

MISSOURI Memo

MISSOURI MOTOR CARRIERS ASSOCIATION

October 2009 • NO. 7

New Members

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Bridget Nixon
(515) 457-6325

President's Message

One of the hallmarks of those who provide great service is the ability to be responsive to customer demands. Many times those customer demands cause your "to do" list to change dramatically as you reprioritize to meet the most pressing issues in a time sensitive manner.

In trucking it seems as though everyday is a new challenge as we work to meet and exceed customer expectations. Great trucking companies thrive on those challenges and have developed systems and procedures to be highly responsive to their customer's needs and have the experience to avoid many problems before they arise.

Your association works hard to develop and maintain those same characteristics. We pride ourselves at developing the grassroots necessary to be a strong advocate in the legislative and regulatory arenas. We provide educational seminars and safety training to help members be prepared on requirements enacted by federal, state and local authorities that will impact members' businesses.

If you've just been glossing over the Missouri Memos for the past few months, I encourage you to look at them with a fresh eye. Your professional staff carefully selects the articles and information contained in the Memo because it is determined to be important information that will impact your business. Many of our members tell us the Memo alone is worth their membership dues!

Part of becoming a leader is the ability to move beyond simply responding to challenges. Leaders have developed the ability to determine their own path to success. To set their own agenda. No one company or association or industry acts in a vacuum, and all must have the flexibility to alter their plans midstream, but leaders have the ability to set their own vision and continue working toward their own goals and niche in the industry.

So it is with your Association. During my last month's column I mentioned the motion to change the name from Missouri Motor Carriers Association to the Missouri Trucking Association made at the membership meeting held during the Annual Conference. The name change is about more than semantics. It is part of setting our own vision for the industry and reducing the confusion about who we are and what we do.

As required by our bylaws and the motion, a special meeting of our membership will be held during the next Board of Directors meeting to be held on Tuesday November 10 at the Jefferson City Country Club. The portion of the meeting discussing the name change will be held at 10:00 am and will be open to all members. Participation may be in person or by teleconference. Details of the conference call will be sent to the official contact on file with the Association office. We hope you will join us!

Celebrate America's Truck Drivers

During National Truck Driver Appreciation Week, America honors drivers for their hard work and commitment in tackling one of the economy's most demanding and important jobs. So join us in celebrating the 3.5 million professional truck drivers that deliver life's essentials everyday.

For merchandise available to recognize drivers across the nation, go to <http://www.atabusinesssolutions.com/c-13-national-truck-driver-appreciation-week.aspx>.

In This Issue

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Good stuff.



**National Truck Driver
Appreciation Week**

November 1-7, 2009





PHMSA To Draft Wetlines Regulation

The Pipeline and Hazardous Materials Safety Administration (PHMSA) intends to propose a regulation that would ban the transportation of flammable materials in the external piping of cargo tanks (wetlines). The regulation is currently being drafted and we are unsure as to whether it will apply to new cargo tanks only or require some type of retrofit for existing equipment. The rule is expected to be proposed next spring. It is unclear what impact the Department of Transportation's rulemaking will have on Congress' efforts to legislate such a ban as part of the reauthorization of the federal hazardous materials transportation law. ATA and National Tank Truck Carriers will continue to provide information to PHMSA concerning the potential costs and benefits of a wetlines ban. Based on historical incident data, the risk of being struck by lightning is an order of magnitude greater than the risk of being injured in a wetlines incident. ▲

FMCSA Increasing Use of GPS Logs for HOS Audits

The Federal Motor Carrier Safety Administration is increasing its use of Global Positioning System history logs as supporting evidence in driver hours-of-service audits, according to Qualcomm Inc.

Norm Ellis, Qualcomm's vice president and general manager for transportation and logistics, said the company had "seen an uptick" in FMCSA's use of electronic data in enforcement actions.

Electronic data, such as the position logs generated by GPS-based tracking systems and electronic onboard recorders (EOBRs), have been used by FMCSA since December, when it lifted a more than decade-old moratorium on using electronic data to verify hours. The agency now requires carriers using GPS tracking and EOBRs to retain data generated by these systems for six months. ▲

~ *Transport Topics* ~

IRS Raises Safe-Harbor Per Diem Rate for Drivers

The U.S. Internal Revenue Service has raised the amount per day that the employer of a truck driver may reimburse the driver for meals and incidental expenses when the driver is away from home on travel. This per diem amount, which has been \$52 a day for several years, will go up to \$59 a day. It represents a safe harbor for employers and drivers alike, since reimbursements up to that amount need not be documented by receipts or other evidence. Reimbursements over that amount must either be documented or will be considered income to the driver. The change takes effect January 1, 2010, for drivers for whom the employer has used the \$52 amount during 2009, and on October 1, 2009 (for amounts paid with respect to travel after October 1), for other drivers. ▲

PHMSA Launches Electronic Hazmat Shipping Paper Demonstration Project

The Pipeline and Hazardous Materials Safety Administration (PHMSA) completed a 2-day meeting to solicit input on a demonstration project investigating the use of electronic hazardous materials shipping papers. The Hazardous Materials-Automated Cargo Communication for Efficient and Safe Shipments (HM-ACCESS) initiative is a study that the agency will undertake beginning next year to identify and eliminate barriers to the use of paperless tracking and hazard communications technologies. The demonstration project will investigate the feasibility of using electronic hazmat shipping papers in various transportation modes and to determine whether there is a better way to push information out to emergency responders. PHMSA emphasized that there are no current plans to eliminate the requirement for motor carriers to physically possess hazardous materials shipping papers that meet the requirements of 49 CFR Part 172. ▲

Mark your calendar . . .

Roadcheck - June 2010

Next year's Roadcheck inspection event will take place across the country on June 1-3, 2010.

Senator Bond Speaks Out on Climate Change Legislation

U.S. Senators Kit Bond (R-MO) and Kay Bailey Hutchison (R-TX) released a report, *Climate Change Legislation: A \$3.6 Trillion Gas Tax*, which explains how cap-and-trade bills will levy a massive new national gas tax on American families, farmers, workers and truckers.

The Bond-Hutchison report reveals how climate legislation, such as the House-passed Waxman-Markey bill, will increase the price of gasoline, diesel and jet fuel. Millions of truckers will suffer under the \$1.3 trillion Waxman-Markey diesel tax. The Bond-Hutchison report is supported by the American Highway Users Alliance, American Trucking Association, American Farm Bureau and National Black Chamber of Commerce.

To read the report, visit www.bond.senate.gov. ▲

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Medical Use of Marijuana No Bearing on DOT Drug and Alcohol Testing Program

NOTICE

Recently, the Department of Justice (DOJ) issued guidelines for Federal prosecutors in states that have enacted laws authorizing the use of “medical marijuana regarding pursuing criminal cases.” <http://www.justice.gov/opa/documents/medical-marijuana.pdf>.

DOT’s Office of Drug and Alcohol Policy and Compliance have had several inquiries about whether the DOJ advice to Federal prosecutors will have an impact upon the Department of Transportation’s longstanding regulation about the use of marijuana by safety-sensitive transportation employees.

We want to make it perfectly clear that the DOJ guidelines will have no bearing on the Department of Transportation’s regulated drug testing program. We will not change our regulated drug testing program based upon these guidelines to Federal prosecutors.

The Department of Transportation’s Drug and Alcohol Testing Regulation 49 CFR Part 40, at 40.151(e) does not authorize “medical marijuana” under a state law to be a valid medical explanation for a transportation employee’s positive drug test result.

Therefore, Medical Review Officers will not verify a drug test as negative based upon information that a physician recommended that the employee use “medical marijuana.” Please note that marijuana remains a drug listed in Schedule I of the Controlled Substances Act. It remains unacceptable for any safety-sensitive employee subject to drug testing under the Department of Transportation’s drug testing regulations to use marijuana. ▲

Participate in Survey before Cell Phone Use gets Banned

The American Transportation Research Institute (ATRI) is cooperating with the Federal Motor Carrier Safety Administration on a survey to examine how communication devices (cell phones/smart phones) are used while driving commercial motor vehicles. There are two versions of the survey—one for company executives and one for drivers. Responses to the survey may influence future rulemakings in light of Secretary of Transportation Ray LaHood’s initiatives to combat distracted driving. Secretary LaHood plans to create three rulemakings that will consider:

- Making permanent restrictions on the use of cell phones and other electronic devices in rail operations.
- Banning text messaging altogether, and restrict the use of cell phones by truck and interstate bus operators.
- Having school bus drivers convicted of texting while driving disqualified from maintaining their commercial driver’s licenses.

To complete the survey, go to www.atri-online.org. ▲

PHMSA Requires Hazmat Shipping Documents to Include Offeror’s Contact Information

On Oct. 19, the Pipeline and Hazardous Materials Safety Administration (PHMSA) issued [final rule](#) requiring an offeror’s name or contract number to be included on hazardous materials shipping papers when an emergency response information (ERI) service provider – such as Chemtrec – is being used. The stated purpose of this revision is to enable the ERI provider to identify the offeror on whose behalf it is providing emergency response information and to more quickly provide emergency responders with detailed, product-specific information in the event of an incident. The new rule will require motor carriers that utilize their own shipping paper systems to modify those systems to accommodate the additional data. Recognizing the costs associated with reprogramming computer systems to incorporate the new information, PHMSA is providing an extended compliance date of Oct. 1, 2010; however, voluntary compliance is permitted beginning Nov. 18. ▲

Driver Pre-Employment Screening Program on the Horizon

The Federal Motor Carrier Safety Administration has announced that it will launch a new driver pre-employment screening program which will allow commercial trucking companies to electronically access driver inspection and crash records as a part of the hiring process. FMCSA says it expects to launch the program in December 2009.

Commercial driver safety records are currently available to federal and state law enforcement personnel, and accessible to drivers through the Freedom of Information Act. Once the pre-employment screening program is launched, driver safety records will be readily available to motor carriers regardless of state or jurisdiction. However, in accordance with federal privacy laws, drivers must first give written consent in order for their records to be released.

By using driver safety information during pre-employment screening, it will be easier for you to assess any potential safety risks of a prospective driver. At the same time, drivers will have additional opportunities to verify the data in their driving history and correct any discrepancies. Data from FMCSA’s Motor Carrier Management Information System (MCMIS) will populate the records. ▲

FMCSA to Reconsider HOS Rule

The Federal Motor Carrier Administration has agreed to reconsider, and potentially change, its oft-challenged hours-of-service rule for commercial drivers, putting on hold a federal court challenge by a coalition of interest groups.

The agreement, filed on Monday, gives FMCSA nine months to submit its review to the White House and up to 21 months to issue a new final rule to replace the current one. Until that time, the current rule remains in effect.

The present HOS rule allows truckers to drive for 11 hours a day as part of a 14-hour workday and to refresh their weekly allotment of hours by taking a 34-hour break. The rule, which went into effect in 2008, is a replacement for one that was voided by a federal appeals court in 2007.

An official who asked not to be identified said the move was “procedural” and that there was nothing in the agreement binding FMCSA to a particular outcome. The official said it is possible that the rule won’t change after the review, but warned that it could. ▲



USDOT Announces Administration Wide Effort to Combat Distracted Driving

At the conclusion of a two-day summit on distracted driving in Washington, D.C., U.S. Transportation Secretary Ray LaHood announced a series of concrete actions the Obama Administration and the U.S. Department of Transportation (USDOT) are taking to help put an end to distracted driving.

President Obama signed an Executive Order directing federal employees not to engage in text messaging while driving government-owned vehicles; when using electronic equipment supplied by the government while driving; or while driving privately owned vehicles when they're on official government business. The order also encourages federal contractors and others doing business with the government to adopt and enforce their own policies banning texting while driving on the job.

"This order sends a very clear signal to the American public that distracted driving is dangerous and unacceptable. It shows that the federal government is leading by example," said Transportation Secretary Ray LaHood. "I fully expect that all 58,000 DOT employees and contractors will take this order seriously. Let's show our friends and families that we can resist the temptation to answer the phone, send a message, or allow some other distraction to interfere with our driving."

Secretary LaHood pledged to work with Congress to ensure that the issue of distracted driving is appropriately addressed. He also announced a number of immediate actions the Department is taking to combat distracted driving, including the Department's plan to create three separate rulemakings that would consider:

- Making permanent restrictions on the use of cell phones and other electronic devices in rail operations.
- Banning text messaging altogether, and restrict the use of cell phones by truck and interstate bus operators.
- Disqualifying school bus drivers convicted of texting while driving, from maintaining their commercial driver's licenses.

The Secretary also called on state and local governments to work with USDOT to reduce fatalities and crashes by making distracted driving part of their state highway plans, and by continuing to pass state and local laws against distracted driving in all types of vehicles, especially school buses. He asked states and local governments to back up public awareness campaigns with high-visibility enforcement actions. And he said the Department is establishing an on-line clearinghouse on the risks of distracted driving, aimed especially at young people, which will give them information to help encourage good decisions.

For more information, go to www.motrucking.org and click on the press release. ▲

Notice of Lien – Adding or Dropping Names on Titles

HB 269, passed during the Missouri 2009 legislative session, requires lienholder authorization when an owner wants to add or delete a name on a certificate of title, to ensure the title is not inconsistent with the lien. Effective August 28, 2009, applicants will not be allowed to add or drop a name on the title without proper authorization from the lienholder.

- The Notice of Lien, Lien Release, or Authorization to Add/Remove Name from Title (Form 4809) has been updated to include a section for authorization by the lienholder to add or delete a name on a certificate of title.

Mechanic Liens

HB 269 also shortens from three months to 45 days from the time services were rendered when a mechanic can apply to the Missouri Department of Revenue for a certificate of ownership if charges have not been paid. If towing or storage charges have commenced, a mechanic must notify the owner and lienholder of record by certified mail that he/she will apply for a lien title if the owner or lienholder of record fails to arrange to pay the charges in 30 days, instead of 45 days.

In addition, the mechanic can apply for a lien title 30 days (instead of 45 days) after the notice is mailed and storage or towing charges have not been paid, or if the notice has been returned to sender. HB 269 also specifies that the mechanic can apply for a lien title by submitting an affidavit that notice was provided to all owners and lienholders along with a copy of the notice. ▲

Proposed Changes to Hazard Communications Regulations

The Occupational Safety and Health Administration has issued a proposed rulemaking that would change the current hazard communication standard to conform with the United Nations' Globally Harmonized System of Classification and Labeling of Chemicals. The proposal includes revised labeling requirements, a specific format for material safety data sheets, changes to substance-specific health standards and modifications to employee training requirements. Implementation of the training requirements would go into effect two years from the final rule's effective date. The deadline for comments on this rulemaking is December 29, 2009. For a copy of the nearly 300-page rulemaking, go to www.nebrucking.com and click on this news item. ▲

Senate Committee Approves Ferro to Head FMCSA *Nomination Moves to Floor; No Timetable Set*

A Senate panel Tuesday approved the nomination of Anne Ferro, President Obama's nominee to head the Federal Motor Carrier Safety Administration. Her nomination, approved by the Commerce, Science and Transportation Committee, now moves to the Senate floor for confirmation, though no timetable has been set. Ferro, who was questioned by the panel last month, had been opposed by several interest groups for her ties to the trucking industry. Before being nominated, she had headed the Maryland Motor Truck Association. Prior to that, she headed the Maryland Motor Vehicle Administration. The committee panel also approved Cynthia Quarterman to head the Pipeline and Hazardous Materials Safety Administration. Both agencies are part of the Department of Transportation. ▲



Oklahoma Issues New Height Pole and Escort Rule

Effective September 24, every vehicle and/or load exceeding 14 feet 6 inches in height in Oklahoma must be accompanied by two escorts—one traveling in front of the load with a height pole of the same height and one following the vehicle. This is a change from the previous requirement a height pole for vehicles and loads 15 feet 9 inches or more, which did not require escorts.

This emergency rule was requested, then approved by the Governor's Office in mid September because of the extreme amount of damage to overhead structures in the state during recent years and the potential for personal injury, according to Larry Punneo Oklahoma's Director of Size & Weight Permits.

"We realize this creates an additional burden on companies moving such loads," said Punneo. "Hopefully, this will save thousands of dollars in damages as well as remove some of the potential for personal injury and or death. It will take some time to educate the Industry."

Punneo asks truckers to observe the new regulation even though "it is impossible to recall all permits recently issued that required a 15 foot 9 inch height pole." Changes reflecting this new rule will soon be made to the Size & Weight Permits Division website at <http://www.dps.state.ok.us/swp/default.htm>. ▲

Final Revisions To CARB Truck & Trailer Regulation Issued

The California Air Resources Board (CARB) has issued final revisions to their adopted regulation that seeks to reduce greenhouse gas emissions by requiring the use of aerodynamic equipment and low-rolling resistance tires on tractors and on 53-foot trailers in California. Certain provisions of the regulation begin as early as next year. The revisions include clarifying language further defining responsible parties; compliance requirements and deadlines; and exemptions. CARB is accepting comments on these revisions, as well as the recently published U.S. Environmental Protection Agency interim test methods for certifying SmartWaySM tractors, through Oct. 2. The "Modified Regulatory Language" is available <http://www.arb.ca.gov/regact/2008/ghghdv08/ghghdv08.htm>. ▲

Ohio Speed Limit

Ohio's split speed limit for vehicles traveling on interstate highways has been eliminated. The speed limit on rural and suburban interstates is now 65 mph for commercial motor vehicles weighing more than 8,000 pounds and non-commercial buses. The affected interstates are those that are part of the interstate highway system and that had a 65 mph speed limit as of July 1, 2009. ▲

State Labor Department Investigated Carrier over APUs

The Washington State Department of Labor and Industries attempted to fine a Washington-based company \$1,000 for having an APU that didn't work effectively when the truck was parked at elevations above 4,900 feet. The company appealed. Because the state could not document an incident of this APU failure occurring within Washington State, the complaint was dismissed. The company's maintenance vice president acknowledged that the APU did not work well above 5,000 feet, but questioned how often anyone operates a truck at that altitude. The Dept. of Labor says it will investigate and pursue similar claims if they're reported. ▲

Attention HazMat Carriers Operating in Canada

Effective immediately, Transport Canada will no longer accept the U.S. hazardous materials endorsement (HME) as evidence that a driver has received hazardous materials transportation training. Motor carriers that transport hazardous materials in Canada should create and issue each driver a certificate indicating that the driver has received the required hazardous materials training. The certificate must be in the driver's possession while transporting hazmat in Canada. The relevant Canadian regulations may be accessed on Transport Canada's website: <http://www.tc.gc.ca/tdg/clear/tofc.htm>. ▲

California Training Course to be Webcast on November 3 and 4

The California Air Resources Board (CARB) has developed a one-day training course that provides information about new and existing regulations that affect you if you operate diesel trucks in California. Called Training Course 512, it provides an overview of the regulatory requirements, compliance options, compliance dates and information about funding opportunities. CARB is presenting the course as a webcast on November 3, repeating on November 4. The course is available at no cost, but you must register to participate in the webcast. To register, visit www.arb.ca.gov, click on Truck Stop, then on Course 512 Overview. ▲

St. Louis - TWIC Enrollment Center

The TWIC Enrollment Center in St. Louis has new hours of operation effective 11/2/09.

Monday through Friday: 8:30 a.m. - 12:00 & 12:30 - 4:30 p.m.

OSHA 10-Hour Training NOT Required for Delivery Drivers

MMCA has been working in a cooperative effort with several organizations to clarify the Department of Labor and Industrial Relation's position on the requirements to train "on-site construction workers" in OSHA 10-Hour.

The BOTTOM LINE – if you are reading this because you received it from MMCA directly, there is a 99% chance your "delivery drivers" to Public Works Projects do not have to be trained in OSHA 10-Hour. For more information, please contact the Association office. ▲



States Announce MVR Fee Changes

The following states recently made changes to their fee structure for obtaining driving records:

Florida – Effective September 1, 2009, the fee for obtaining a driver history record from the Florida Department of Highway Safety and Motor Vehicles increased to \$8.00 for a three-year record and to \$10.00 for a seven-year record.

Kansas – The fee for obtaining a motor vehicle record from the Kansas Department of Revenue has increased to \$10.00. The fee to obtain a certified record is now \$15.00.

New Hampshire – The fee for obtaining a driver record from the New Hampshire Department of Motor Vehicles has increased to \$15.00.

New Jersey – The fee for obtaining a Certified Driver History Abstract from the New Jersey Motor Vehicle Commission has increased to \$15.00.

Ohio – The fee for obtaining a driving record from the Ohio Bureau of Motor Vehicles has increased to \$8.50.

Vermont – Effective July 1, 2009, the fee for obtaining a three-year driving record from the Vermont Department of Motor Vehicles increased to \$11.00. ▲

Hawaii Court Tosses Speeding Ticket

The Hawaii Supreme Court has held a speeding ticket invalid because the police agency that issued it had not properly tested for accuracy the laser gun on which the citation was based. The car driver here had been convicted of exceeding the posted speed limit by more than 30 miles per hour, as read by a laser gun used by the Honolulu Police Department. The department did test its guns, but it could not prove that it did so in such a manner as to conform to the manufacturer's standards. The court ruled on the one hand that laser technology was acceptable to document speed, but on the other that the specific gun used to produce evidence in a given case must have been properly tested for accurate calibration, and that the officer using it must have been properly trained and experienced in its use. It is expected that the decision will affect many other pending cases in Hawaii in which the only evidence of speeding stems from a laser-gun reading. *State v. Assaye*, docket no. 29078, decided September 30, 2009 ▲

~ State Laws Newsletter

Arizona DOT to Close 13 Safety Rest Areas

The Arizona Department of Transportation (ADOT) will close 13 of its 18 safety rest areas beginning Oct. 19. ADOT estimates that the closings will save about \$2.5 million annually as they look to solve a \$100 million shortfall. No timeframe has been given for when the safety rest areas will re-open, but ADOT has indicated that they will continue to re-evaluate the closures toward the end of the fiscal year in June 2010. In the past two fiscal years, the Arizona Legislature has transferred more than \$533 million from ADOT's budget to solve the state's overall budget shortfall. A full listing of safety rest areas affected by the closings can be accessed at <http://www.azdot.gov/BudgetRoadmap/PDF/RestAreaFlyer.pdf> ▲

Ontario Cell Phone Restrictions

Effective October 26, a new law in the province of Ontario bans text messaging for drivers, and requires the use of hands-free technology to dial and talk on cell phones. The new law, brought forward by Ontario Transportation Minister James Bradley, states that "driving while holding or using a hand-held wireless communication device or electronic entertainment device is prohibited." Passed earlier this year, the measure known as Bill 118, starts with a three-month education period. Drivers convicted of texting, typing, dialing or e-mailing with a hand-held device can be fined up to \$500 beginning February 1, 2010. The law applies to vehicles in motion and makes an exception for stopped vehicles that don't impede traffic. Other exemptions include the use of navigation devices such as GPS as well as commercially used logistical transportation tracking systems, collision avoidance systems and gauges. Ambulances and other emergency vehicles are exempt from the law, as are drivers who use a phone or hand-held device to contact emergency services. ▲

Chains Required in Colorado

The Colorado Department of Transportation (CDOT) and the Colorado Motor Carriers Association remind operators of commercial motor vehicles traveling in the state that they must carry chains from September through May when they are operating on Interstate 70 between Dotsero and Morrison; that is, over the mountains west of Denver. Message signs along this route, as well as other media, let drivers know when and where to chain up. CDOT provides specific areas for motor carriers to put their chains on and reminds operators that this process can be dangerous. The fine for not carrying chains on I-70 during the winter months is \$67. The fine for not chaining up when chains are required is \$657 and the fine for blocking the road because you did not chain up when required is \$1,313. ▲

Member Cancellations October 2009

Name of Company	Class	Dues
Alliance Water Resources	Private	\$300.00
A P T Transportation	For Hire	\$2,485.00
Dan Cline Transport	For Hire	\$1,732.52
G & M Target Leasing	For Hire	\$300.00
Gallagher Transp. Services	Allied	\$200.00
Geldbach Petroleum Co	Private	\$300.00
Grey Eagle Distributors	Private	\$530.50
Guaranteed Air Freight & Fwdg	For Hire	\$300.00
Helms Permit Agency	Allied	\$200.00
Hunt & Sons	For Hire	\$300.00
K & R Manufacturing	Private	\$300.00
Lakeville Motor Express	For Hire	\$1,000.00
West Star Industries	Private	\$300.00



NYS DOT, VAOT Close Bridge

The New York State Department of Transportation (NYS DOT) and the Vermont Agency of Transportation (VAOT) have jointly made the decision to close the Lake Champlain Bridge, also known as the Crown Point Bridge, spanning the lake between Crown Point, New York, and Chimney Point, Vermont. The bridge, built in 1929, has been the site of repair work since mid-summer.

The two states made the decision after further examination found problems with the bridge's foundation. The closure is expected to be temporary. A signed detour will divert motorists on U. S. Route 4 through Whitehall, New York, and on Vermont Routes 22A and 17, a distance of about 100 miles. ▲

N.J. Enacts Law on Snow Removal

On October 20th, Governor Corzine signed (S520/A1718) the Snow and Ice Removal bill into law. The new law requires a "reasonable attempt" (what is reasonable has yet to be defined) be made to remove snow and ice from ALL vehicles including commercial trucks following a snow storm. While unsuccessful in stopping the bill NJMTA was able to get many amendments to minimize the impact such as: Only one ticket can be issued to the same vehicle in one day (fines range from \$25 - max. of \$75) All fines are sent to Trenton (keeps locals from raising revenues) for a fund to educate motorists and to issue grants to purchase snow removal equipment. Whoever controlled the trailer during the snow storm is responsible for snow removal (i.e. port terminal) If a driver is on the way to a snow removal facility there will be no ticket. The law will go into effect in one year. ▲

Wisconsin Seatbelt Law

The state of Wisconsin has adopted a primary seatbelt law, giving police the authority to pull over a driver solely for not wearing a seatbelt. Wisconsin becomes the 30th state to enact this type of law. Wisconsin joins Florida, Arkansas and Minnesota in passing primary seatbelt laws in 2009. ▲

Lots of miles in New Mexico? You may owe PTE withholding Tax

Some carriers are receiving notices from the New Mexico Taxation and Revenue Department announcing that a pass-through entity (PTE) withholding tax is due if any of these conditions apply to your business:

- if you travel more than 25,000 miles in New Mexico annually and that these miles represent more than 3 percent of your total miles traveled in all states
- if you make pick-ups or deliveries within the state
- if you make more than 12 trips into the state
- if you own or rent any real or personal property in the state

The tax collection net is being tossed back to tax year 2001, seeking to collect for 2001 through 2007. If you are able to pay the tax under the state's managed audit program, you will pay only the tax owed without interest or penalty. ▲

Turn Off the Key, Protect Air Quality.

Help Reduce Emissions from Idling Diesel Vehicles.



Missouri Department of Natural Resources

Emissions from heavy-duty diesel vehicles contribute to unhealthy levels of fine particles, ozone and air toxics. The unnecessary idling of these vehicles increases harmful emissions and raises overall transportation costs by increasing fuel consumption. On average, truck drivers idle their engines about 8 hours per day for more than 300 days per year. This idling consumes approximately 960 million gallons of diesel fuel annually.

In addition, it emits 11 million tons of carbon dioxide, 180,000 tons of nitrogen oxides and 5,000 tons of particulate matter each year. Because of the air quality and health concerns associated with unnecessary idling, the Department of Natural Resources has implemented regulations to control heavy-duty diesel vehicle idling in Missouri. Regulations, 10 CSR 10-2.385 and 10-5.385, require that all commercial, public and institutional diesel vehicles in the affected counties limit their idling to 30 minutes while waiting to load or unload at a location. In addition, passenger load and unload locations are prohibited from causing or allowing vehicles covered by this regulation to idle for more than five minutes in any 60 minute period. Vehicles are also limited from idling for more than five minutes when not waiting to load or unload in any 60 minute period, unless the vehicle meets one of the exemptions.

Health Effects

Exposure to harmful diesel emissions including fine particles can lead to a variety of health concerns. For the same load and engine conditions, diesel engines emit 100 times more sooty particles than gasoline engines. Particle pollution is especially dangerous because it contains microscopic solids and liquid droplets that can get deep into the lungs. Numerous studies link particle pollution exposure to increased hospital admissions and emergency room visits for respiratory distress—and even to death from heart or lung diseases. Diesel emissions also contribute to the formation of ground-level ozone, a dangerous lung irritant, which is of particular concern in St. Louis and Kansas City. Therefore, control measures like idle-reduction are an important part of protecting air quality and public health.

Exceptions and Exemptions

Here are some of the exceptions that apply (see the regulations for others):

- A bus may idle for no greater than 15 minutes in any 60 minute period to maintain passenger comfort when non-driver passengers are on-board.
- An occupied vehicle with a sleeper berth compartment may idle for purposes of air conditioning or heating during government mandated rest periods.
- A vehicle may idle when powering work-related mechanical or electrical or straight truck refrigeration, but not for cabin comfort or to operate non-essential on-board equipment.
- Any emergency or law enforcement vehicle or heavy-duty diesel vehicle being used in an emergency capacity may idle while in an emergency or training mode, but not for the convenience of the operator.

Affected Vehicles

Vehicles powered by a diesel engine that:

- Have a gross vehicle weight rating greater than 10,000 pounds.
- Are primarily designed for transporting persons or property on public streets or highways.

Affected Counties

The idling limits apply to:

- Kansas City Area: Clay, Platte and Jackson counties.
- St. Louis Area: City of St. Louis and St. Louis, Jefferson, Franklin and St. Charles counties.



Idling wastes up to a gallon of fuel per hour and produces harmful air emissions.



For More Information

St. Louis Regional Office at 314-416-2960
 Kansas City Regional Office at 816-997-5790
 Missouri Department of Natural Resources
 Air Pollution Control Program
 P.O. Box 176, Jefferson City, MO 65102
 800-361-4827 or 573-751-4817

Missouri Department of Natural Resources



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September 2009

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FORM #	ITEM DESCRIPTION	PRICE PER EACH	QTY	PRICE
106BC	Certificate of Road Test Wallet Card	.30		
16F	Request for Check of Driving Record (pad of 50)	5.00		
649MF	Medical Examiners Report Form	.50		
650MC	Medical Examiners Certificate (wallet card)	.25		
643F	Violation and Annual Review Record (pad of 50)	5.00		
644F	Statement of On Duty Hours – New Hire (pad of 50)	5.00		
645F	Statement of On Duty Hours – Intermittent or Casual (pad of 50)	5.00		
91F	I-9 Employment Eligibility Verification (individual)	.15		
93F	Notification of Traffic Violation (pad of 50)	5.00		
90F	Drivers Certificate of Compliance (individual)	.15		
116FS-C2	Fair Credit Reporting Act Disclosure Statement	.35		
47F	Driver Qualification File (contents DOT complete)	3.75		
20FP	All in One Confidential File Complete with Forms (Driver Qualification, Drug & Alcohol, & Driver History)	8.00		
19FP	All in One Confidential File Only without Forms (Driver Qualification, Drug and Alcohol, & Driver History)	1.75		
416F	Application for Employment <i>folder</i>	1.00		
420F	Application for Employment <i>paper</i>	.60		
418F	Employee Record Card	.25		
7ORSA	*Federal Motor Carrier Safety Regulations – pocket size	3.00		
17H	Federal Motor Carrier Safety Regulations – Management Edition	10.50		
17ORS	Truck Driver Handbook	3.50		
30F	Dispatch and Trip Report (pad of 50)	4.75		
1MF	Size & Weight Chart	.60		
37B	*Driver's Vehicle Inspection Report – Simplified (pad of 31 in triplicate)	2.25		
36B	*Driver's Vehicle Inspection Report – Detailed (pad of 31 in triplicate)	2.25		
C1781	*Driver's Vehicle Inspection Report – Detailed/Carbonless (pad of 31 in duplicate)	1.75		
628R	Annual Vehicle Inspection Poster (mylar surface)	15.00		
DECAL	Annual Vehicle Inspection Decal w/ laminate	.30		
C1785	Record of Annual Inspection Form 2-ply	.30		
26BC	Brake Inspector's Certification Wallet Card	.35		
430F	Vehicle Mileage Report (pad of 50)	4.25		
T0609	Vehicle Maintenance Report - Equipment File with insert	1.50		
T0603	Vehicle Maintenance Insert Only	.50		
29F	Trip Cost Report Envelope	1.00		
664RM	3M Red/White Conspicuity Tape 2" x 18" length (11" red / 7" white)	2.50		
665RM	3M White Only Conspicuity Tape 2" x 12" length (white only)	1.75		
663RM	3M Red/White Conspicuity Tape 2" x 150' roll (11" red / 7" white)	145.00		
683RM	3M White Only Conspicuity Tape 2" x 150' roll (white only)	145.00		
693 RM	3M Red/White Conspicuity Tape 2" x 150' roll (6" red / 6" white)	145.00		
668KIT	3M Red/White Conspicuity Tape 53' Trailer Kit	135.00		
20R	Emergency Warning Triangle Kit (set of 3)	35.00		
608F	Monthly Log Summary Sheet (pad of 50)	4.25		
9L	Duplicate Bus Driver Daily Logs w/recap & Detailed DVIR (w/carbon)	2.25		
C520	*Duplicate Driver Daily Logs** w/recap & Detailed DVIR (w/carbon)	1.25		
702L	*Triplicate Driver Daily Logs** w/ recap No DVIR (carbonless)	3.00		

FORM #	ITEM DESCRIPTION	PRICE PER EACH	QTY	PRICE
701L	*Duplicate Driver Daily Logs** w/ recap No DVIR (carbonless)	2.50		
605L	*2 in 1 Driver Daily Log** - Detailed DVIR (w/carbon)	3.50		
705LD	*2 IN 1 Driver Daily Log** Detailed DVIR (carbonless)	4.00		
615L	*2 in 1 Driver Daily Log** - Simplified DVIR (w/carbon)	2.25		
622LD	Driver Daily Log** - Detailed DVIR simplified Recap 3ply (w/carbon)	2.00		
612MP	*Loose-leaf 5 in 1 Log** Detailed DVIR Recap 2 ply (carbonless) (pkg of 31) (8.5x11)	4.00		
613MP	*Loose-leaf Log** - Detailed DVIR 2 ply (w/carbon) (pkg of 31) (8.5x6)	2.30		
691L	Drivers Exemption Log - 100 Air Mile Radius	2.00		
625F	Monthly Log Summary Envelopes – open side - No flap	1.00		
626F	Monthly Log Summary Envelopes – end flap	1.00		
694F	Monthly Log Summary Envelopes – side flap	1.00		
695F	Monthly Log Summary Envelopes – end flap (white)	1.00		
696F	Monthly Log Summary Envelopes – side flap (white)	1.00		
85H	Hours of Service and Drivers Log – Training Manual	10.00		
57RM	Rand McNally Motor Carrier Atlas	18.00		
10B	Accident Register	10.00		
33F	Accident Reporting Kit	3.00		
689R	Accident Reporting Kit with Camera	10.50		
414F	Memo Accident Report	.50		
145H	Commercial Vehicle Preventable Accident Manual	16.00		
415F	Preliminary Report of Accident (pad of 50)	5.00		
26ORS	Title 49 CFR, Parts 100-185	33.00		
370H	Handling Hazardous Materials	18.00		
122ORS	Hazardous Materials Compliance Pocketbook	3.25		
14ORS	Emergency Response Guide –pocket size 2008	3.00		
3ORS	Emergency Response Guide –standard size 2008	6.50		
103ORS	Emergency Response Guide –spiral style 2008	6.75		
41FBL	Hazardous Materials Loading & Segregation Chart	1.50		
531F	Hazardous Materials Incident Kit	3.50		
G1620	Annual Safe Driving Award Package (specify number of years _____)	7.00		
QED	QED Units-Must Be Administered by Certified STT (call for price breaks)	6.50		
C12	Ethanol Control Solution	30.00		
17F	Request for Information from Previous Employer (pad of 50)	5.00		
850F	Safety Performance History Records Request (pad of 50)	4.00		
850FS-C3	Safety Performance History Records Request – 3 ply	.35		
854F	Previous Employee Safety Performance History (pad of 50)	4.00		
859FP	Confidential Safety Performance History Folder – Empty	1.50		
860FP	Confidential Safety Performance History Folder with 850FS-C3 & 854F	1.75		
417F	Driver Confidential Record File Folder	.95		
451F	Confidential Alcohol & Drug File (includes necessary forms)	3.75		
532H	Drug & Alcohol Employee Handbook	2.00		
SPVR	Online Drug & Alcohol Abuse Supervisor Training	45.00		
470FS-C3	Breath Alcohol Testing Form DOT	.35		
471FS-C3	Breath Alcohol Testing Form Non-DOT	.50		
849FS-C3	Previous Employer Drug/Alcohol Test Information	.30		
886F	Failed/Refused Pre-Employment Test (pad of 50)	4.00		
886FS-C2	Failed/Refused PreEmployment Test (individual)	.35		
			SUB TOTAL	
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	Orders \$100.00 and over	Add \$17.50 and		
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