

# MISSOURI Memo

MISSOURI TRUCKING ASSOCIATION

June 2019 • NO. 4

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## SAVE-THE-DATE

**PAC Golf Tournament**  
June 24 @ Porto Cima

**Independence Day**  
MoTA Office Closed  
July 3 & 4

**C.O.S.S. Meeting**  
July 18 @ 10:00 am  
Location: TBD

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## The President's Message...

A couple of recent events came to a close, and those are always a great time to recap and draw your attention to a few of them.

First is the 2019 Legislative Session. We have included a summary of several of the Truly Agreed to and Finally Passed bills in our [Legislative Bulletin](#). The summaries were compiled and prepared by our intern Sam Rinehart. We are glad to have him on staff with us this summer, possibly longer, as he comes highly regarded from Sen. Doug Libla's office! Welcome Sam!

In addition to the [Legislative Bulletin](#), I would like to expand a little bit on SCR 14 and where we are on infrastructure funding in Missouri.

The General Assembly did give final approval to SCR 14, sponsored by Senate President Pro-Tem Dave Schatz (R-Sullivan). The plan envisioned in SCR 14 and in the Fiscal Year 2020 budget is for MODOT to issue \$301 million in debt for the bonds, which would be repaid in seven years. The FY 2020 budget also includes \$50 million in General Revenue to kickstart the bridges package.

Central to reaching an agreement on this package was the deteriorating status of the Missouri River bridge at Rocheport (about ten miles west of Columbia, Missouri on Interstate 70.). The estimated cost of a new bridge at Rocheport is \$172 million. MODOT has told the House Budget Committee that they have \$20 million in funds set aside for repairs on the bridge that could be used for new construction. That leaves \$152 million that must come from somewhere.

MODOT has filed a grant to the federal highway agency asking for said grant to fund all or part of the construction. The issuance of the other bridge bonds is contingent upon receiving federal funds for the Rocheport bridge, but there is no amount specified as a qualifier. It is generally viewed that the project will get federal funding, but it is unknown whether or not it will amount to \$152 million.

Overall, the 2019 Legislative Session will mostly be viewed in a positive light for those involved in trucking and general business issues. It could always be better, but as we see in several other states across the country, it could really be a lot worse!

The second event to draw your attention to is our Truck Driving Championships. We have compiled a great Wrap-up and put the results together in other areas of this Mo Memo. I hope you will take time to check it out and see what a wonderful, first class event is put on by our Council of Safety Supervisors. The Missouri event is regarded as one of the best in the country, and one of the few state indoor competitions. This year, as I sat among the 700+ at our Banquet, I was impressed to see 54 rookie competitors, several new companies competing, and our driver counts back around the 200 level. Congratulations and Good luck to all of our Missouri winners at Nationals!

Looking ahead, I hope you will make plans to join us or provide a sponsorship for the MoTruck-PAC Golf tournament at Porto Cima on June 24. We are hoping for another great event and to get all 18 holes in this year! Thank you in advance for your consideration and support. All funds raised from this event go directly to support the MoTruckPAC and our legislative efforts in the future!

Speaking of legislative efforts in the future, be on the lookout for an opportunity to join and provide input on future legislative and PAC efforts. As of the writing of this article, details are being finalized but should be released soon! We look forward to engaging with more MoTA members who have an interest and expertise in the policy.





## 11 incredible facts about the \$700 billion US trucking industry

- The trucking industry in the United States is worth hundreds of billions of dollars.
- The US trucking industry accounts for more than 5% of all the full-time jobs in America, even though truckers themselves earn a lower-than-average wage.

Here are 11 surprising facts about the US trucking industry. [Visit Business Insider's homepage for more stories.](#)

The United States is hugely dependent on truckers.

Data show that trucking moves 71% of all the freight in America, and nearly 6% of all the full-time jobs in the country are in the trucking industry.

The industry employs millions of drivers and generates hundreds of billions of dollars in annual revenue. It serves as the vital lifeline between producers and consumers when it comes to everything from gasoline to gallons of milk.

While the trucking industry is now decades old, it remains dynamic, with constant demand from consumers keeping trucking as vital to the economy as ever.

- In 2017, the American trucking industry posted revenues higher than the GDP of more than 150 nations.
- 
- Approximately 5.8% of all full-time jobs in America are related to trucking
- 
- Walmart alone employs more than 8,600 truckers
- 
- In 2017, trucks moved 10.8 billion tons of freight
- 
- And trucks move more than 70% of all goods transported around the United States
- 
- More than 40% of the jobs in the American trucking industry are held by minorities
- 
- Not one of the regulators charged with overseeing the trucking industry was ever a truck driver...

~Continue to [Markets Insider](#) for full article

## On the road to self-driving trucks, Starsky Robotics built a traditional trucking business

More than three years ago, self-driving trucks startup Starsky Robotics was founded to solve a fundamental issue with freight — a solution that CEO Stefan Seltz-Axmacher believes hinges on getting the human driver out from behind the wheel.

But a funny thing happened along the way. Starsky Robotics started a regular ol' trucking company. Now, nearly half of the employees at this self-driving truck startup help run a business that uses the traditional model of employing human drivers to haul loads for customers, TechCrunch has learned.

Starsky's trucking business, which has been operating in secret for nearly two years alongside the company's more public pursuit of developing autonomous vehicle technology, has hauled 2,200 loads for customers. The company has 36 regular trucks that only use human drivers to haul freight. It has three autonomous trucks that are driven and supported by a handful of test drivers. Starsky also employs a number of office people who, as Seltz-Axmacher notes, "know how to run trucks."

The CEO and co-founder contends that without the human-driven trucking piece, Starsky won't ever have an operational, or profitable, self-driving truck business. The trucking business has generated revenue, led to key partnerships such as Schneider Logistics, Penske Truck Leasing and Transport Enterprise Leasing, and importantly, helped build a company that works in the real world. It has also been a critical tool for recruiting and vetting safety drivers and teleoperators (or remote drivers), according to Seltz-Axmacher.

"The decision to have a trucking business interact with the real trucking world in parallel with developing the robotics piece is a necessary part of building a longstanding business in the space," said Reilly Brennan, general partner at Trucks VC and the first institutional investor in Starsky.

Starsky, which was co-founded by Seltz-Axmacher and Kartik Tiwari, has raised \$21.7 million in equity from investors including Shasta Ventures and Trucks VC....

~Continue to [TechCrunch](#) for full article



## New tech speeds cash flow, lowers factoring costs

Cash flow is the lifeblood of any [business](#), especially motor carriers who must cover their fuel, payroll and other operating expenses long before shippers and brokers pay freight bills.

“If you don’t mind waiting, you can get paid in 30 days, but as a small trucking company we need it quicker,” says Lexi Howard, manager of Buffalo Trucking, a five-truck refrigerated and dry-van fleet based in Memphis, Mo.

[Fleets](#) like Buffalo Trucking that operate five trucks or less make up 86 percent of Federal Motor Carrier Safety Administration registrants. As the bedrock of trucking capacity, small fleets generally need access to working capital within a few days of completing a load to keep their wheels turning.

Carriers of all sizes are using [technology](#) to speed their billing cycles.

When Tribe Transportation implemented a document scanning app from Vector in November 2017, the results were immediately clear.

“The image quality is amazing,” says Todd Gooch, vice president of Tribe, a transporter of high-end, high-security pharmaceuticals, fresh foods and other fragile cargo. “The reliability is 100% better than what we were getting with the old scanners we used.”

Tribe previously used portable scanners that plugged into an onboard communications system. Since converting to the Vector app, Tribe has seen a seven-day decrease in days sales outstanding (DSO) or accounts receivable, Gooch says. Driver communications and payroll processes also improved.

“We’re able to get our bills of lading in, we’re able to invoice quicker, which speeds up our cash flow,” he says. “That’s really the game changer for us.”

The Gainesville, Ga.-based carrier is growing its fleet from 400 to 500 trucks, but has not grown its staff of five payment and accounting staffers.

Technology has also helped factoring become more of a viable option for fleets to receive same- and next-day access to funds while increasing back-office efficiencies. Below are three common myths of factoring that have been dispelled by modern solutions.

### **Myth 1: My 3% rate is 36% APR**

Some factoring companies that specialize in transportation have recently developed technology that streamlines transactions to lower the costs and risks of funding. Fee structures are now as low as 3% of the invoice amounts. Rates for factoring with recourse — an arrangement where the carrier buys back the receivables that a factor does not collect payment on — may be even lower...

### **Myth 2: Factoring is all-or-nothing...**

Factoring companies have traditionally required monthly volume commitments from carriers. This model has changed now that some companies allow carriers to select which customers and invoices they want to factor...

### **Myth 3: My factor will lock me into a contract...**

This may not be a myth. Most factoring companies actually want to lock carriers into a contract for a certain volume of invoices over a specified time period...

~Continue to [Commercial Carriers Journal](#) for full article



### FMCSA asks truckers how much of their time is wasted loading and unloading

The Federal Motor Carrier Safety Administration (FMCSA) has issued a public call for truckers to deliver information on how much time they spend waiting to be loaded and unloaded.

The FMCSA says that they need more information on trucker detention time at shippers and receivers in order to understand how those delays impact highway safety.

Starting on June 10, the FMCSA will accept public comment on the topic of trucker detention for a 90 day period. You can click here to learn more about how to submit comments to the FMCSA.

Specifically, the FMCSA is asking for public comment on the following questions:

1. Are data currently available that can accurately record loading, unloading, and delay times?
2. Is there technology available that could record and delineate prompt loading and unloading times versus the extended delays sometimes experienced by drivers?
3. How can delay times be captured and recorded in a systematic, comparable manner?
4. Could systematic collection and publication of loading, unloading, and delay times be useful in driver or carrier business decisions and help to reduce loading, unloading, and delay times?
5. What should FMCSA use as an estimate of reasonable loading/unloading time? Please provide a basis for your response.
6. How do contract arrangements between carriers and shippers address acceptable wait times? Do these arrangements include penalties for delays attributable to a carrier or shipper?
7. What actions by FMCSA, within its current statutory authority, would help to reduce loading, unloading, and delay times?

A [January 2018 study issued by the Department of Transportation's Office of Inspector General](#) estimated that waiting at loading docks reduces income by "\$1.1 billion to \$1.3 billion for for-hire commercial motor vehicle drivers in the truck-load sector." Detention time costs individual truck drivers between \$1,281 and \$1,534 per year, according to the report.

The study also found that even small increases in detention time were associated with higher crash rates:...

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~Continue to [CDL Life](#) for full article



## ATA's Chris Spear to Testify Before House Committee on Trucking Policies June 12



Transportation policymakers in the U.S. House of Representatives plan to hear from American Trucking Associations on June 12.

ATA President Chris Spear will be among the witnesses scheduled to appear before the Highways and Transit Subcommittee, a committee spokesperson indicated.

The hearing will aim to explore the concerns raised across the trucking industry. As the panel explained in an advisory, policymakers will look to “learn from stakeholders about current challenges faced by motor carriers, truck drivers, shippers and brokers, and how these challenges impact safety, operations, jobs and goods movement on our nation’s roads.”

The panel has yet to announce the other witnesses who will join Spear.

Crafting policy designed to modernize the country’s freight and passenger transportation system is among the objectives of Del. Eleanor Holmes Norton (D-D.C.), the subcommittee’s chairwoman. In an interview earlier this year with *Transport Topics*, she said her colleagues have dedicated significant time to repairing the system, while insufficient attention has been devoted to adopting new technologies.

The subpanel will be key in the reauthorization of a 2015 highway law that expires next year.

ATA is among myriad groups calling on Congress to meet next year’s reauthorization deadline and approve a sustainable funding plan for the country’s surface transportation network.

## Top EPA Official Overseeing Trucking Regulations Reassigned to Climate Change Issues

Christopher Grundler, a top U.S. Environmental Protection Agency official who has overseen a number of regulations that impact the trucking industry, has effective Aug. 4 been reassigned to head an EPA division that deals with climate change issues.

Grundler, director of the Office of Transportation and Air Quality, will swap jobs with Sarah Dunham, currently director of the Office of Atmospheric Programs, EPA said in a statement issued June 7.

EPA Assistant Administrator for Air and Radiation Bill Wehrum said his office is “very fortunate” to have leaders with Grundler’s and Dunham’s levels of experience, expertise, executive skill and commitment to the agency.

“This brings fresh and different perspectives to these critical EPA offices while providing new leadership opportunities for two outstanding senior executives,” Wehrum said in a statement.

The statement did not offer a reason for the change.

Grundler, who has held the post since 2012, has overseen EPA regulations for glider trucks, EPA Phase 2 greenhouse gas emissions for medium- and heavy-duty trucks and, most recently, oxides of nitrogen reductions planned for 2020. Grundler also has been director of EPA’s Ann Arbor, Mich.-based National Vehicle and Fuel Emissions Laboratory.

Grundler and his team established and implemented national emissions standards for transportation fuels and vehicles as well as a variety of off-road equipment, according to his agency bio.

“These mobile sources include cars and light trucks, heavy trucks and buses, nonroad engines, marine vessels and airplanes,” the bio said. “OTAQ is continuously evaluating a wide variety of advanced technology strategies which have the potential to reduce harmful emissions and fuel consumption.”...

~Continue to [Transport Topics](#) for full article



## Midwest flooding ripples through economy, transportation

For months, farmers and ranchers along the Missouri River from eastern Nebraska through western Iowa haven't been able to rebound from major flooding that destroyed billions of dollars of crops, cattle and property. The flooding situation has worsened due to heavy mid-spring rains that caused the Mississippi River and many of its tributaries from St. Louis to the Gulf Coast to swell beyond normal levels.

In recent weeks, day after day of severe thunderstorms have also flooded farms and neighborhoods along the Arkansas River, from southeastern Kansas to Tulsa to Little Rock. Last week, the U.S. Army Corps of Engineers and port authority officials [suspended all barge traffic](#) through the ports of Little Rock and St. Louis. Barges won't be allowed to go through St. Louis until the Mississippi River falls to 38 feet, which may not happen until June 17 (see graph above). Even some rail services have been temporarily stopped into and out of the Port of Little Rock.

"It's going to be two or three months before we're able to safely and consistently move cargo on the river," Bryan Day, executive director of the Little Rock Port Authority told KATV on June 4. "The negative economic impact—the loss of jobs, the cost of goods and delivery—you're talking hundreds of millions of dollars."

According to Arkansas Governor Asa Hutchinson, the Arkansas River flooding is costing the state nearly \$23 million a day in lost gross domestic product alone. But the economic effects have rippled far beyond any one state or region.

The Port of New Orleans on the Gulf Coast—or Port NOLA as it's often called—is connected to America's heartland by the Mississippi River and its tributaries. It handles a wide range of cargoes such as agricultural products, rubber, coffee, steel, containers, coal and manufactured goods. Several thousand vessels carry around 500 million tons of cargo up and down the Mississippi each year. This includes more than half of the country's grain exports. The local New Orleans economy stands to take a hit as long as upstream barge traffic is paralyzed...

~Continue to [FreightWaves](#) for full article

## Town bans all semi truck parking on residential road



A Missouri town has passed an ordinance that will severely restrict semi truck parking options following complaints from local business owners.

Starting on June 5, 2019, it will be illegal to park a semi truck on any public street in a residential zone in Ozark, Missouri.

Additionally, the newly passed ordinance forbids semi truck parking on any public street between the hours of 5 p.m. and 8 a.m. The ordinance provides an exemption for trucks that are actively being loaded or unloaded.

After June 5, drivers who park illegally may be ticketed.

Ozark city leaders say that they passed the ordinance banning truck parking because of complaints from local businesses. "We were having complaints by property owners and business owners that there were semi-trucks parking overnight on city streets. Adjacent to the property, maybe blocking their property off from their customers and so forth," Ozark City Administrator Steve Childers told KY3.

Ozark city officials also say that they believe that long term truck parking is damaging their roads.

Local woman Tracey Tracy explains the strain that the ordinance will place on truck drivers who live in Ozark: "You have to find a place to park and whatever time that may be, your spouse or whoever is going to have to get up in the middle of the night or early morning and come get you, bring you back, when you can just be right here."

For more, take a look at the [report](#)

~ [CDL Life](#)



## State Trucking Competitions Seek To Find Safest Drivers

Driving in the Mountain West can sometimes be a little hairy. Curvy mountain roads with steep inclines and declines, plus heavy snow and hail in the winter can make roads dangerous. Now, imagine doing it in an 80-foot long, 80,000-pound eighteen-wheeler. You're going to need more than Drivers' Ed.

The trucking industry knows that well, and every year it puts on a competition pitting truck drivers against each other to see who has the skills to be the safest on any road.

The Mountain West News Bureau's Noah Glick stopped by a competition in our region to learn more.

If you're like me, you hear the words "truck competition" and you instantly think monster trucks flying off ramps and through flames. Well, think again.

Compared to my imagination, the Nevada Truck Driving Championship is a pretty timid affair, although event organizer Kim Yaeger might disagree.

"It's exciting," she says. "It's loud."

This day isn't really about being exciting, though. Yaeger says it's about this.

"To increase safety and recognition of the industry, and how important safety is to us."

Before the competition, Yaeger takes me around in her golf cart to get a sense of the course. There are a series of bright orange cones spread around the track. Drivers have to get their tires as close to the cones as possible.

"Trucks will come here, and they have to line their tire up," Yaeger says. "The closer they get to the cone, the more points they get."

Drivers also have a backing challenge, where they get one shot to back their truck into a simulated wooden dock. I see one competitor making it look easy. He backs his truck perfectly, and then continues to back into the dock. So, it's not so easy after all. That nets him zero points.

The back of the truck needs to end up 18 inches away from the dock or closer--and that's hard for a driver who's in a cab at the front of a very long vehicle.

"When you're 60 feet away looking at it, 18 inches is awfully small," says Timothy Melody. He's one of the judges and a road team captain of America's Road Team, an outreach program of the American Trucking Association. Melody says each event and obstacle is testing the drivers' ability on one thing specifically. In the case of the cones, it's about...

"Knowing the placement of your vehicle on the highway," he says. "And this just tests that ability."

You've got to be good to even make it into this competition. To qualify, drivers must meet certain requirements, including being accident-free on the road for at least a year.

Melody takes me into the cab of a sleeper truck to show me what the course looks like to a driver...

*~Continue to [KUNR](#) for full article*



## Over 1800 trucks recalled for parking brake defect



Paccar has issued a recall for certain Kenworth trucks due to a defect that could cause the parking brake to fail, resulting in a crash or injuries.

The recall affects 1837 Kenworth T680 and T880 trucks model year 2018 – 2020 that are “equipped with a parking brake on a single axle and certain models of automated manual transmissions.”

According to [recall documents](#), these trucks have a defect that could cause the parking brake to fail when the temperature drops: “During cold temperatures, the signal from the park brake pressure switch to the transmission controller may be delayed possibly resulting in the vehicle moving unexpectedly.”

Paccar has not yet developed a solution for the defect.

The recall is expected to start on June 3, 2019.

Truck owners can call PACCAR customer service at 1-918-259-3258 and reference recall number 19KWB.

~[CDL Life](#)

## HDT's 2019 Innovators: Getting Technology Right Is Tricky

Finding new ways to do things better. That is the essence of innovation, and the qualities HDT looks for in its annual Truck Fleet Innovators every year – fleet executives who are trying to find new solutions, both simple and cutting-edge, to challenges faced by trucking fleets.

The 2019 HDT Truck Fleet Innovators were on hand at the Heavy Duty Trucking Exchange Fleet Conference in Scottsdale, Arizona, on May 9, to accept their awards and take part in a spirited panel discussion moderated by Equipment Editor Jim Park and Gerry Mead, executive director of innovations for Phillips Industries, which sponsored the awards.

The 2019 Fleet innovators honored at HDT were:

- Bill Brentar, vice president, maintenance and engineering, UPS
- Don Digby Jr., president, Navajo Express
- Joshua Porter, executive vice president, B&B Trucking
- Vince Tarantini, president, Carmen Transportation
- Dan Wirkkala, president and CEO, Smokey Point Distribution
- Ryan Hammer, president, Quality Custom Distribution
- Gregg Mangione, senior vice president of maintenance, Penske

(Two were unable to attend the event due to urgent last-minute business matters.)

The first question was to Bill Brentar, with Park wanting know how UPS – which is known as a leader in emerging vehicle technology – selects which new systems or components it wants to evaluate in fleet operations.

“We look at all the available technologies simply because we’re large enough to do so,” Brentar replied. “We call it our Rolling Laboratory. And we’re looking for specific benefits from new technology, namely efficiency, reduced emissions, ROI and reliability.”

Brentar said, however, that many times, the technology doesn’t deliver on all fronts. “You have to evaluate things carefully,” he said “Because what works in Atlanta or Phoenix might not work in New York City.”

Park pivoted to Wirkkala and Smokey Point Distribution, which began offering its drivers a choice between conventional by-the-mile compensation and a new salary program, asking how drivers were determining which payment option was best for them....

~Continue to [Trucking Info](#) for full article

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# 2019

## Truck Driving CHAMPIONSHIPS

### [View the Wrap-Up Here](#)

On May 31, 2019 through June 1, 2019, the Missouri Trucking Association held the 52nd Annual Missouri Truck Driving Championships at the Branson Convention Center.

The two-day event, sponsored by the Association's Council of Safety Supervisors, evaluated 200 drivers on a written test of their knowledge of the industry; safety and security; first aid; and fire safety. Another segment of testing included hands-on required pre-trip vehicle inspections. The participants then competed in their respective classes on a point-value-assessed driving skills course of six obstacles that simulate actual everyday conditions. The skills course tested drivers' ability to judge distances, maneuver tight spaces, park and position their vehicle exactly over scales, before barriers or around curves.

Over 700 on-lookers at the Awards Banquet Saturday evening saw Chris Morrison of Marion, IL, receive the prestigious "Grand Champion" title as Missouri's best of the best. Chris, a driver for Hogan Transports, Inc. of Earth City, MO achieved this recognition by achieving the highest point differential above the average within his class in all three elements of skill and knowledge.

Mr. Morrison was also awarded the top driver in the Sleeper Berth Class during the annual driving competition. Eight other class winners will join him as the Missouri Championships Team travels to Pittsburgh, PA to compete against other state teams in the American Trucking Association's National Truck Driving Championships August 14 – August 17, 2019. During the competition the Missouri Team will compete against 450 other professionals vying for selection as the nation's top professional truck drivers.

First, second and third place winners in all nine classes of competition as well as the top "Rookie", the driver with the best Pre-Trip Inspection, the driver with the highest score on the Written Examination and the driver awarded for Professional Excellence were honored at the Awards Banquet Saturday evening.

#### **Straight Truck Class**

1st – Paul Tyler, XPO Logistics  
2nd – Jim Houghton, FedEx Express  
3rd – Phillip Argus, UPS Freight

#### **Three Axle Class**

1st – John Reyes, XPO Logistics  
2nd – Michael Meyer, FedEx Express  
3rd – Kent Luebbers, UPS Freight

#### **Four Axle Class**

1st – Bruce Brewen, Hogan Transports Inc  
2nd – Donald Adams, XPO Logistics  
3rd – Brent Sims, Columbia, MO

#### **Five Axle Van Class**

1st – David Pruitt, Leggett & Platt  
2nd – Julie Barnett, Prime Inc.  
3rd – Darryl Meade, Walmart Transportation

#### **Flatbed Class**

1st – Scott Fischer, Prime Inc  
2nd – Robert Bramwell, ABF Freight  
3rd – Duane Grimme, Prime Inc.

#### **Tank Truck Class**

1st – Sid Naramore, Buchheit Logistics  
2nd – Jerry Farnsworth, Solar Transport  
3rd – Anthony Eck, Prime Inc.

#### **Sleeper Berth Class**

1st – Chris Morrison, Hogan Transports  
2nd – Robert Hussey, Walmart Transportation  
3rd – Albert Arriola, CFI

#### **Twin Trailers Class**

1st – Michael Chatterton, FedEx Freight  
2nd – Steve Fields, YRC Freight  
3rd – Jamie Ingram, FedEx Freight

#### **Step Van Class**

1st – Stacey Kraus, FedEx Freight  
2nd – Donald Alpers, FedEx Ground  
3rd – Darius Mason, FedEx Ground

David Pruitt, of Carthage, MO a driver for Leggett & Platt, Inc. was named "Rookie of the Year" for his outstanding well-rounded performance as a first-time contestant.

The "Pre-Trip Inspection" award for the highest score in assuring that a vehicle is in safe and efficient operating condition before leaving on a trip went to Rodney Rodebush, of Alba, MO a driver for FedEx Ground.

Bruce Brewen, of Valles Mines, Mo a driver for Hogan Transports Inc. received the Award for Highest Written Examination Score.

The Recipient of the Professional Excellence Award, the driver who most exemplifies the best attributes of a professional truck driver, was Thomas Miller, of Bunker Hill, IL a driver for Prime Inc.

The "Team Championship" went to XPO Logistics based in St. Louis, MO for having the highest average team score in the competition.