushing or opposing, you realize that next session the battle and work will begin anew, many times with the starting point of debate picking up where it ended the previous session.

I encourage you to read Ross Nichols' legislative report, as it will give you a sense of the battle that lies ahead for funding our infrastructure in Missouri. In Missouri, we have a different battle than many of our surrounding states. We cannot simply pass a tax increase through the legislature and direct those funds to our infrastructure needs. We are constitutionally prohibited from passing any revenue enhancements in a legislative session beyond about \$100 million. That number is a total per session, not a total for each bill. Anything beyond that MUST go to a public vote.

The funding needs for infrastructure repairs in Missouri are staggering, as they are all across America. It is challenging to lobby for an issue that is going to require new investment and revenue, in a time where much of the public does not want to pay ANY more of their money to government. We recognize those challenges, and will continue to work with other interested groups and individuals who will be attempting to address our infrastructure needs.

As Ross mentions, one of the topics of discussion will be the attempt to put together an initiative petition to place the issue before the voters in November 2014. While it is likely the group putting together the initiative petition would use the template of the 1-cent sales tax as the starting point, it is not required nor is the group limited to using anything the legislature discussed as a starting point. This is the proverbial "golden rule" scenario: whoever has the gold makes the rules. It is imperative to the trucking industry to continue to be engaged in the process of finding a solution for our infrastructure needs.

Stay tuned on this important issue. We will be discussing it and coming to you for guidance and assistance as the process and potential solutions become clearer.

Thank you to all who participated in the 24 Hour Program! We brought some new people to the Capitol this year, and that was very much appreciated. We will again continue to expand this program for 2014, and we are going to be much more aggressive in calling on your help during the interim for your assistance in getting your legislators to tour your facility. This is critical!! We have been preaching it for years, but in the era of term limits, it is vitally important for YOU and your company to develop a relationship with your elected officials. Call us today to get started – or don't be surprised to get a call from us asking for your help in hosting a tour for your legislator!

MissouriMemo

May 2013

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See ad on page 8 . . .



Compliance with HOS Changes Required July 1, 2013

Though the new Hours of Service Rules are being challenged, drivers must comply on schedule, **July 1, 2013**. To help, you can reserve the new Hours of Service training program — and receive an interim solution for your present Hours of Service program.

The solution includes a DVD with new 6-minute bonus video segment to address the changes. 10 driver training supplements will provide your drivers with handy — and up-to-date — Hours of Service guidance.

After the challenge has been resolved, the new DVD will go into production and begin shipping.

Stay compliant, order from MoTA today. **\$350.00** each

Phone: (573) 634-3388 **Fax:** (573) 634-4197

Email: darla@motrucking.org

Mail: Missouri Trucking Association
P O Box 1247
Jefferson City, MO 65102

Member Cancellations May 2013

Name of Company	Class	Dues
Connell Insurance, Inc.	Allied	\$300
Merchants Motor Freight Inc.	For Hire	\$300
Stoughton Trailers LLC	Allied	\$350

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2013 MoTA Drivers of the Month

January	Duane Grimme Prime, Inc. Springfield, Missouri
February	Jack Lovan Walmart Transportation St. James, Missouri
March	John Goosen TCSI-Transland Springfield, Missouri
April	Sid Naramore Buchheit Trucking Service Scott City, Missouri

2013 MoTA Maintenance Technicians of the Month

January	Madison Bledsoe TCSI-Transland Strafford, Missouri
February	Cody Jenkins Central Power Systems & Services Springfield, Missouri
March	Derek Dillon D & D Sexton Carthage, Missouri
April	Jacob Kraft Steelman Transportation Springfield, Missouri

Congratulations to the Drivers of the Month and the Maintenance Technicians of the Month!

If you'd like to nominate one of your drivers or technicians, complete an application today and send it in.



Commercial Driver License (CDL) Changes Medical Certification Requirements

A new Missouri statute passed by the General Assembly in the 2012 session requires all CDL holders to comply with Federal Motor Carrier Safety regulations and provide information about the type of commercial vehicle they drive in or expect to drive in with their CDL. Depending on the type of operation, some drivers will also be required to submit a current medical examiner's certificate to obtain a "certified" medical status as part of their driving record as required by state and federal law (See Section 302.768, RSMo, and 49 CFR Section 383.71).

The state statute passed in 2012 and the federal regulations that the state law incorporates require the Department of Revenue to retain a copy of the medical card, collect information from the card, notify drivers of a license downgrade if they have allowed their medical card to expire, and transmit driver medical card status to other state licensing agencies. More information on the driver's part of this requirement can be found at <http://www.fmcsa.dot.gov/registration-licensing/cdl/faqs.aspx>. Under these laws, the Department will collect CDL medical card information through the license offices.

Beginning June 3, 2013, any person applying for or renewing a CDL must certify to the Department one of the following statements:

1. **Non-excepted interstate (NI).** Operates or expects to operate in interstate commerce, and is subject to and meets the qualification requirements under 49 CFR Part 391, and is required to obtain a medical examiner's certificate by 49 CFR 391.45.
2. **Non-excepted intrastate (NA).** Operates or expects to operate in intrastate commerce and is required to meet Missouri's current medical requirements.
3. **Excepted interstate (EI).** Operates or expects to operate in interstate commerce, but engages exclusively in transportation or operations excepted under 49 CFR 390.3(f), 391.2, 391.68 or 398.3 from all or parts of the qualification requirements of 49 CFR Part 391, and is not required to obtain a medical examiner's certificate by 49 CFR 391.45.
4. **Excepted intrastate (EA).** Operates or expects to operate in intrastate commerce, but engages exclusively in transportation or operations that are exempted from all or parts of Missouri's medical requirements.

CDL holders who certify to category 1 or 2 above (non-excepted interstate or non-excepted intrastate) must provide a copy of their medical examiner's certificate to the license office prior to the issuance, renewal, upgrade or replacement of a CDL.

Under the federal regulations, all CDL holders must make the certification of category and any required medical certificate by January 30, 2014. To help avoid a rush at the license offices, the Department will be notifying current CDL holders by postcard asking them to go into a license office and certify within 60 days from the date on the postcard. Please avoid waiting until the last minute as all CDL holders in Missouri are subject to this federal regulation.

As a reminder, drivers who are required to have a Department of Transportation (DOT) medical certificate will still need to carry that card with them while driving until January 30, 2014. ▲

PHMSA Cuts Fees, Raises Penalties

The Pipeline and Hazardous Materials Safety Administration has issued separate final rules temporarily lowering the annual registration fee for hazardous materials haulers, but increasing the maximum civil penalty for knowingly violating hazmat regulations for the 2013-2014 registration year that runs July 1 through June 30, 2014.

The adjusted hazmat registration fee will be \$125 – plus a \$25 processing fee – for small businesses and \$1,300 for all others.

The following year, the fee will return to fiscal 2012-2013 levels of \$250 for small businesses, plus the \$25 processing fee, and \$2,575 for all others, PHMSA said.

PHMSA said that to comply with a congressional mandate beginning Oct. 1 it will increase the maximum civil penalty for hazmat violations to \$175,000 from the current \$110,000. The minimum penalty amount also has been increased to \$450 from \$250, the agency said. ▲

~ Transport Topics ~

Missing the Electronic Logging Deadline

The Federal Motor Carrier Safety Administration (FMCSA) will miss an October deadline set by Congress when it voted to mandate electronic on-board recorders, or logging devices, in all commercial trucks as part of MAP-21, the transportation reauthorization bill passed last summer. Congress wanted the final rule issued by October 1, 2013. FMCSA advised it will not be able to issue the final rule until 2014.

FMCSA Administrator Anne Ferro said the timeline for finalizing

the rule in late 2014 with all trucking companies required to be fully compliant in 2016, is still "optimistic," since the rulemaking process is lengthy.

After President Obama signed MAP-21 in July, FMCSA said it expected it could meet the October deadline. ▲

U.S. Eases Reporting Rule on CDL Traffic Conviction

The Federal Motor Carrier Safety Administration has eliminated what it said was a redundant requirement that truck and bus drivers report out-of-state traffic convictions to the states where they are licensed, the agency said April 26.

Commercial driver license holders had to self-report such convictions since 1986. But by 1994, Congress mandated that states electronically share that information within 10 days of the convictions – making the drivers' self-reporting redundant, FMCSA said.

All 50 states and the District of Columbia are currently in compliance with federal licensing regulations. But if a state stops transmitting data on traffic convictions, then truck drivers will be obligated to report violations to their home state.

FMCSA said it will put a notice in the Federal Register, on its website and in social media to notify drivers if they need to start notifying their home states of traffic convictions in that state again.

Eliminating the reporting requirement does not change the obligation that drivers report all convictions to their employers within 30 days of the convictions, FMCSA said. ▲

~ Transport Topics ~



U.S. DOT to Hold Public Input Sessions on Truck Size and Weight Limits Study

The U.S. Department of Transportation (DOT) invites you to participate in the upcoming Public Input Session for the Comprehensive Truck Size and Weight Limits Study (CTSW). The Moving Ahead for Progress in the 21st Century Act Section 32801 requires the DOT Secretary to complete a "Comprehensive Truck Size & Weight Limits Study." The Study will be conducted as an objective, data driven initiative using the most current, best-suited analytical methods, tools, and models. The Study will evaluate and compare the differences between trucks loaded at or below current Federal truck size and weight limits to those operating in excess of those limits. The CTSW Study will produce findings on highway safety and truck crash frequency and severity, pavement and bridge infrastructure service life impacts, the cost and effectiveness of enforcement and implications for the national transportation system including the modal share of freight movements that would result if Federal truck size and weight limits were to change.

The first Public Outreach Session will provide stakeholders an opportunity to share feedback on the approach and methods DOT intends to use to complete the Study. The DOT will also solicit comments on "alternative truck configurations" to be evaluated in the Study. The meeting, which is free and open to the public, will be held as an in-person workshop.

Webinar access is available for those unable to attend in person. Three additional Public Outreach Sessions will be held over the next year and a half. The first session will be held on May 29, 2013, 12:30 to 4:30 PM (EST) at U.S. DOT Headquarters, 1200 New Jersey Ave, SE, Washington, DC 20590.

You may register for the [webinar](#) on line or register to attend in person on line at CTSWStudy@dot.gov. In advance of the Public Input Session, a worksheet on the alternative truck configurations will be shared with registered participants prior to the session and will be available at the Web site provided below.

If you are unable to attend, you can submit comments directly to CTSWStudy@dot.gov. In addition, a transcript of the presentations and a summary of the discussions will be available on the Federal Highway Administration Office of Freight Management and Operations Web site at: <http://www.ops.fhwa.dot.gov/freight/swl/map21tswstudy/index.htm>. ▲

FMCSA Proposes New Requirements for Medical Examiners

The Federal Motor Carrier Safety Administration (FMCSA) proposes to require certified medical examiners (MEs) performing physical examinations on drivers of commercial motor vehicles (CMV) to use a newly developed Medical Examination Report (MER) Form, MCSA-5875, in place of the current MER Form and to use Form MCSA-5876 for the medical examiner's certificate (MEC). In addition, MEs would be required to report results of all completed commercial drivers' physical examinations (including the results of examinations where the driver was found not to be qualified) to FMCSA by close of business on the day of the examination. This would include all CMV drivers who are required to be medically certified to operate in interstate commerce, not only those who hold or apply for commercial learner's permits (CLP) or commercial driver's licenses (CDL).

Reporting of this information would be accomplished, by completing a CMV Driver Medical Examination Results Form, MCSA-5850, via their individual password-protected National Registry web account. For holders of CDLs and CLPs, FMCSA also proposes to electronically transmit driver identification, examination results, and restriction information from the National Registry system to the State Driver Licensing Agencies (SDLAs). This includes those that have been voided by FMCSA because it finds that an ME has certified a driver who does not meet the physical certification standards.

The Agency would also transmit medical variance information (exemptions, skills performance evaluation certificates and grandfathered exemptions) for all CMV drivers electronically to the SDLAs. Transmission of this information would allow authorized State and Federal enforcement officials to be able to view the most current and accurate information regarding the medical status of the CMV driver, all information on the MEC, and the medical variance information (as defined above) to include the issued.

The notice of proposed rulemaking was published in the May 10, 2013 Federal Register and may be accessed at <http://www.gpo.gov/fdsys/pkg/FR-2013-05-10/pdf/2013-11080.pdf>. ▲

FMCSA Extends Renewal Period for Hazardous Materials Safety Permit (HMSA)

FMCSA has extended the renewal period for the HMSA. HMSPs are effective for two years and are renewed by filing an MCS-150 registration online. Previously, carriers could only renew their HMSP thirty days before it expired. Because many carriers' HMSP authority lapsed before FMCSA could act on their renewal application, FMCSA has extended the renewal period to up to 60 days before the carrier's current HMSP expires. Carriers should file as early as possible; filing does not automatically extend a carrier's current HMSP until FMCSA decides on the renewal application. HMSPs are required for all carriers that move certain minimum regulated quantities of radioactive materials; Div. 1.1, 1.2, 1.3, and 1.5 explosives; Toxic by Inhalation Materials of any Hazard Zone, or compressed/liquefied natural gas with a methane content of at least 85%. ▲

Legislation Introduced to Halt Imported Biofuel

Legislation was introduced in the U.S. Senate to ensure only domestically sourced advanced biofuels are used to meet the U.S. Environmental Protection Agency's renewable fuel mandate, according to a bill co-sponsor Tennessee Senator Bob Corker (R).

"Because its mandated biofuels volumes are too high, the RFS is also unintentionally incentivizing ethanol imports. Our bill helps to correct that problem by more properly aligning mandated levels with what we produce domestically," said Sen. Corker.

According to Corker, to meet the 2013 biofuel standards, 600 million gallons of Brazilian sugar cane ethanol will need to be imported.

In February, EPA proposed a new cellulosic biofuel mandate that it said complies with a court ruling that overturned its previous methodology for the mandate. ▲

~Transport Topics~



PHMSA Issues Proposed Hazmat Package Opening Regulation

On May 22, 2013, the Pipeline & Hazardous Materials Safety Administration (PHMSA) issued a proposed rule that would govern the stopping, search, possible opening, and resumption in transportation of hazardous materials. Although PHMSA issued a final rule addressing this topic in March 2011, the 2012 MAP-21 highway bill mandated changes and additional requirements. PHMSA believes that its current policy allowing enforcement officials to open outer packaging and to direct transport to a safe place for further inspection is sufficient despite the new legislation. PHMSA similarly contends that its current regulations for closing packages and returning them to transportation also meet the new congressional requirements.

PHMSA does propose adding a new standard for a "perishable hazardous material," which includes highly perishable products such as radio nuclear medicines. The new standard would require the agent to take "appropriate alternatives" before opening these packages. PHMSA also proposes to require enforcement to "take reasonable measures to notify" offerors and transporters that a package will be opened or seized and examined.

ATA plans to file comments on the proposed rule that would require PHMSA to better define "appropriate alternatives" to be used before opening perishable hazardous materials. ATA will also suggest that PHMSA clarify that notification, not the attempt at notification, is a requirement under MAP-21 to protect everyone's safety—including the enforcement official's. Finally, ATA will suggest that PHMSA better clarify its March 2011 standards for stopping and opening packages so that they comport with the Hazardous Materials Transportation Safety Act. ▲

FMCSA Shuts Down Four Kansas Carriers

Federal officials said April 25 they shut down four Kansas trucking companies, alleging that three are reincarnations of the fourth, created to avoid financial penalties and a shutdown order.

The Federal Motor Carrier Safety Administration said that Nationwide, Inc. was created in 2005 to avoid a poor safety rating and fine issued to Royal Transport Inc. FMCSA shut Nationwide down in 2008 for failing to pay a fine, and Freight Inc. was created in 2009.

Midwest A Inc. was then started in 2011 to avoid a poor safety history from Freight, FMCSA said.

The carriers share the same address, as well as some officers and vehicles, FMCSA said. In addition to shutting them down, FMCSA's order combines all the companies' safety records.

Nancy Kaur, a dispatcher for Freight, disputed FMCSA's characterization of the relationship between the companies. She said Royal and Nationwide were shut down for financial reasons, and Freight and Midwest A are separate companies with separate officers.

"They don't have anything to do with Nationwide and Royal Transport," she told *Transport Topics*. ▲

~ *Transport Topics* ~

Allow Fleets to Collect Hair Samples for Drug Testing

American Trucking Associations President Bill Graves urged Transportation Secretary Ray LaHood to move forward on a process to allow trucking companies to collect hair samples for drug testing because the procedure is more accurate than urine testing.

Graves send LaHood a letter in conjunction with a report from the National Transportation Safety Board recommending policies to fight drunken and drugged driving.

He said that "ATA knows for a fact that thousands of truck drivers who have failed hair tests have obtained driving positions with other carriers because they were able to pass DOT-authorized urine tests."

"All we are asking is for DOT to allow this industry to use the best available tools under the DOT-mandated drug and alcohol testing program to make sure our roads are safe for all motorists," Graves said.

The ATA statement said its "progressive safety agenda" is fully consistent with many of the NTSB recommendations. ▲

~ *Transport Topics* ~

FMCSA Labels More Drivers as Imminent Hazard

For the second straight day on Wednesday, May 23rd, the Federal Motor Carrier Safety Administration announced it has ordered two more truckers off the road, saying they are an "imminent hazard to public safety." South Carolina-licensed Arnold Bradford Williams was served the federal orders May 8. The agency says on April 6, Williams was operating a commercial vehicle on I-20 in Georgia when he was stopped by a Georgia State Police officer and charged with driving while under the influence of alcohol. ▲

46th Annual Truck Driving Championships

June 7 & 8, 2013

Holiday Inn

3615 Range Line Road

Joplin, MO



Roadcheck 2013 Set for June 4-6

About 10,000 federal, state, provincial and local truck and bus inspectors will fan out at more than 1,500 locations across North America on June 4-6 for the annual Roadcheck inspections on commercial vehicles.

This year's emphasis will be on flatbed and van cargo securement and traffic enforcement of motor coaches, said William Schaefer, director of vehicle programs for the Commercial Vehicle Safety Alliance.

For 72 hours, inspectors will conduct comprehensive Level I inspections, VCSA said.

Last year, nearly 75,000 Roadcheck truck inspections yielded a 22.4% out-of-service rate for vehicles and a 3.9% rate for drivers. ▲

~ Transport Topics ~

LaHood Out, Foxx In

On April 29, President Obama made the much anticipated announcement of the replacement for outgoing Transportation Secretary Ray LaHood.

Mayor of Charlotte, N.C., Anthony Foxx, a Democrat, replaced a Republican, but in his brief speech in the East Room of the White House Obama made an appeal for bipartisanship. "We must work together to enhance this nation's infrastructure," he said.

Foxx, who turned 42 the day after his nomination, has served as mayor for nearly four years. Before beginning his career as an elected politician, he worked as a lawyer for a private firm as well as for the House Judiciary Committee and the Justice Department.

While Foxx does not have a transportation background, he did work as mayor to extend a light-rail line, open another runway at the airport, complete a major highway widening, improve a major bridge and bring streetcars back to Charlotte. ▲

ATA Publishes HOS Guide, Revamps Website

American Trucking Associations published a guide last week on how to train drivers and otherwise prepare for changes to the hours-of-service rule that starts July 1.

The group has also launched a redesigned version of its website, www.trucking.org.

The two-page HOS guide is based on advice from managers who work for major trucking companies, ATA said upon releasing the handbook April 30. It is available on ATA's website.

ATA urged carriers to begin training as soon as possible and to incorporate the new rule into existing training curricula. Drivers often learn best using real-world examples with a personal approach, it said.

The revised rule will restrict use of the 34-hour restart and require a 30-minute break after eight hours of driving.

ATA has sued to stop the rule, but the federation said it is not sure when a federal appeals court, which heard oral arguments in March, will rule on the case (3-25, p.1). ▲

~ Transport Topics ~

FMCSA Launches Enhanced DataQs Website

The Federal Motor Carrier Safety Administration (FMCSA) recently launched an enhanced DataQs Website with added features to improve user experience. As part of FMCSA's overall Data Quality Program, DataQs enables motor carriers, drivers, FMCSA employees, State Partners, and the public to improve the accuracy of motor carrier and driver safety violations and crash data.

You will see a new login page but the web address is the same. While most users will enter the same login information, DataQs has sent some users an email with a new username due to changes in the username requirements. New features include an updated design to improve user experience and a step-by-step guide to assist you when requesting a review of FMCSA-issued data.

Other enhancements included in the enhanced DataQs:

- ✓ New login page, create account page, and My DataQs dashboard
- ✓ Help Center with more frequently asked questions
- ✓ Clearer terminology (for example, challenges are now referred to as Requests for Data Reviews (RDRs))
- ✓ Search capabilities within the List of Requested Reviews

FMCSA's enforcement and compliance programs are data-driven and the Agency, together with its State Partners, is committed to continuously improving safety data. Better data means safer roads, and the enhanced DataQs Website is an important part of our continuous improvement efforts.

If you have questions or comments, please contact us at <https://dataqs.fmcsa.dot.gov>ContactUs/Default.aspx> or call the DataQs Technical Support line at 877-688-2984. ▲

FMCSA Launches Moving Information Campaign

The Federal Motor Carrier Safety Administration launched a campaign to warn consumers about dishonest and fraudulent moving companies.

The "Protect Your Move" campaign includes a public service announcement with a list of red flags to help them spot bad movers before they move, FMCSA said in an April 18 statement.

Some of the most common red flags a company could commit are not providing an in-home estimate before the move, asking a consumer to sign incomplete documentation and a company that does not register with FMCSA, the agency said.

The Protect Your Move campaign's website, www.protectyourmove.gov, provides a wide range of other information for moving consumers. ▲

~ Transport Topics ~



Colorado: I-70 Information

The Colorado State Patrol is providing special information for truckers on the Interstate 70 mountain corridor to help them prepare for changing highway conditions.

The state patrol said truckers face special challenges, and they need up-to-date warnings when weather or highway problems occur.

A new website, www.trucki70.com, is accessible on the road from smart phones. It provides updates on road conditions, safe parking and chain-up locations, as well as a video on laws for commercial vehicles and motor carrier safety tips. ▲

~ Transport Topics ~

Georgia: New Tolls

State transportation officials are planning new toll lanes on an interstate south of Atlanta, in Clayton and Henry counties.

Georgia Department of Transportation officials outlined the plans during a public meeting April 24 in McDonough.

CBS Atlanta recently reported that the project calls for barrier-separated, reversible lanes along a 12-mile stretch of Interstate 75. The tolls would cover a stretch of I-75 from State Route 138 in Stockbridge to State Route 155 in McDonough.

The lanes would run northbound during the morning rush hour and southbound in the evening.

WSB-TV reports that it could cost motorists up to \$6.50 each way to use the toll lanes, which will be optional. ▲

~ Transport Topics ~

Louisiana: Traffic Cameras

Plaquemines Parish Sheriff Lonnie Greco wants to put traffic cameras along Louisiana Highway 23 and in some neighborhoods to reinforce his thin ranks of patrol officers.

With three traffic fatalities since February last year and Highway 23 dotted with crosses marking the sites of fatal accidents, Greco said the department needs the help.

Greco stressed the cameras are not the stationary red-light cameras designed to catch speeding motorists blowing through traffic signals, such as the ones used in New Orleans. He said the cameras are mobile, mounted on trailers and can be relocated as needed and will include technology to assist with criminal investigations.

The city of Gretna employs a similar system along with a traffic camera mounted on a SUV.

Redflex Traffic Systems, the company that holds contracts with New Orleans, Gretna and Westwego for the cameras, is the proposed vendor, Greco said, adding that he sought out the company, which did not lobby him.

Tickets would carry civil penalties and not impact a driver's insurance rates, Greco said. ▲

~ Transport Topics ~

Michigan May Lift Ban on Bridge

A Michigan Department of Transportation study has recommended lifting the ban against transporting some hazardous materials across the Ambassador Bridge, the busiest crossing along the U.S.-Canada border.

Currently, explosives, radioactive material, flammable liquids and corrosive materials are banned from the bridge and must be transported by ferry across the Detroit River or on trucks over the Blue Water Bridge, which connects Port Huron, Mich., and Sarnia, Ontario.

That bridge is 60 miles north of Detroit, while the Ambassador Bridge connects Detroit directly to Windsor, Ontario.

MDOT is taking public comment on its study until May 27 but still has a year's worth of work to do before it makes a final decision on hazmat restrictions for the 83-year-old span, said MDOT spokesman Jeff Cranson.

The state began reviewing the ban after the bridge's owners, the family of Manuel Morous, filed a request that it be lifted.

Michigan and Canada are building a publicly owned bridge over the Detroit River, a project that Morous waged a decade-long battle to prevent. The U.S. State Department issued a permit for a new bridge crossing in April (4-22, p.29). ▲

~ Transport Topics ~

Missouri: Traffic Penalties

Traffic offenses committed near highway emergencies could lead to new penalties under legislation endorsed by the Missouri House of Representatives.

Passing within an emergency zone would be a misdemeanor. Violations for speeding or passing near an emergency would carry a \$250 fine plus the penalties for the traffic offense.

The legislation also establishes the offense of endangering an emergency responder. That offense would include passing within an emergency zone, speeding by at least 15 mph and intentionally striking barrels. Fines would range from up to \$1,000 if no one is hurt to \$10,000 if a responder is killed.

House members gave the bill initial approval April 10. It needs another vote to move to the Senate. ▲

~ Transport Topics ~

South Dakota: Phone App

Traveling in South Dakota? There's an app for that – on Android smart phones anyway.

The state's Department of Transportation has released the South Dakota 511 mobile app, providing information on road conditions, highway closures and travel advisories. The app has the same information as SafeTravelUSA.com but is formatted for mobile phones.

Users can download the free app from the Google Play app store. An iPhone version is slated to be released later this year. ▲

~ Transport Topics ~



SPEED LIMITS. WEIGHT LIMITS. FUEL COSTS. MORE NUMBERS ARE THE LAST THINGS A TRUCKING COMPANY NEEDS TO WORRY ABOUT.

More than 40 southeastern trucking and logistics companies rely on Bell & Company for expert accounting and financial advice. After all, we have unique firsthand trucking experience, and we're dedicated to helping you grow your profits. How can we put our 150 years of combined experience to work for you? Call us today for a free consultation.



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