



New Members

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*Welcome
New Members!*



MoTA Holds Annual Convention

The membership of the Missouri Trucking Association held their annual convention September 27-29, 2017 at Chase Park Plaza in St. Louis, Missouri and elected the following slate of officers to lead the association during the 2017– 2018 year.

Chairman: Greg Swift, Swift Carriers, Inc., Marshall, MO

1st Vice Chairman: Mark Walker, TransLand, Strafford, MO

2nd Vice Chairman: Jeff Buchheit, Buchheit Logistics, Scott City, MO

3rd Vice Chairman: Amber Edmondson, Trailiner Corporation, Springfield, MO

Treasurer: Brent Witte, Witte Bros. Exchange, Troy, MO

ATA Vice President: Danny Opie, Opies Transport, Eldon, MO

During the three-day annual meeting, marking MoTA's 80th year as the voice of the trucking industry in Missouri, over 175 motor carrier and allied industry members and guests, attended business sessions and heard from local and national speakers. The MoTA Mobile Events App offered a complete agenda for attendees to maneuver the convention and contact each other through messaging. Presentations and information from speakers were also made available in the app.

Golfers enjoyed kicking off the event at the Forest Park Golf Course. The Wednesday evening "Welcome" reception at the Budweiser Brew House on the Bud Deck in Ballpark Village was followed by a full day of educational programming designed to update and inform trucking executives on many topics of interest. Among notable speakers was Chris Spear, President, American Trucking Associations. Topics covered in Thursday's presentations included "Good Dads", Dr. Jennifer Baker; ELD: Legal and Liability Issues, Ted Perryman, Roberts Perryman PC; Easing Transition from Military to Civilian Professional Drivers, Selden Fritschner, FMCSA Transportation Specialist. An "Ask the Experts" panel featured Scott Marion, Director – MoDOT; Brandon Whittington CVE – MO State Hwy Patrol; Russ Quinn representing – MO Dept. of Revenue; Tim Chitwood, Director-BKD CPAs & Advisors; and Tim Niedbalski, Shareholder – Sandberg Phoenix & Von Gontard PC.

At the Candlelight Banquet on Thursday night, Rocky Griffith of Walmart Transportation, St. James, was presented the prestigious "Frank G. Campbell Outstanding Service Award". Kyle Larson, The Larson Group, O'Fallon, MO was awarded the "G. Findley Reed Award" the allied industry's highest service honor.

At the conclusion of the banquet, Reza / Illusionist entertained guests with amazing "Edge of Illusion" show.

Friday morning, the final day of the conference, was wrapped up with "Detour", an entertaining message by Steve Gilliland; and the Missouri Movers Council meeting.

In This Issue



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Attachment :

Convention Wrap-up 2017

*****BE ON THE LOOKOUT FOR DIRECTORY PROOFS AND FLEET VERIFICATIONS. WE WILL BE SENDING THEM BOTH OUT IN THE MAIL SOON!*****

Thank you 2017 MoTA Convention Sponsors!!

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Thursday Breakfast Speaker

AAA Trailer Services, Inc.

Thursday Luncheon Speaker

LytX

Friday Buffet Breakfast

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Friday Breakfast Speaker

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Ask the Experts Panel

Gully Transportation, Inc.

Thursday Morning Coffee Break

CSA Advisors, LLC

Thursday Afternoon Coffee Break

UPS

Selden Fritschner Speaker

LytX

We would like to thank all the sponsors who contributed to the MoTA Annual Convention. This event could not happen without the generous support of our members. When you see these companies, take time to thank them for everything they do for the Missouri Trucking Association and the trucking industry.

ATA Invited All Fleets to Participate in Latest Driver Compensation Survey

ATA's Economics Department posted the latest driver compensation survey and invites all truckload, LTL and private fleets to fill it out and receive all the benefits of participation. The first of its kind since 2014, this study is a comprehensive evaluation of the way fleets compensate their drivers, including details ranging from base salary packages and bonuses to benefits such as paid time off. The survey covers both employee drivers and independent contractors.

Participants will receive a comprehensive report of the results at approximately 70% off the full price for non-participating fleets, plus a free executive summary prior to public release. No individual carrier's information will be released, and a nondisclosure agreement is available.

For more information or to participate, [click here](#).

NEWS GOVERNMENTAL AND REGULATORY

FMCSA Grants ELD Exemption to Rental and Lease Association

On Oct. 11, 2017, the Federal Motor Carrier Safety Administration (FMCSA) [granted an exemption](#) to the Truck Renting and Leasing Association (TRALA) from the coming electronic logging device (ELD) requirement. The exemption, which is good for five years, exempts all drivers of property-carrying commercial motor vehicles (CMVs) rented for eight days or less, regardless of reason, from the requirement to use an ELD. While operating under this exemption, drivers will remain subject to the standard hours-of-service (HOS) limits, maintain a paper record of duty status (RODS), if required, and maintain a copy of the rental agreement on the vehicle. The exemption is effective Oct. 11, 2017-Oct. 11, 2022.

Driver of the Month/Year Contest

Twelve drivers from MoTA member companies are honored each year for outstanding achievements.

One is selected as the Missouri Driver of the Year.

These winners are honored at the MoTA Annual Safety Awards Banquet.

[If you think your driver is the best in the industry please fill out an application found here!](#)

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National Truck Driving Championship Final Standings

Paul Tyler, XPO Logistics *Straight Truck* - **17th**
Scott Hopper, Walmart Transportation *3 Axle* - **19th**
Brent Sims, FedEx Freight, *4 Axle* - **17th**
Bruce Brewen, Hogan Transportation *5 Axle* - **8th**

Andrew Hunt, FedEx Freight * Tank Truck* - **24th**
Jerry Bedgood, FedEx Freight *Twins* - **36th**
Ellis Holder, Walmart Transportation *Flatbed* - **30th**
Glen Horack, Prime *Sleeper Berth* - **19th**



FMCSA's Medical Review Board Updates Medical Examiner's Handbook

The Federal Motor Carrier Safety Administration's Medical Review Board is in the beginning stages of updating the agency's Medical Examiner Handbook. The board met on Tuesday, Sept. 26, at the National Training Center in Arlington, Va., to review and update the 260-page document. Jay Grimes, manager of Federal Affairs for the Owner-Operator Independent Drivers Association, attended the meeting in hopes the updated handbook will make it clear to certified medical examiners what is regulation and what is merely guidance. A regulation has gone through the rulemaking process, while guidance has not.

"We make the case overall that as they address the handbook that they really make it clear the difference between regulation and guidance," Grimes said. "The formatting throughout the handbook can be very confusing, because it provides different notes and reminders that can certainly be interpreted as regulation, but they're not."

Another point of emphasis from OOIDA is that all photographs of crashes be removed from the handbook.

"There's a section on crashes and fatalities, and they have pictures of these horrific crashes that really don't belong in a medical handbook and are really against FMCSA policy to be included in a federal document," Grimes said. "We asked that they be removed, and the FMCSA representative acknowledged that fact."

Grimes also suggested that the handbook make it clear to certified medical examiners their role in determining whether or not a driver is fit to drive a commercial motor vehicle while not ignoring the medical judgment of the driver's personal physician.

"We also wanted to make the point that throughout the book there should be some references that CMEs shouldn't be overruling personal physicians of drivers," Grimes said. "They should stress the importance that a CME should accept the medical judgment of a driver's personal physician. Too often we're seeing CMEs ignoring the physician's judgment and denying medical cards to drivers." OOIDA wants to make sure the handbook gives certified medical examiners a clear understanding of the regulations, but also a clear understanding of the rights of the drivers.

"We also want to make sure that the handbook states that a driver is entitled to a second opinion, and that a CME should acknowledge that fact," Grimes said. "We're seeing a lot of cases where CMEs think it's against regulation for a driver to get a second opinion."

"We offered the idea that the FMCSA should perhaps create a second document that is the drivers' bill of rights when it comes to a certified medical exam." OOIDA plans to issue formal comments to the Medical Review Board in the next week or so. Grimes said the process of updating the handbook will likely take at least a year.

"They got through about the first 60 pages or so. The FMCSA representatives on hand said it would probably take a few meetings to get through the whole process. So they started going through the handbook, but there's still a long ways to go."

Industry Stakeholders Generally Support a National Academy of Sciences CSA Study, But Still See Challenges Ahead

While many trucking stakeholders have said for years that they support the Compliance, Safety, Accountability program in concept, not all are convinced that the recommendations of an elite academic panel of the National Academy of Sciences will plug all the holes in the program.

That seemed to be the general theme expressed in scarce but thought-provoking comments to the Federal Motor Carrier Safety Administration, which sought the suggestions of commercial carriers as it prepares a response to Congress on how it plans to incorporate some of the recommendations of the NAS panel's 15-month CSA study. While only 14 stakeholders commented on the agency request, several were industry heavy-hitters.

"CSA, as a relative scoring system, does not accurately rank motor carriers based on safety," American Trucking Associations wrote. "This is because it has enough data to score a carrier in at least one Behavior Analysis and Safety Improvement Category only 28.3% of the time. While most, if not all, large carriers may be captured in CSA, the program does little to assess small motor carriers — defined as carriers who operate six or fewer trucks — which account for 90.8% of the trucking industry."

ATA said the panel failed to conduct a meaningful empirical analysis determining whether or not BASIC scores "identify high-risk carriers and predict or correlate to future crash risk, crash severity or other safety indicators." BASIC scoring is used to compile carriers' overall CSA scores. While the Owner-Operator Independent Drivers Association said it was pleased that the academy's review was conducted, the organization said it was "concerned that the report failed to consider the most alarming and crucial issue of CSA and the safety measurement system, that of crash reduction."

"While OOIDA understands the direction of the NAS report in evaluating the CSA and SMS programs, and agrees with most of the recommendations, we are still concerned that no analysis has been conducted on the overall effectiveness of these programs," OOIDA wrote. "Since the inception of CSA and SMS in 2010, there has been a steady increase in truck-related crashes, injuries and fatalities."

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



FMCSA Surveys States on Severity of CDL Testing Delays

The Federal Motor Carrier Safety Administration earlier this month sent a survey to states asking for detailed information on the extent of delays in commercial driver license skills testing after industry stakeholders complaints that the delays are contributing to a driver shortage and slowing employment start dates for new drivers.

The agency, which failed to meet a June 1 deadline to report on the survey results to Congress, expects states to complete the survey and return it by mid-October, spokesman Duane DeBruyne said. on Lefevé, executive director of the Commercial Vehicle Training Association, expressed concerns that FMCSA did not meet the congressional deadline because the delays hold back newly trained drivers from using their skills to make a living.

“Skills testing delays are a major problem,” Lefevé told Transport Topics. “They exacerbate the driver shortage.” Lefevé added, “The good news is that I think more states are now finally aware that this is a problem and have been putting up resources to help combat it. Now that the survey has gone out, we look forward to what the data has to say.”

As required by the December 2015 FAST Act, the agency is asking states to answer such questions as:

- What is the average wait time from the date an applicant requests to take a skills test to the date the applicant has the opportunity to complete the test?
- What is the average wait time from the date an applicant, upon failure of a skills test, requests a retest to the date the applicant has the opportunity to complete such retest?
- What is the actual number of qualified commercial driver’s license examiners available to test applicants?
- What is the number of testing sites available through the state department of motor vehicles and whether this number has increased or decreased from the previous year?

Lefevé estimates it will take FMCSA four months to distribute, collect, analyze the results and write the report to Congress. Although the agency did not give a reason for the delay, Lefevé believes the holdup was due reviews by the White House Office of Management and Budget.

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

Self-driving big-rig technology moving quickly down the on-ramp

From behind the wheel of his big rig, Eric Feehan can’t quite envision a future when 18-wheelers drive themselves.

“There are so many variables, I don’t think anybody’s going to make it work,” the Minnesota truck driver said during a break in Sparks, Nev. In 24 years on the road, Feehan has learned that it takes experience and instinct to react when your truck is buffeted by 40 mph winds, to sense the moment when wet highways turn to ice, or to anticipate when a car is going to swerve in front of you. “There’s no way they’re ever going to program that into a self-driving truck,” said Feehan, who lives in Farmington and regularly drives to Arizona and California.

They’re working on it, though. While advancements in autonomous — or self-driving — cars get much of the attention, development of self-driving commercial vehicles is speeding forward. Complex questions involving safety, security, liability, regulations and infrastructure remain, making widespread use years away, but trucks that operate with minimal driver involvement are being tested now. Tesla will unveil an electric autonomous semi on Oct. 26, and most major truck makers are working on versions.

The Trump administration is encouraging progress with what it calls a “nonregulatory approach” to autonomous vehicles, which means that it wants as few rules as possible. That has exacerbated some safety concerns.

“When we’re talking about vehicles ... the size of a house going 70 miles per hour down our freeways,” said Jason Levine of the nonprofit Center for Auto Safety in Washington, “there’s a real concern that the technology isn’t ready yet to be released into the wild.”

In the early stages, experts say, some kind of technician or operator would still be in the cab. But the end goal is a truck that could drive itself.

Proponents note that 94 percent of traffic deaths are caused by human error. In theory, there would be fewer as self-driving vehicles multiply.

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



Member Cancellations October 2017

Name of Company	Class	Dues
G & P Truck Lines Inc	For Hire	\$685
Merric	Private	\$350