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The President's Message:

[Governor Mike Parson](#) – Château on the Lake – [Comedian Greg Warren](#) – Pontoon Poker Run - First Golfers EVER on a [new World Class Golf Course](#) – Tax Reform – FMCSA – “Ask The Experts” – Blockchain – Driver Recruiting & Retention – Risk Management through Truck Technology – Driver Health & Health Insurance

These are just some of the topics and activities during the 2018 MoTA Convention. Did I mention Governor Mike Parson is going to be there? Be sure to reserve your seat for the first ever Gubernatorial address at a Missouri Trucking Association Annual Convention! We are so honored to have Governor Mike Parson come and speak to our members. Since taking office on June 1, 2018, Gov. Parson has tirelessly toured the state promoting his top two priorities of workplace development and infrastructure investment. Two topics that are near and dear to the heart of our industry. If you haven't made plans to attend the convention, you still have time. You won't want to miss this one! [Watch Governor Parson's interview with Tom Trtan on Ozarks Live here.](#)

Thank you in advance to the many sponsors who have stepped up to provide the funds necessary to put on a first-class event. We are looking forward to setting attendance and funding records and we encourage you to not only tell our sponsors “Thank You” when you see them, but give them a chance at earning your business when you have an opportunity. I thank you in advance for those considerations!

And finally, YOU STILL HAVE TIME TO SPONSOR, ATTEND AND BE A PART OF ONE OF THE BEST CONVENTIONS IN RECENT MEMORIES! Don't Delay – Register TODAY!!

Tom Crawford

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Outdated FMCSA Medical Examiners Handbook Taking Years to Rewrite

The medical community has been waiting nearly three years for the Federal Motor Carrier Safety Administration to update its Medical Examiner Handbook, which some examiners use as a guideline for assessing truck drivers' health.

The prior 260-page version was removed from circulation after the agency determined that the contents had become outdated.

Finalizing an updated version, however, has proved problematic.

"The process of rewriting the medical examiner handbook is going very, very slowly," said Brian Morris, a Boston medical doctor who serves on the agency's medical review board. "The problem is that medical examiners are clamoring for specific guidance. There are all sorts of issues — diabetes, cardiac issues, neurological issues, sleep apnea — and FMCSA has not put the guidance out there for them. In this transition period while the book is being rewritten, it's going to be especially tough for newer examiners that need some guidance, but don't have the guidance out there."

In the past two years Morris and three other physicians have been reviewing medical care developments and suggesting updates for the rewrite of the handbook.

While a few older versions of the handbook can be found online and on the Medical Review Board's website, FMCSA has issued the following warning: "As of 2015 this handbook is no longer in use."

Agency spokesman Duane DeBruyne said an updated version of handbook will be finalized and posted to the medical examiner webpage as soon as early next year.

Meanwhile, the agency has reaffirmed its stance that the purpose of the handbook is to present clarifying regulatory guidance and accompanying but generalized "suggested best practices."

While the new handbook can be a useful resource, FMCSA maintains that it expects examiners to have the skill and experience to make final judgments on whether a driver is physically capable of safely operating a heavy truck or an interstate bus.

[Full Article Here](#)
'Transport Topics

Trucking's 'year of upheaval' — ELDs, economic growth force industry shifts

Accelerated economic expansion, productivity constrictions of electronic logging devices, and major weather events threw trucking into unprecedented territory over the last year, sending shockwaves throughout the supply chain and the entire economy. Those conditions will likely remain in place, but rates growth and the capacity crunch will moderate over the next year as the supply chain readjusts to catch up to the new normal.

Those were the chief themes from prominent economists, trucking industry forecasters and executives from major carriers and shippers in a morning of presentations and panel discussions that dissected the freight industry's past year at the annual FTR Conference in Indianapolis, Indiana.

Carriers, shippers adjust to trucking's 'year of upheaval'

The last year has been "the most disruptive time we've seen in domestic transportation," says John Janson, who's worked in the shipping side of the industry for more than 20 years.

Janson, global logistics director for Sanmar Corporation, spoke on a panel centered on the topic of "a year of upheaval" alongside Thom Albrecht of Celadon Transportation (formerly of Sword and Sea Transport Advisors); Lee Klaskow, a senior analyst of transportation and logistics for Bloomberg; Jeff Tucker, CEO of Tucker Company Worldwide; and Don Daseke, chairman and CEO of flatbed conglomerate Daseke, Inc.

ELDs have turned many former-one-day trips into two-day trips, said Janson, which has increased shipping costs and put a major focus on trailer and driver turn time, he says. "You have to start shaping the company and operations to accommodate," he said. Rate increases have "put inherent pressure on shippers to say, 'what can we control?'" he says, with an emphasis on "[making] ourselves a more desirable customer" to carriers.

"It doesn't look any brighter for shippers in the upcoming months and years," he said.

Carriers' struggles in finding drivers also continue to plague the industry amidst the other upheaval factors.

[Full Article Here](#)
'Commercial Carriers Journal

Indicators: 'Trucking Conditions' hit second-best mark, signaling strong market for carriers

CCJ's Indicators rounds up the latest reports on [trucking business](#) indicators on rates, [freight, equipment](#), the economy and more.

FTR's monthly [Trucking Conditions Index](#), a measure of market conditions for trucking companies, hit its second highest point on record in July, FTR reported Monday. The reading signals a "strongly pro-carrier environment," FTR says, with July's reading second only to February's reading. Key freight-generating sectors — manufacturing, construction and retail — remain strong, and the outlook for those sectors also remains positive, meaning that conditions for carriers will likely remain at record strength, FTR says.

"Carriers might not see stronger conditions in the current cycle, but they shouldn't lose too much sleep over it," says Avery Vise, FTR's vice president of trucking. "We expect the TCI to remain in double-digit territory into 2019. With manufacturing and construction hot and the labor market tight, it would be very difficult for capacity growth to outstrip [freight demand](#) for quite some time."

[Full Article Here](#)

'Commercial Carriers Journal

Panel: Fleet partnerships key in development of autonomous, electric trucks

With an autonomous and electrified [trucking industry](#) seemingly nigh, legacy trucking OEs and suppliers made it known Thursday that it's not just industry upstarts who are developing the tech behind the industry's future. What's more, they said, their longtime relationships with fleets is the linchpin in deploying and refining autonomous and electric systems.

Representatives from Daimler Trucks (maker of Freightliner, Western Star and Detroit), Cummins and Wabco spoke in a panel titled "New Technologies Revolutionizing Commercial Vehicles" at the [FTR Conference](#) in Indianapolis. Panelists included Vinoo Thomas, director of product planning for Cummins; Greg Treinen, sales and marketing manager for Daimler Trucks North America's advanced technology division; and Collin Shaw, product marketing leader for Wabco.

The discussions were broad, not focusing on too many specifics of the development of autonomous and electric trucks. But both automation and electrification are on the horizon, perhaps a near-term horizon, panelists said.

Deployment of the systems will be measured, however, and fleet testing is needed to refine the underlying elements of each major technology set, they said.

Daimler is slated to deliver a handful of electric trucks to fleets late this year, says Treinen, to "see how these vehicles will operate in their business, whether they fit, what charging time needs are, where they need to place the infrastructure," he says.

[Full Article Here](#)

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FMCSA, implementing 2012's MAP-21 provisions, eyes rule to allow immediate shutdown of insolvent brokers

The [Federal Motor Carrier Safety Administration](#) will propose a rule Thursday that will, if made final, set criteria by which the agency could immediately revoke the operating authority of brokers and freight forwarders whose surety bonds or trust funds fall below the federally required \$75,000 minimum. The agency is also seeking public input on a bevy of other issues as it relates to brokers who can't pay carriers for loads tendered.

An advance notice of proposed rulemaking is scheduled for publication Thursday by FMCSA, and the agency will accept public feedback on the rule for 60 days — until November 27. The proposed rule implements statutes set by Congress in the six-year-old MAP-21 highway funding law, which required the agency to take steps in bolstering the solvency of brokers and freight forwards and to weed out those who aren't. It also seeks feedback on a enforcement of these regs and definitions within the rule.

FMCSA will begin accepting comments on the proposed rule on Thursday at the [regulations.gov](#) portal via the Docket No. FMCSA-2016-0102.

MAP-21's most prominent change in broker regulation — boosting the minimum amount of surety bonds or trust funds required of brokers from \$10,000 to \$75,000 — was enacted by FMCSA in 2013. Thursday's proposed rule is intended to ensure brokers meet that requirement and sets criteria for which the agency can revoke the operating authority of those who don't.

Congress in MAP-21 stipulated that FMCSA should “immediately suspend” brokers or freight forwards who fall below the \$75,000 requirement. That bond/credit requirement is there for carriers to file claims against for loads tendered if the broker does not pay them.

The agency proposes two broad situations for when it will revoke brokers' authority. One, if it is notified by providers of bonds or trust funds that a brokers' bond/fund has dipped below \$75,000. Two, when a broker does not respond to a bond/fund provider when a claim is filed and the provider “determines the claim is valid and provides notice of these events to FMCSA.”

[Full Article Here](#)

Commercial Carriers Journal

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Commercial Carriers Journal



FMCSA Regulatory Reform Is Real, With a Caveat

Under the new administration in Washington, regulatory activity at the Federal Motor Carrier Safety Administration has decreased, but enforcement activity has increased, according to Dave Osiecki, president, Scopelitis Transportation Consulting. Speaking at a session during the Trimble In.Sight user conference held Sept. 10 in Houston, Osiecki said that “some things are pointing toward less regulation, and that might be true.”

He said among proposed rules that have been withdrawn are those dealing with changes in safety ratings, liability insurance increases, and sleep apnea standards. Another rule that was not withdrawn is one that mandates the required settings and use of speed limiters, although he said that had been put on a “very back burner.”

Topics still in the rulemaking and guidance pipeline are those many within the industry might favor such as military license and CDL reciprocity, CLP reciprocity, UCR fee reductions, and allowing electronic records and signatures. The latter is an effort by FMCSA to make it easier and less burdensome to comply by using electronic documents and signatures, Osiecki said. Other initiatives include a grandfather provision to allow AOB RD software on ELD devices and changes in the personal conveyance rule for truckers.

“I think this regulatory reform is real. They are looking at things,” he said.

Hours-of-service changes have also been proposed in two pieces of legislation introduced in the House: HR 5417 (REST Act) and HR 6178, (HOURS Act). HR 6178 includes four provisions: an ag exemption, short-haul alignment, a reduction in supporting documents, and skipping an advanced notice of proposed rulemaking for a split sleeper rule.

HR 5417 contains provisions that would allow a rest break up to three hours, a 14-hour clock pause, and eliminate the 30-minute break requirement.

While both bills have bipartisan support, he said he is not sure either will advance out of the House.

[Full Article Here](#)
Truckinginfo.com

FMCSA eliminates requirement for military CDL holders to pass knowledge, driving skills tests

Military members looking to become truck drivers may have an easier time in doing so as the [Federal Motor Carrier Safety Administration](#) (FMCSA) has authorized states to waive the commercial learner’s permit (CLP) knowledge test and driving skills tests. It does not direct the states to do so but allows each state to at its own discretion.

The ruling was announced in a Federal Register [Final Rule](#). Specifically, the rule states that “certain individuals who are, or were, regularly employed within the last year in a military position that requires, or required, the operation of a commercial motor vehicle (CMV)” are eligible to skip the knowledge test portion of the CDL process. “This rule includes the option for an SDLA [State Driver Licensing Agency] to waive the tests required for a passenger carrier (P) endorsement, tank vehicle (N) endorsement, or hazardous material (H) endorsement, with proof of training and experience.”

The rule also states that certain drivers can be exempted from taking the driving skills test as well.

“This rule gives states the option to waive both the CDL knowledge and driving skills tests for certain current and former military service members who received training to operate CMVs during active-duty, National Guard or reserve service in military vehicles that are comparable to CMVs,” the rule states. “The combined effect of the Military CDL I rule and this rule will allow certain current or former military drivers, domiciled in participating States, to transition to a civilian CDL more quickly due to their armed forces training and experience.”

Many in trucking have viewed veterans as a key piece to help alleviate the driver shortage but concerns over the timeliness of that process and the inability of states to recognize veteran’s driving experience have slowed that process.

One of the factors that delay licensing is that CDL holders must pass requirements in their home states – which for military members is often not the state in which they are stationed.

[Full Article Here](#)
Freight Waves



Nation's Two Largest Ports Toughen Clean-Truck Standard

As of Oct. 1, any Class 8 trucks entering service for the first time at either the Port of Los Angeles or the Port of Long Beach must be model year 2014 or newer under a change implemented at the nation's two largest ports.

It is the [first in a series of steps](#) the ports are taking to advance clean truck progress under the 2017 Clean Air Action Plan Update, approved last November.

New strategies seek to phase out older trucks, with a goal of transitioning to zero-emission trucks by 2035, and intermediate steps in the meantime.

There are about 17,000 heavy-duty trucks registered to operate at the two ports, said Lee Peterson, spokesman for the Port of Long Beach, the second largest seaport behind Los Angeles.

"We will start to see some of the older trucks that go out of service replaced with trucks which are built to higher standards and cleaner," Peterson told Transport Topics.

"But I think a lot of [operators] are gearing up for the [tougher] standards we have coming down the road which have to do with near-zero and zero-emissions trucks," he added. "We have one of the most aggressive environmental programs, especially when it applies to trucks, in the country. There's no doubt about that."

Under those upcoming rules, which remain to be developed, trucks that do meet the near-zero and zero-emissions standards will be charged more to operate at the ports, Peterson said. "This will be phased in over time through the early 2020s."

The ports will conduct a truck rate study and feasibility assessments prior to proposing rate changes.

[Full Article Here](#)
` *Transport Topics*

Member Cancellations as of August 2018		
Name of Company	Class	Dues
Edwards Transportation Company	For Hire	\$1716.00

New California Law Holds Retailers Liable for Truck Driver Misclassification

California Governor Jerry Brown (D) has signed into law a bill that aims to hold retailers partly accountable for working with trucking companies that have a record of labor violations.

The bill, SB 1402, makes retailers jointly liable for violations of state labor and employment laws when they hire trucking companies with unpaid final judgements for failure to pay truck driver wages, imposing unlawful expenses on employees, failure to remit payroll taxes or to provide worker's compensation insurance, misclassifying employees as independent contractors, and other labor law violations.

"Governor Brown's signing of SB 1402 will allow port truck drivers to share in the benefits from California's leading role in global trade," said California State Senator Ricardo Lara (D), whose district includes the Port of Long Beach. "Retailers using their power to end exploitation and restore good jobs for workers at our ports will mean port truckers are left behind no more."

Lara introduced the bill earlier this year, proposing it as a way for the state to curb a practice at the ports of Los Angeles and Long Beach that the labor department has repeatedly deemed a misclassification of truck drivers as independent contractors. The California Division of Labor standards Enforcement has won more than \$45 million on behalf of 400 truck drivers in cases involving driver misclassification.

Under SB 1402, the Division of Labor Standards Enforcement will create a list of port trucking companies that have failed to pay final judgments. Retailers hiring port trucking companies on that list would be liable for future state labor and employment law violations incurred by these companies.

Harbor Trucking Association, a group that represents port trucking companies and other drayage stakeholders on the West Coast, opposes the new law, despite working with lawmakers to address concerns. In a statement to Heavy Duty Trucking, HTA CEO Weston LaBar said that the bill could hurt business in the state and may set the stage for excessive regulation in the future.

[Full Article Here](#)
` *Truckinginfo.com*



Not Your Typical Repairs

Most of the work maintenance shops do is repetitive, but sometimes a unique problem can arise, and finding the solution can be a time-consuming process.

Magnets, lightning strikes and even pet hair have led to some of the most challenging and unusual repairs that Ross Hoover has encountered.

“With magnet interference or animal hair, there isn’t a part that failed, so you don’t have anything that leads you to the problem,” said Hoover, who is director of service at Summit Truck Group, a dealership based in Lewisville, Texas.

Magnetic interference can come from aftermarket components, such as magnetically mounted side-view cameras or devices drivers attach to the fuel line to try to increase fuel mileage.

“A lot of those are being placed close to sensors,” Hoover said.

“The sensors are touchy and will randomly throw off codes that will take gobs and gobs of time,” he said, adding that he also has seen situations where a fan clutch has come apart catastrophically.

“It has a couple of giant magnets that can shatter and go everywhere,” he said. “They drift in and we will go on a wild goose chase to find a piece of a magnet.”
Shedding from drivers’ pets also can create problems.

[Full Article Here](#)

Transport Topics

FedEx Freight tech wins TMC SuperTech competition

Tuesday night, the [American Trucking Associations’](#) Technology and Maintenance Council announced that Phil Pinter, a technician with [FedEx Freight](#) from Ida, Michigan, was named the grand champion of the 2018 National Technician Skills Competition, known as the SuperTech competition.

Pinter bested 95 other finalists in the TMC SuperTech heavy-duty division. In addition, Ferris State University student technician Ian Partek won the TMC FutureTech National Student Technician Competition sponsored by the TechForce Foundation.

Travel Centers of America technician Michael Kerfoot placed first in the competition’s trailer track and FedEx Freight’s Troy Rispoli claimed the first-ever title in the light and medium duty vehicle competition.

[Full Article Here](#)

Commercial Carriers Journal

Electrification, Technology Take Center Stage at IAA 2018

HANOVER, Germany — The global truck manufacturers and suppliers exhibiting here at the massive IAA Commercial Vehicles show expressed a broadly shared vision that connectivity, automated driving and electric power are the dominant trends that will mold the future of commercial vehicles.

Truck manufacturers such as Daimler AG, DAF and Volvo showcased next-generation driver-assist technologies and battery-electric truck models, while suppliers including Bosch, Dana and Meritor exhibited electrified axles, electric motors and related components to support the move toward vehicle electrification.

Navistar International displayed its trucks alongside brands owned by Traton Group, the renamed truck division of VW Truck and Bus. Traton owns a 17% stake in Navistar.

Although the vehicles and products on display at IAA generally were aimed at the European market, this biennial commercial vehicle showcase typically foreshadows the trends and technologies that are likely to appear soon in North America.

“To be sure, everything you see here will make its way to the U.S.,” Martin Daum, head of Daimler Trucks and Buses, said in a meeting with North American media on Sept. 19 about the driver-assist and safety technologies the company displayed at IAA, but held back on offering specific timing.

[Full Article Here](#)

Transport Topics

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