



Welcome New Members

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Upcoming Events

November 5-9
NATMI Training Seminar

November 11
Veteran's Day

November 15
Safety Council Meeting

November 22
Thanksgiving

December 4
DOT Compliance Seminar

December 20
Safety Council Meeting

December 25
Christmas Day

October 2018 MoMEMO

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The President's Message:



Thank you to all who attended and supported our 2018 Annual Convention in Branson, MO. If you haven't already, we encourage you to take the time and give us feedback on our survey. And kudos to the 2018 Convention Planning Committee – job well done!

For those who weren't able to make it, you missed quite a convention! "Best one since I've been attending!" "Best in several years!" "Great event, one of our better conventions!" and "Make it warmer!" "Great work – well balanced between educational and networking events!" – Comments made by 2018 survey respondents.

Thank You to Governor Mike Parson and his wife Theresa for coming to speak to our convention attendees! Governor Parson, for those who had not met him yet, left our audience buzzing with excitement and hope for the future of our state. As one who has known Governor Parson for a long time, it has been very refreshing to see "Governor Parson" hasn't changed from the Mike, Deputy Sheriff, Sheriff, Representative, Senator and Lt Governor that many of us have known from his days in Hickory and Polk counties! Governor Parson was a frequent guest at trucking companies in the SW Missouri area and spoke many times to our Springfield Area Motor Carrier Club in his various official capacities throughout his career.

Governor Parson's speech to our attendees focused on his two priorities since taking office June 1, 2018: (1) workforce development and (2) infrastructure investment. Governor Parson sees both of these issues as critical first steps for Missourians to make if we want to succeed in the future.

On the workforce development topic, Governor Parson highlighted the need for more drivers in the industry and more technical and occupational opportunities for the younger generation. Specifically, Governor Parson mentioned that it was ok to choose a career path that didn't necessarily involve the time and debt of a college degree and highlighted the opportunities available within the companies and industry represented in the room.

As you have seen in the past few weeks, Governor Parson has rarely made a recent public appearance without putting in a plug-in support of Proposition D. Governor Parson thanked the Missouri Trucking Association for its support of Proposition D and encouraged members to not only go out and vote in favor of Proposition D, but also commit to helping educate those around us about the need to "stop kicking the funding can down the proverbial road."

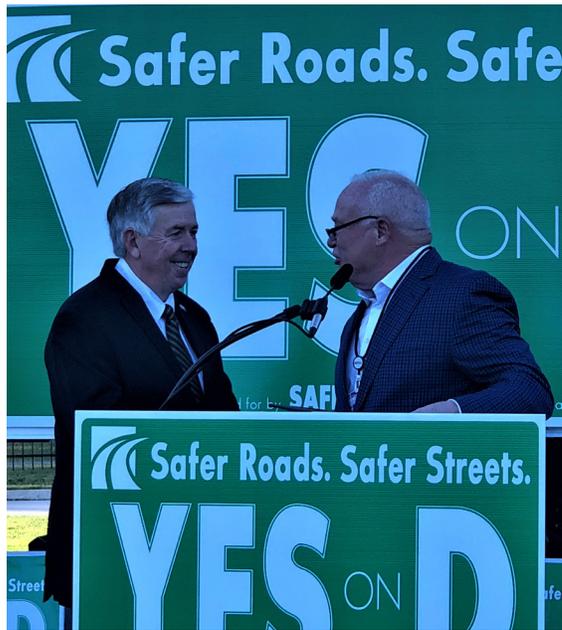
Thank you, Governor and Mrs. Parson, for your attendance at our Convention and for your efforts to improve Missouri!

Tom Crawford

MoTA President & CEO



Governor Parson Visits Springfield To Urge Residents To Vote



SPRINGFIELD, Mo.- When he took to the podium at Prime Trucking in North Springfield on Wednesday Mike Parson had one mission: Advocating for Missouri's Proposition D

"I want the voters to understand when they go to the ballot box, what proposition D represents," he said.

The proposition represents a ten cent gas tax increase; one that would generate revenue used to improve Missouri roads and bridges, a long time goal of the Parson governance.

In fact, that affinity for infrastructure, Parson told us, was enough to outweigh his appreciation for tax cuts.

"Nobody wants to pay any more in taxes but the truth of the matter is, there is a responsibility government has," Governor Parson said. "And the highway systems and the infrastructure is our responsibility of all Missourians."

It was a message the governor continued to deliver as he moved over to the Missouri Job Center.

"We're going to do a two and a half cents a year for four years for a total of ten cents," he said there.

There the Governor explained the tax would (for the average driver) result in about an extra \$1.25 spent at the pump each month. He also explained in detail the need for better roads and bridges.

"We literally have bridges in the state of Missouri that have netting underneath it because of debris that falls off of it," he said.

If the tax approved come November the governor says the state will be able to afford repairs or replacements to a thousand of those faulty Missouri bridges.

As for whether taxpayers will approve the measure...

"I hope at the end of the day they believe how important this is to the state and we move forward," Parson said.

[View Article and Video here](#)

~ Ozark's First



Arkansas Federal Judge Rules Sleeper Berth Time Is 'Time-Worked'

A federal district judge in Arkansas has ruled that a legal class of nearly 3,000 truck drivers is entitled to compensation for time in the sleeper berth even though the drivers were signed out as off-duty.

The lawsuit, filed in 2016 against P.A.M. Transport Inc., alleged that the Tontitown, Ark., motor carrier had violated the federal Fair Labor Standards Act and the Arkansas Minimum Wage Law.

The drivers alleged that for any given 24-hour shift, Department of Labor regulations prohibit P.A.M. from excluding more than eight hours from compensation for time a driver spends in a truck's sleeper berth.

P.A.M. disagreed, claiming that it is legally permissible to exclude all time from compensation that a driver spends in a sleeper berth, regardless of whether the amount of time exceeds eight hours.

In his ruling, U.S. District Judge Timothy Brooks, calling the dispute a "somewhat tangled web of statutes, agency regulations, and agency interpretations of statutes and regulations," denied P.A.M.'s motions to dismiss the case. Brooks said that while Department of Transportation regulations prohibit commercial truck drivers from being on duty more than 14 hours in any 24-hour period, DOT regulations have little, if any "bearing on the matter at hand."

"The DOT regulations aim to make our roads safe, while the Department of Labor regulations aim to provide workers adequate compensation," Brooks wrote. "The Federal Motor Carrier Safety Administration believes that some motor carriers that have not understood the difference may miscalculate the minimum wage, placing the motor carrier in violation of the Fair Labor Standards Act."

"The judge in this case, through an idiosyncratic reading of a pair of Department of Labor regulations, arrived at the erroneous conclusion that motor carriers must treat all but eight hours of time spent in a sleeper berth as time that requires compensation under the federal Fair Labor Standards Act,"

[Continue reading here](#)

~Transport Topics News

ATA Announces Finalists for 2019-2020 America's Road Team

Drivers with 946 Years of Combined Truck Driving Experience Advance to Final Round

Arlington, Virginia – Today, American Trucking Associations released the list of 34 professional truck drivers named as finalists for the 2019-2020 term of America's Road Team.

"ATA believes the men and women who work safely day after day to deliver our goods – truck drivers – are the best representatives of the trucking industry and we are inspired by the finalists for the upcoming class of America's Road Team," said ATA President and CEO Chris Spear. "Throughout the evaluation process, we read and heard stories from truck drivers about pride, courage, and selflessness – the kinds of stories we are excited to share with the public, media and elected officials."

America's Road Team, a group of professional truck drivers with superior safety records, was created in 1986 to represent the trucking industry and is sponsored by Volvo Trucks. Captains, with support from their companies, dedicate a few days each month to attend industry events, speak at schools, or meet policymakers on behalf of the trucking industry.

The 34 finalists advance to the final round of the selection process, being held January 27-30 in Arlington, Virginia. A panel of evaluators, including industry officials and trucking news media representatives will judge the contenders on their knowledge of the trucking industry, dedication to safety, ability to communicate the industry's messages and overall safe driving record. The finalists, with a combined total of 90 million safe-driving miles and 946 years as professional truck drivers, are highway safety experts eager to share their experiences with the motoring public.

The newly chosen 2019-2020 America's Road Team will be announced on January 30 following a ceremony on Capitol Hill in Washington. New Captains, after receiving their signature navy blue America's Road Team blazer, will begin working to share the industry's message of safety, essentiality and sustainability with the motoring public, media, business groups, public officials and their fellow truck drivers around the country.

[Continue reading here](#)

~American Trucking Association



Tax Reform Delivers for Trucking and the American Economy

Apple made big headlines this week as it announced a \$350 billion investment in its U.S. operations, thanks in part to the historic tax reform package that was enacted just before the end of the year. Companies by the dozens released year-end bonuses and some have even announced wage increases.

The trucking industry shares the exuberance of these companies and sees brighter economic days ahead. As President Trump said last October,

“When your trucks are moving, America is growing.”

Thanks to the effort of so many, from the President down, that package has given the trucking industry a boost that will be felt for the months and years to come.

The now-enacted tax bill will give companies more money to reinvest in their people and equipment. By reducing the corporate tax rate, tax reform has helped unlock the investment potential of carriers that historically operate on razor thin margins.

What do these investments look like?

They include stepped up efforts to increase employee pay and recruiting. Trucking is always looking for qualified drivers and technicians. Paying less in taxes allows fleets to compete for the best talent by paying more to the driver, the mechanic and the dispatcher. These are quality, middle-class jobs that cannot be outsourced overseas.

According to a recent survey of ATA members, 50% of carriers plan to either increase wages generally or offer hard-working Americans a one-time bonus—putting more money back into the U.S. economy.

Those investments also include accelerated purchases of new trucks, as orders for new vehicles surged 15% in December—hitting the highest total for the final month of a year in three years.

Similarly, trailer orders have been on the upswing. The increased flexibility to invest has pushed trucking companies to pull the trigger on buying newer, safer, cleaner, more efficient vehicles—a win for the companies that make these trucks and trailers and for the environment in addition to our industry.

ATA’s survey found that 47% of fleets plan to take the windfall from tax reform and invest it in new equipment. Those investments are in new trucks, new trailers and new safety technologies they would otherwise not be buying.

Beyond the direct effect, every time another industry invests in new equipment, or an individual uses some of the money they’re getting back from tax reform on capital expenditures or goods, a truck most likely delivers it—as it does for roughly 70% of the nation’s freight.

At the end of the day, tax reform is reigniting America’s economy, stimulating job growth and providing employees with higher pay and benefits as a result. A growing economy means more trucks on our roads to keep store shelves stocked and Americans’ homes filled. Everyone can be thankful for that.

~American Trucking Blog

Nominate a driver for
“Professional Driver of the
Month” [HERE](#)



Turnover at Large Truckload Fleets Hits Highest Level Since 2015

LTL Churn Rate Also Hit Five-Year High

Arlington, Virginia — The annualized turnover rate at large truckload carriers jumped four percentage points in the second quarter to 98%, according to American Trucking Associations' Trucking Activity Report.

“So far this year, the turnover rate at large truckload fleets is up ten percentage points,” said ATA Chief Economist Bob Costello. “The extreme tightening of the driver market – driven by solid freight demand – will continue to challenge fleets looking for qualified drivers.”

The jump for carriers with more than \$30 million in annual revenue set the churn rate at its highest point since the fourth quarter of 2015. In the first half of the year, turnover is averaging 96%, putting 2018 on pace to be the highest annual rate since 2013.

At the same time, the turnover rate at smaller truckload fleets slipped one percentage point to 72%.

“There is something happening with turnover at these smaller fleets,” Costello said. “The driver market remains tight across the truckload sector, but the turnover rate at these smaller carriers is down 14 points from the same time last year. Like large carriers, small truckload carriers have been aggressively raising pay this year, which has helped their turnover rate level off.”

Turnover at less-than-truckload fleets also jumped four percentage points to 14% - the highest mark for this traditionally stable sector since the first quarter of 2013.

“While much lower than the truckload sector, seeing this kind of jump in the LTL market tells me that this sector is struggling with drivers more than in the recent past,” Costello said, “and suggests the industry’s issues finding qualified drivers are continuing to deepen across the board.”

~ American Trucking Association

What experts say is ahead for the trucking industry

The factors that drive truckload freight are going to move “from great to good” and that private fleets are expanding to reduce their spot market exposure.

It goes without saying that the trucking industry is affected by what’s happening in the general economy. Today, fleets are buying and leasing trucks and trailers at record levels. No one knows how long the good times will last, but two industry experts offered attendees at a recent NationalLease meeting some food for thought.

Steve Tam, vice president of ACT Research, listed some positive economic indicators including business/consumer confidence, rising industrial production, employment rate, stable oil prices, corporate global profits, global expansion, tax cuts and equity valuations. Some concerns he raised include: traffic and trade tensions, rising inflation and interest rates coupled with stagnating wages.

Tam is upbeat about the near-term condition for trucking but added that he expects the rate of freight growth to slow in 2019 to low single digits. He explained that the factors that drive truckload freight are going to move “from great to good” and that private fleets are expanding to reduce their spot market exposure. This will remove freight from the for-hire segment in the coming quarters.

He also spoke a little about the medium-duty side of the market, saying in the 2018-19 timeframe, that market would be reaching a plateau at high, stable levels.

Next Tam turned to electric vehicles describing the market as “revolutionary change at an evolutionary pace.” He explained that without incentives, the payback period for electric vehicles is long and that there is a significant upfront premium cost for them. However, he pointed out that California has launched a robust first round of incentives to encourage the purchase of electric vehicles.

Also speaking at the event was Noel Perry, transportation economist and founder of Transport Futures, who said that things will be good for six-to-12 months, but reminded the audience that, “good times now do not mean good times beyond a year from now.”

[Continue reading here](#)

~FleetOwner



New Rules For Commercial Drivers With Insulin-Treated Diabetes

New rules for commercial drivers with insulin-treated diabetes have been implemented by the U.S. Department of Transportation and Federal Motor Carrier Safety Administration (FMCSA).

FMCSA rules apply to most people who operate commercial motor vehicles – trucks, buses, construction vehicles, delivery vehicles, airport shuttles, etc. – in interstate commerce.

The old rule contained an exclusion against insulin use regardless of how well a person managed his or her diabetes.

In 2003, FMCSA began granting exemptions to individuals who could satisfy safety criteria and wait out a cumbersome application process. The application process involved a period of many months during which the individual could not drive a commercial vehicle.

The new rule, published in the Federal Register earlier this month, changes the rules that govern the way commercial drivers with insulin-treated diabetes are certified to operate commercial motor vehicles in interstate commerce.

Recognizing the discrimination that results when people are deemed unsafe simply because of how they treat their diabetes, the American Diabetes Association insisted on more fair rules.

The new rule allows individuals on a stable insulin regimen to operate commercial vehicles without needing to obtain an exemption from the government. It provides for an appropriate assessment of diabetes by the individual's treating clinician, followed by examination and certification from a certified medical examiner.

“This rule eliminates a longstanding barrier that prevented people with diabetes from fully realizing their potential in the workforce,” said Katie Hathaway, JD, vice president of legal advocacy for the American Diabetes Association in a [press release](#). “I’m proud of ADA’s commitment to this issue and to lead the fight for what’s right for people with diabetes. We are so pleased to celebrate this victory alongside those affected by the outdated rule.”

The final rule draws on data presented in the ADA’s position statement [“Diabetes and Driving,”](#) published in ADA’s journal, Diabetes Care.

The final rule was posted in the [Federal Register](#) on September 19, 2018.

Trump signs bill requiring DHS to provide update on hair-sample drug testing protocol

President Trump on Wednesday signed into law a package aimed at curbing abuse of opioid drugs, and included in the legislative package is a provision that requires the Department of Health and Human Services to provide Congress with an update on the status of guidelines for conducting [hair-sample drug tests](#).

2015’s FAST Act highway bill called for the U.S. DOT to recognize hair-sample drug tests for truck drivers as an alternative to urine-sample tests, but only after DHS produced guidelines for how those tests should be conducted. DHS has yet to produce the guidelines, despite Congress directing the agency in 2015 to develop them within a year.

The opioid bill signed by Trump Wednesday requires DHS to provide a report to Congress within 60 days on the progress of those guidelines, as well as why they have been delayed and a schedule for when it plans to complete them.

Many fleets, especially a few larger carriers, already conduct hair-sample testing. But federal law requires drivers to be tested via a urine sample, so carriers that do perform hair-sample tests must perform both types of tests. Once DHS completes its hair testing guidelines and the U.S. DOT begins to recognize hair sample tests, fleets who choose to conduct hair sample tests won’t need to conduct a urine analysis test.

~ Commercial Carrier’s Journal



FMCSA passes rule for veterans to waive commercial learner's permit, multiple endorsement exams

For veterans who have military experience in commercial truck and vehicle operation, it seems natural to want to apply these skills to a civilian career. Yet to transition from a military truck driving job to a commercial truck driver has historically not been simple.

Fortunately, the Federal Motor Carrier Safety Administration is changing that for military veterans. The FMCSA has recently passed the Military Licensing and State Commercial Driver's License Reciprocity rule. Find out what this rule means for military veterans.

Becoming a Military Truck Driver

If you have experience driving a truck for the military, you might have the skills you need to operate the vehicle. To be a commercial truck driver, you also need to get a commercial driver's license or CDL.

The most common path for getting a CDL is to attend truck driving school. Trucking school ranges from one day to two months in length, and it provides you with the skills needed to pass the CDL exams. These exams include a written test and a road skills test.

Once you get your CDL, you have the option of adding endorsements for hauling passengers, hazardous materials, and tank vehicles to your license. These endorsements allow you to increase your job opportunities by picking up more specialized freight.

Waiver of CDL Exams

As a military truck driver who has the experience, you want to be able to get a civilian job as soon as possible. Yet previously, military vets had to start from the basics, which is a time-consuming process that has the potential to dissuade vets from getting their CDL.

At the same time, the trucking industry is in dire straits to be able to fill trucking jobs. Therefore, the FMCSA has published the Military Licensing and State Commercial Driver's License Reciprocity rule in the Federal Register on Sept. 28, 2018.

This rule allows military vets who were employed as a truck driver in the last 12 months to forgo taking the CDL skills test. This means that experienced military vet truck drivers no longer have to take the written portion of the exam.

All that these drivers need to do is be able to pass the road test. If you have experience as a truck driver in the military, you should be fully equipped to operate a commercial vehicle. As such, you will only have to take the driving test to be able to get your CDL.

Benefits of Waivers

You can avoid going to trucking school in order to get your CDL as a veteran, which saves you time and money on getting your civilian job going.

In addition, the FMCSA rule states that military veterans who have proven experience in similar skills, such as transporting hazardous materials or tanker loads, can also be exempt from these exams. While the endorsements are not mandatory for commercial truck drivers, they do enhance a driver's CDL and work history for potential employers.

[Continue Reading Here](#)



PROPOSITION D

SAFERMO.COM

YES on D for safer roads and safer streets

WHAT IS PROPOSITION D AND WHAT WILL I SEE IN THE VOTING BOOTH?

Proposition D is a statutory referendum to fund Missouri state law enforcement and maintenance for highways, bridges, roads and streets. Because Prop D was referred to the statewide ballot by the General Assembly, Missouri voters have the final say on this important measure. Here is the ballot language you will see in the voting booth on November 6th: Ballot Summary: "Shall Missouri law be amended to fund Missouri state law enforcement by increasing the motor fuel tax by two and one half cents per gallon annually for four years beginning July 1, 2019, exempt Special Olympic, Paralympic, and Olympic prizes from state taxes, and to establish the Emergency State Freight Bottleneck Fund?" Fiscal Summary: "If passed, this measure will generate at least \$288 million annually to the State Road Fund to provide for the funding of Missouri state law enforcement and \$123 million annually to local governments for road construction and maintenance."

WHO SUPPORTS PROPOSITION D

Proposition D is supported by a statewide coalition that includes farmers, business people, professional associations, labor, city and county leaders and law enforcement supporters. This diverse coalition has come together to encourage a YES vote on Proposition D because they care about public safety and they care about Missouri's transportation infrastructure, a vital factor in our state's economy.

WHAT IS MISSOURI DOING TO IMPROVE SAFETY ON THE ROADS?

See our page on Safety First here.

HOW DOES THE MOTOR FUEL TAX BENEFIT STATE LAW ENFORCEMENT?

The Missouri Constitution requires that motor fuel tax revenues can only be used for: (1) The cost of collecting the revenue. (2) Local and state roads and bridges. (3) The Missouri State Highway Patrol, for the actual cost of enforcing Missouri's laws on state highways. Voting YES on Proposition D means that our state law enforcement will have the funding they need to be well equipped to protect drivers and respond to accidents across the state. And that will free up more than \$400 million annually that can be used for local and state roads and bridges.

HOW MUCH WILL THIS COST ME?

For every 2.5 cents increase in the motor fuel tax, the average driver will spend an additional \$1.28 per month. When Prop D is fully phased in at 10 cents after four years, the average driver will spend \$5.10 per month for safer state roads and law enforcement. Voting YES on Proposition D will cost the average driver a few dollars per month but that helps ensure safe travel to protect motorists and their families on our state's roads and bridges. (source: <http://www.modot.org/TransportationDollars/TransportationDollars.html>).

HOW DOES MISSOURI RANK NATIONALLY ON MOTOR FUEL TAXES?

Missouri is near the bottom - 49th in the nation - with a 17 cents per gallon motor fuel tax. And Missouri ranks 46th in the nation in revenue spent per mile. Oklahoma is no longer lower than us.

WHEN WAS THE MOTOR FUEL TAX LAST RAISED?

The 17 cents per gallon state tax was established in 1996. Adjusted for inflation, today's 17 cents fuel tax is worth about 7 cents in 1996 dollars.

WHERE CAN I SEND A DONATION?

SAFERMO.COM, PO Box 7653, Columbia, MO 65203 or donate online at <http://www.safermo.com/donate/>

WHAT ARE THE COMPONENTS OF THE BILL? WHAT IS THE SPECIAL OLYMPIC, PARALYMPIC, AND OLYMPIC PRIZE TAX EXEMPTION AND THE EMERGENCY STATE FREIGHT BOTTLENECK FUND?

The transportation components of Proposition D were amended onto House Bill 1460 during legislative session and that is how the bill came to have three major components. The Special Olympic, Paralympic, and Olympic prize tax exemptions ensure that Olympians do not have to pay state income taxes on their medal or cash prizes awarded by the U.S. Olympic Committee. The Emergency State Freight Bottleneck Fund is set up to pair state general revenue (not road fund money) with local and federal funding to address extreme freight bottlenecks found at some major highway intersections. The major component of the bill is raising the state motor fuels tax to fund state law enforcement and both state and local roads and bridge maintenance and construction.

WHAT PROJECTS WILL BE PAID FOR BY PROPOSITION D?

Proposition D will accelerate the state's State Transportation Improvement Plan (STIP), a plan put together by local leaders across the state. Missouri's STIP can be found [HERE](#)

HOW IS THE STATE HIGHWAY PATROL PART OF PROPOSITION D AND SAFER ROADS?

HISTORY

Proposition D does not change the constitution which directs, without exception, the gas tax revenues are only to pay for law enforcement when patrolling the highways to keep the public safe, and for the construction of roads and bridges and their maintenance. The constitution also directs that thirty percent of all gas tax revenue goes directly to cities and counties for Road and bridge construction and repair. Proposition D provides new funding for State Law Enforcement while freeing current gas tax revenues to go to construction and maintenance of roads and bridges.

SUMMARY

The summary language does not express the full scope and details of the law voters are being asked to pass. It is merely a summary. The ballot summary is 52 words of a bill that is 9 pages long. The ballot language may be confusing to some --- that is why you have to run a campaign. The campaign is completely transparent. It is specifically stating what the impact of the law is if approved.

WHAT PROP D WILL DO

· Pay for about 46,000 miles of highway pavement and help repair the over 2,000 bridges in poor and weight restricted condition that are getting more dangerous for our families, school buses and emergency responders to cross every day. · This proposition provides a 66% increase, or \$123 million annually, in new gas tax funding for our counties and cities to be spent on local roads and bridges that are in need of repair. · Prop D will add over \$100 million over 4 years in funding to state law enforcement who risk their lives for us every day.

A GOOD BARGAIN FOR OUR FAMILIES

Costing the average Missourian only \$1.25 per month initially, the improvements to Missouri's roads and bridges will help grow the economy, reduce vehicle maintenance costs and result in \$1 billion in Federal Matching Funds for our roads and bridges.

REGULARLY AUDITED AND CONSTITUTIONALLY DESIGNATED

The revenue generated from Proposition D will be regularly audited and constitutionally designated to ensure it is spent the way it was intended, provide a safe system of roads.

STATE LAW ENFORCEMENT

The State Highway Patrol was created about the same time the interstate highway system was created. The patrol's primary job is to keep our roads safe. They help save lives by assisting EMS on accidents, alert motorists of hazardous conditions, stop dangerous interstate vehicles such as unsafe trucks from operating on our roads, enforce the states laws, stop drunk drivers and assist motorists. They are an essential element of Missouri's safer roads.



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“The judge in this case, through an idiosyncratic reading of a pair of Department of Labor regulations, arrived at the erroneous conclusion that motor carriers must treat all but eight hours of time spent in a sleeper berth as time that requires compensation under the federal Fair Labor Standards Act,” American Trucking Associations spokesman Sean McNally said. “Other courts have correctly recognized that, under those same regulations, time during which a driver is permitted to rest in the sleeper berth does not count as ‘hours worked’ under the FLSA. Thus, [the decision Oct. 19] stands as an outlier that hopefully will be corrected in due course.”

Brooks said there is no ambiguity on the point that employers must count as hours worked time employees spend riding in a commercial truck while neither sleeping nor eating. During this time an employee, “is working, and any work performed while traveling must be counted as hours worked,” he said.

P.A.M. did not immediately return a phone call seeking comment on the ruling.

P.A.M Transport ranks No. 71 on the Transport Topics list of the top 100 largest for-hire companies in North America.

~Transport Topics

[Continue reading here](#)



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Captains from the 2017-2018 America's Road Team, and previous teams, continue to serve as ambassadors to the industry and are called upon frequently to participate in safety events, speaking appearances and industry conferences.

“The trucking industry has millions of truck drivers who work tirelessly to safely deliver goods to our communities, so it is a major responsibility to represent that workforce as an America's Road Team Captain,” said ATA COO and Executive Vice President of Industry Affairs Elisabeth Barna. “These finalists, and all the nominees, are valuable representatives for our industry and we are looking forward to meeting them in January and welcoming a new team to join the proud legacy of being an America's Road Team Captain.”

To be nominated to serve as an America's Road Team Captain, professional truck drivers must be employed or leased to an ATA member company. Each nominee should have an excellent safety record, and should demonstrate an ability to communicate his or her commitment to safety and passion for the industry. Nominees should also portray a positive image of the professional truck driver in all that they do.

This year's finalists hail from 22 different states, haul a diverse assortment of products and materials, and range from short haul drivers to over-the-road drivers operating in all of the lower 48 states. The finalists represent a cross-section of the industry with experience ranging from 6 years to 55 years as professional truck drivers with anywhere from 600,000 to 6.9 million safe driving miles.

~ATA

[Continue reading here](#)



Glider Kit Study Drew ‘Inaccurate’ Conclusions, Tennessee Tech Finds

A misconduct investigation completed by Tennessee Technological University concluded that university researchers erred when stating in an industry-funded glider kit study that emissions from the trucks are as clean or cleaner than those from newer trucks.

The school described as “inaccurate” its earlier conclusion that “optimized and remanufactured 2002-2007 engines and OEM ‘certified’ engines performed equally as well and in some instances outperformed” engines that were compliant with 2010 U.S. Environmental Protection Agency regulations.

This statement was included in an Oct. 23 letter that university vice chairman of the board of trustees Trudy Harper sent to Tommy Fitzgerald, the CEO of Fitzgerald Glider Kits, which paid for the research. The letter also was sent to the EPA’s acting administrator, Andrew Wheeler, and Rep. Diane Black (R-Tenn.).

Glider kits are new chassis and cab assemblies powered by older and often rebuilt engines.

The 2017 study has been at the center of a fight over the EPA’s attempts to loosen production limits on the trucks. The EPA cited the Tennessee Tech study in a proposal that year to reverse caps on annual glider kit production enacted by the Obama administration. Fitzgerald is a proponent of repealing the caps, which would limit how many gliders a shop may produce each year.

In the letter, Harper said that the school’s field-testing procedures for the research were “not sufficient to justify comparisons with EPA emissions standards.” Harper further stated that a review of the school’s supporting data, “does not support the statement” that the rebuilt engines performed as well as “OEM ‘certified’ engines.”

Tennessee Tech did, however, defend its research methods.

~Transport Topics News

Truck electrification, autonomy means ‘new training for maintenance folks’

Discussion around new trucking technologies like electrification and autonomy is usually water cooler fodder for the purchasing department, but if it’s going to hit the highway it’s eventually going to need service.

These cutting-edge trucks will come with maintenance needs and methods unlike anything even the most tenured shop foreman has seen, especially when it comes to the needs of complex radar and camera systems used for autonomous driving.

“This will be new training for maintenance folks,” says Chuck Price, vice president of product for TuSimple – a San Diego-based autonomous truck startup that is already logging Level 4 autonomous miles. “The actual work will be very compatible with what folks are doing today ... it’s different but it’s still replacing components, aligning components [and] getting readouts from the diagnostics port. We’re trying to make it compatible with how maintenance teams operate today.”

Electric trucks, with levels of voltage generally left to electricians, pose a different kind of challenge.

“You don’t have the opportunity to electrocute yourself on a diesel vehicle the way you do with an electric vehicle,” says Chris Nordh, Ryder System’s senior director of advanced vehicle technology and energy products for its fleet management solutions segment.

A person can be fatally electrocuted by as little as 42 volts and electric vehicles use several hundred direct-current volts to operate, making safety a top maintenance priority.

On the battery pack, there is a high-voltage switch that can be turned off and locked-out – the equivalent of the truck’s breaker box – making working on the system safer.

“Now you’ve de-electrified the entire system,” Nordh says. “The only place that has high-voltage is now inside the battery pack itself ... and you never, ever, ever break into the battery pack. You don’t open it. You don’t take a screw out of it. That’s one of those untouchable kind of things.”

[Continue reading here](#)

~Commercial Carriers Journal



Tight Inventory Raises September Used Truck Prices

The sale price of the average Class 8 used truck jumped 13% in September amid ongoing demand for trucks in a market where freight is plentiful and capacity is tight, ACT Research Co. reported.

The average price was \$46,626 compared with \$41,300 a year earlier, according to ACT, which surveys dealers, wholesalers and auctioneers as well as a few large fleets, to determine average prices, age and mileage.

On a year-to-date basis, prices are up 9% to \$43,933 compared with \$40,400 a year earlier.

Sales hit 21,800, about flat with the year earlier when they were 22,100.

“We have talked about how the perception of inventory has shifted,” ACT Vice President Steve Tam said. “A year or a year-and-a-half ago, it was too much inventory keeping pressure on prices. Now it is the opposite. We continue to whittle away at inventory with strong demand. That has really been what’s keeping prices elevated.”

Year-to-date sales increased to 209,200 compared with 201,700 a year earlier, according to ACT.

Part of that demand is coming from former owner-operators returning to the industry since rates and freight are high, Tam said.

“They are going and buying used equipment. They know there’s a shortage of trucks and drivers. So they know there is an opportunity there to go and make some money,” he said.

Paccar Inc. in its third-quarter earnings release called recent demand for used trucks buoyant.

Used truck values increased more than 10% in the third quarter compared with the same period last year for its Kenworth Truck Co. and Peterbilt Motors Co. brands, Paccar Senior Vice President Bob Bengston said in a release.

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~Transport Topics News

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Department of Transportation
Compliance Seminar



December 4, 2018

*Missouri Trucking
Association Office*

102 East High Street
Jefferson City, MO 65101
(573) 634-3388

Presenter:

Russ Quinn

*Director, Safety &
Membership Services*

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- 7:45 a.m. Registration
- 8:00 a.m. Insurance Requirements
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- Noon Lunch & Learn
- 1:00 p.m. Driving of Motor Vehicles
Inspections & Maintenance
Record Keeping Requirements
Hours of Service
- 4:30 p.m. Adjournment

Registration & Fees must be in the MoTA office November 27th

Payment must accompany registration

Registration Fee (per person): MoTA Members - **\$150** Non-MoTA Members - **\$250**

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Registration fees will be refunded ONLY if canceled prior to November 27th



CLINE WOOD EXPANDS RISK MANAGEMENT TEAM WITH ADDITION OF TWO EXPERIENCED SAFETY PROFESSIONALS

Cline Wood, a Marsh & McLennan Agency LLC company, has hired two new risk consultants to help its transportation and agribusiness clients build and enhance their safety cultures and design and implement various industry-specific risk management solutions.

Steve Page has spent over 30 years as a leader in transportation and safety management. His previous leadership positions within several realms of the trucking industry included roles focusing on safety and safety programs, compliance, FMCSR rules and regulations, and driver management/coaching. He earned the NATMI Certified Director of Safety designation in 2003 and many other awards and acknowledgments because of his work in transportation safety. Steve will primarily work with employers in the Midwest region.

Kenny Ray has spent over 30 years building a successful career in safety, security and risk management. His experience includes 25 years as a peace officer in Texas and many years with the Texas Department of Public Safety and Texas Rangers in various leadership positions. These combined with his most recent role as a transportation safety director have positioned him well to support Cline Wood clients in Texas and the Southwest.

“We are committed to helping our clients build a safety culture that helps control losses and increase the value of their companies,” said Mike Wood, president of Cline Wood, a Marsh & McLennan Agency LLC company. “Our team is made up of proven professionals who have met the challenges in the industries we represent and they will work with our clients to find solutions to those challenges. We are extremely pleased to have both Steve and Kenny join us, as they embark on a new stage of their careers.”



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WHY CLINE WOOD?

At Cline Wood, a Marsh & McLennan Agency, we know trucking. We have been specializing in the industry for over 30 years, and as an active member of the trucking community, we continually stay up to date with important issues and regulations. Our clients are nationwide and range in size from individual owner-operators to some of the largest trucking companies in the nation. We consider ourselves your business partner, not just your insurance agent, and with our specialized services we strive to help you run your business as effectively and efficiently as possible.

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MOTA Photo Album

2018 Annual Convention - Château on the Lake - Branson, Missouri



[View the 2018 Annual Convention Wrap-up Here](#)