



New Members

A-1 Moving & Storage

Mr. Mike Duncan
(573) 642-2100

A-Mrazek Moving Systems Inc.

Mr. Mike Ploesser
(314) 822-4200

ABC Fry-Wagner Inc.

Mr. Earl Kawaoka
(913) 541-0020

Bestway Moving & Storage

Ms. Casey Clotfelter
(417) 866-6542

Cord Moving and Storage Co.

Mr. Steve Ryan
(314) 291-7440

Diamond Idealease/Summit Lease and Rental

Mr. Mike Rissler
(877) 520-4820

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President's Message



December 1st in Missouri marks the start of the legislative session as it is the first date that legislators can prefile legislation to be introduced in the next legislative session. For nearly 25 years, December 1 has been a significant date in my work life for that reason. But before we get too far down the road on the legislative front, I want to pause in the spirit of the Thanksgiving season and give a sincere Thank You to YOU!

Yes, YOU!

If you are reading this message, I am speaking directly to you! Thank you, for your investment in this industry and association. Whatever role you have in MoTA, whether it is as a Board member of MoTA, Safety Council member, Technology and Maintenance Council member, Next Generation Leadership member, or a new member of our Missouri Movers Council, I am thankful for you and your willingness to participate and support our efforts. Without you, there is no MoTA.

I hope regular readers of this column will take note of the names of new members beside this column and on following pages that are joining our Association to improve and promote the trucking industry in Missouri. As you can see, many of the new members are from the moving sector, and we are excited and looking forward to working and learning with them as we help them improve and promote that segment of the trucking industry. Please join me in welcoming them to MoTA, and be sure to say "hi" when you see them at the next meeting!

For the 2018 legislative session, the next 4 weeks will provide quite a large portion of the agenda to be debated January to May. For trucking, we are looking forward to the results of the 21st Century Missouri Transportation System Task Force to be finalized in mid-December. As our Board Members heard from Chairman Representative Kevin Corlew (R-Kansas City) and Vice-Chairman Senator David Schatz (R-Sullivan) during our recent Board Meeting, we anticipate a package of various revenue increases to provide additional investments for Missouri's infrastructure needs.

Stay tuned in the coming weeks and months for more information and opportunities for you to be engaged in helping MoTA with our response and efforts to solve the infrastructure needs we face in Missouri. As the Board Members noted after hearing the presentation, our various policies currently in place are fairly well suited to address the components discussed at the meeting: fuel tax, differential, sales tax on fuel, multimodal, registration fee increases, tolling, and managed lanes.

As you can imagine, with an issue like infrastructure funding in Missouri, there is going to be something for everyone to like and support as well as dislike and oppose. We will need you and your feedback to ensure the final package reflects the views of the trucking industry and is something we can fully support, or at least not oppose!

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**Missouri Memo
November 2017**

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New Members

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Dodge Moving & Storage Co.

Mr. Tom Linhares
(800) 899-3634

Duncan Moving & Storage Inc.

Mr. Ken Duncan
(573) 634-1690

Environmental Works Inc.

Mr. Chad Marti
(417) 890-9500

Hazzard Moving & Storage Co.

Mr. Patrick Hazzard
(314) 535-9300

HM Risk

Mr. Hank Slay
(314) 889-3700

National Interstate Insurance Co.

Ms. Lauren Franczek
(330) 659-8900

New World Van Lines of MO

Ms. Jackie Termini
(800) 844-2447

Quincy Storage & Transfer

Mr. Bob Casburn
(800) 635-7699

State Fair Moving & Storage Inc.

Ms. Erica Jacobi
(660) 826-1946

Studdard Moving & Storage

Mr. John Campbell
(913) 727-3627

Tollie Insurance Services LLC

Mr. Bud Tollie
(913) 888-3093

Trans Advantage

Mr. Brian Theobald
(636) 349-8726

Vanliner Insurance Group

Mr. Mike Lucas
(800) 325-3619

Victory Packaging Kansas City

Mr. Chris Reeves
(816) 483-9628

Williams Moving Company

Mr. Rick Williams
(800) 724-8505

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Inspection Procedures, OOSC and Operational Policy Changes

Seven changes to the North American Standard Out-of-Service Criteria (OOSC) were approved. These changes, along with those approved by the board at the 2017 CVSA Workshop in Atlanta, Georgia, will be submitted to Class I Member jurisdictions for approval later this fall.

- o An amendment was made to Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate, to clarify U.S. medical OOSC when the medical is not showing on the CDL.
- o An amendment was made to the note in Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS, b. Medical Certificate, adding Alberta Class 3 license medical requirements.
- o Changes were made to Part I, Item 9. DRIVER'S RECORD OF DUTY STATUS – U.S., in relation to the OOSC footnotes for electronic logging devices (ELDs).
- o Language was added to Part II, Item 1. BRAKE SYSTEMS, a. Defective Brakes, (7) Hydraulic and Electric Brakes (f), to include brake drums.
- o A new clarifying note was added in Part II, Item 3. COUPLING DEVICES, b. Upper Coupler Assembly (Including Kingpin), to exclude a certain type of fastener from the OOSC.
- o A new exception was added to Part II, Item 3. COUPLING DEVICES, f. Safety Devices, to allow for chains used as safety devices (safety chains for full trailers) to be knotted or twisted to reduce slack.
- o A revision was made to Part II, Item 5. EXHAUST SYSTEMS, b. and c., for bus exhaust systems to clarify how exhaust discharge and leaks should be treated.

Changes were approved for the following Operational Policies:

- o Operational Policy 4 – Inspector Training and Certification
- o Operational Policy 6 – Instructor Certification
- o Operational Policy 15 – Inspection and Regulatory Guidance

Operational Policy 16 – CVSA Programs was created to provide policies and guidance for all CVSA Programs. You will find the updated policies in the Operations Manual by logging in to your [CVSA member portal](#).

Read the rest of the article [here](#)

UCR Registration for 2018 Delayed Again

At its meeting by conference call this afternoon, the Board of Directors of the Unified Carrier Registration program again delayed opening of UCR registration for the 2018 calendar year. The Board had earlier moved the opening of registration back from October 1, the usual start date. The repeated delays are due to delays in action by the Federal Motor Carrier Safety Administration, which is responsible under federal law for setting the UCR fees.

This year, it is proposed that the UCR fees fall by somewhat more than nine percent. FMCSA has not stated definitely when its rulemaking will take effect and registration can be opened. The Board will be requesting the UCR states NOT to begin enforcing UCR requirements until 90 days following the date on which UCR registration for 2018 finally opens.

Member Cancellations November 2017

Name Of Company	Class	Dues
- K P A	Allied	\$350
- Sutton Trucking Inc.	For Hire	\$1914
- HireRight, LLC	Allied	\$350
- Inter-Rail Systems, Inc.	For Hire	\$471





FMCSA Announces New Crash Fault Dispute Program

“On August 1, 2017, the Federal Motor Carrier Safety Administration (FMCSA) will launch a demonstration program that that will enable motor carriers to dispute the determination of certain truck crashes as “preventable.” The program is designed to aid motor carriers in improving Compliance, Safety, Accountability (CSA) scores – if the agency reclassifies the cause of crashes that were previously deemed preventable.

The agency will use its national data correction system known as DataQs in the demonstration program. For this program, the DataQs system will accept videos 5 MB or smaller in specific video container formats, including MP4, MPG, MKV, AVI, MPEG, and WMV file types.

Only certain crash types will be eligible for the demonstration program. FMCSA will review RDRs for crashes submitted through DataQs:

- When the commercial motor vehicle (CMV) was struck by a motorist driving under the influence (or related offense)
- When the CMV was struck by a motorist driving the wrong direction
- When the CMV was struck in the rear
- When the CMV was struck while it was legally stopped or parked, including when the vehicle was unattended
- When the CMV struck an individual committing or attempting to commit suicide by stepping or driving in front of the CMV
- When the CMV sustained disabling damage after striking an animal in the roadway
- When the crash was the result of an infrastructure failure, falling trees, rocks, or other debris
- When the CMV was struck by cargo or equipment from another vehicle

The start date for submitting RDRs on crashes is August 1, 2017. As of August 1, 2017, motor carriers may begin submitting RDRs on crashes that occurred on or after June 1, 2017. The FMCSA states that the burden is on the submitter to show that the crash was not preventable. The FMCSA’s FAQs for the demonstration program are available [here](#).



CSA, IRT and Trucking

Back in June, the National Academies of Sciences, Engineering, and Medicine (NAS) issued a long-awaited report that analyzed the Compliance, Safety, Accountability or CSA program introduced by the Federal Motor Carrier Safety Administration seven years ago. The program is supposed to be a more effective way to measure motor carriers safety.

That 130-page contained what Steven Bryan, president of software developer Vigillo, called a “laundry list” of issues concerning the statistical models within the CSA program’s safety measurement system (SMS) which are then used to craft motor carrier safety scores.

During a presentation at the 2017 American Trucking Associations (ATA) annual conference in Orlando, FL, this week, Bryan and Joe DeLorenzo, FMCSA’s director of the office of compliance and enforcement, explained that the agency is going to use a new analytical “tool” to help improve the CSA safety scoring system over the next two years – a tool called “item response theory” or IRT.

Read the rest of the article [here](#).

EPA takes ‘big first step’ on trailer GHG reconsideration

Maybe trailers shouldn’t be considered motor vehicles after all. The federal agencies responsible for implementing the next phase of heavy-duty fuel efficiency standards have notified the Truck Trailer Manufacturers Association that the industry’s concerns warrant a formal reconsideration of the regulation. TTMA President Jeff Sims called the government’s decision “a big first step towards solving the entire issue.” But he cautions that the looming implementation date—and the associated uncertainty for trailer manufacturers and their customers—remains in place, at least for the time being.

The issue for TTMA, essentially, is that the Environmental Protection Agency doesn’t have the authority to regulate trailers under the Clean Air Act. For Phase 2 of the Obama Administration’s truck fuel efficiency/greenhouse gas (GHG) emissions standards, trailers and other equipment are treated as an integral part of the commercial vehicle—and TTMA has argued against that assumption throughout the rulemaking process, including a post-publication court filing and subsequent requests to the new Trump administration.

Read the rest of the article [here](#).



ATA Thanks Share the Road, America's Road Team Program Sponsors and Supporters

An estimated 1.2 billion people saw President Donald Trump sit in the cab of a Mack truck at the White House and speak with the driver in March — the logo of American Trucking Associations prominently displayed on the truck's door — but what they didn't know was that the truck was part of the Share the Road campaign.

It's a highway safety program that reaches out to millions of drivers each year to convey the message of how to safely and responsibly drive around large trucks.

ATA Chairman Kevin Burch, president of Jet Express Inc., during the federation's Management Conference & Exhibition here Oct. 23 thanked those who devote their time and energy to Share the Road and to America's Road Team, a group of professional drivers who spread the highway safety message.

ATA President and CEO Chris Spear said this year was special, though. "With hundreds of events, including several trips to the White House, these individuals represented their companies and the trucking industry while radiating professionalism and were supported by our sponsors every step of the way," he said.

The Share the Road program is sponsored by Mack Trucks Inc., and is supported by Hyundai Translead, Omnitracs, PSI Inflation Systems, Bendix Commercial Vehicle Systems, Mack Leasing, TA/Petro and PrePass.

America's Road Team is sponsored by Volvo Trucks North America. This team of professional drivers shares the message of safety and the importance of the trucking industry with millions of people each year, including students, government officials, policymakers, community leaders and the general motoring public.

Volvo and Mack are divisions of Volvo Group, based in Gothenburg, Sweden.

Read the rest of the article [here](#).

ATA Takes Aim at Driver Shortage

Trucking and government leaders at American Trucking Associations' annual Management Conference & Exhibition set their sights on solving perhaps the industry's most persistent challenge — recruiting and retaining professional drivers.

With the freight market expected to grow and many members of trucking's current workforce nearing retirement age, the industry will need to hire nearly 1 million drivers and technicians in the next decade just to meet economic demands, ATA President Chris Spear said during the conference, which ran Oct. 21-25 and was attended by about 2,500 people.

"To build trucking's future, we need to look beyond the hood," Spear said. "We need to stop talking about problems and start addressing them."

To that end, ATA announced it is establishing a workforce development subcommittee that will work with federal and state officials to find solutions to the driver and technician shortages.

Two members of President Donald Trump's cabinet — U.S. Labor Secretary Alex Acosta and U.S. Transportation Secretary Elaine Chao — addressed trucking's labor challenge at MCE.

Acosta touted apprenticeships as a key strategy for meeting the industry's demands for skilled workers such as truck drivers and repair technicians.

"In your industry, you've developed robust training programs, yet few are established apprenticeship programs," Acosta said. "To help ensure a pipeline of skilled workers for the future, apprenticeships deserve a good, close look."

Later, Transportation Secretary Chao told MCE attendees that the current and anticipated shortage of truck drivers also gets her attention.

Read the rest of the article [here](#).





ATA Adopts Automated Truck Policy

American Trucking Associations adopted its first policy on the development of automated trucks and continued to explore how automation might reshape the industry's future.

The 21-point policy, unanimously approved by ATA's board of directors on Oct. 24, formally spells out ATA's positions on the emergence of automated driving technologies in trucking.

"The adoption of this policy gives a clear direction about what our industry will expect and require as policymakers establish a comprehensive framework for automated vehicles," ATA President Chris Spear said here at the federation's Management Conference & Exhibition.

The document states that automated and connected vehicle technologies hold the potential to "dramatically impact nearly all aspects of the trucking industry," including safety, emissions, productivity, efficiency and driver health and wellness.

It also states that the deployment of automated driving in trucking will center on technologies that retain a role for the driver. ATA already has been engaging on this topic from Capitol Hill to state trucking associations, "but to put this all together in one document with the headings and 21 points, we think, is a good way of organizing it and presenting it to the public and to public officials," said Mike Cammisa, ATA's vice president of safety policy and connectivity.

Also at MCE, several technology experts and industry leaders shared their visions for how automated driving could change trucking, and discussed some of the challenges.

Larry Burns, a technology consultant and former General Motors Co. executive, told attendees that autonomous driving and connected vehicles could eliminate the 90% of crashes caused by human error.

He also said technological advances could dramatically reduce the cost of transportation, in part by cutting labor expenses and even removing the truck cab altogether in fully autonomous applications.

Other speakers and executives argued that unmanned trucks on public roads are either infeasible or very far into the future. Daimler Trucks North America CEO Roger Nielsen said the truck maker is focused on developing advanced driver-assistance systems (ADAS) rather than "autonomous" trucks.

Drivers can respond to difficult traffic situations or unexpected conditions that are challenging to automate, he said, adding that drivers also handle essential non-driving tasks such as vehicle inspections, customer service and regulatory compliance. The pathway toward higher levels of automation was also a panel discussion at MCE on Oct. 22.

Darryl Oster, assistant chief engineer at Peterbilt Motors Co., said the continued development of ADAS will improve safety and efficiency and eventually will lead to highly automated trucks.

Read the rest of the article [here](#)



AR Decision Provides Insight Into Audits –

A decision by the Arkansas Department of Finance & Administration has denied a sales tax refund to an audited taxpayer. The taxpayer operated two auto-repair businesses. On an audit for sales and use taxes, it had failed to provide the state with sufficient sales records, and the auditor had used records of bank deposits to estimate an assessment. The taxpayer then presented additional deposit records, and argued that the state should accept these as adequate support for a sales tax refund. The hearing officer disagreed, saying that the taxpayer had omitted to file a formal refund claim, but that even if it had, a sales tax refund had to be backed up by actual sales records. The text of the decision provides some good examples of what not to do if you're audited. Administrative Decision nos. 18-009, -010, decided November 13, 2017, and available on-line [here](#).

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