New Members

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St Louis, MO 63147
Mr. Umar Mamakhov
(314) 845-7300

Kraft Tank Corporation
320 Kindleberger Rd
Kansas City, KS 66115
Mr. Ryan Wagner
(912) 601-6999

Missouri General Insurance Agency
1227 Fern Ridge Parkway
St Louis, MO 63141
Mr. Chris Staebell
(314) 983-2384

O’Reilly/Ozark Automotive
233 South Patterson Ave
Springfield, MO 65802
Mr. Bobby Whitener
(417) 829-5700

Pine Tree Trucking
32798 State Hwy 25
Advance, MO 63730
Mr. Brian Stevens
(573) 722-5995

Welcome New Members!

Annual Convention
October 7-9, 2015
Chateau on the Lake
Branson, MO

Welcome Reception
October 7th
6:00 pm

Mobile App

Convention Registrants - You can download the MoTA Convention App from the Apple or Google Play store. The app contains the convention agenda, lists of MoTA convention sponsors and registered convention attendees.

Event Code: MoTA3 (case sensitive)

Registration Codes were sent out last week via email. If you need assistance, please call the MoTA office - 573-634-3388.

Welcome New Members!

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Attachment:
Safety Day Wrap-Up

Jim Dyke will be in attendance again this year for complimentary caricatures.

He will be available during registration on the first day and the welcome reception. Make sure to stop by to get a great convention memento!
Vacated FMCSA Missouri Division Office (Temporarily)

The FMCSA Missouri Division Office will be closed for remodeling/renovation beginning on Friday, September 18 until further notice. The remodeling is anticipated to be completed and the office reopened at some point in January 2016. The FMCSA Missouri Division employees will be on a telework schedule, meaning they will be working from their homes. We can all be reached via email and phone (office phones are forwarded to our cell phones).

We will continue to attend meetings as scheduled.

Thank you for your patience during this temporary eviction. Please feel free to reach out to us at any time if you require assistance.

FMCSA, MO Division
Phone: (573) 636-3246

New ATRI Study to Analyze Impact of Non-preventable Crashes on CSA Scores

The American Transportation Research Institute is nearing completion of research that will support claims by many motor carriers that eliminating non-preventable crashes from their safety profiles would significantly improve their Compliance, Safety Accountability crash scores, according to a top ATRI researcher.

ATRI is expected to make public in the next few weeks research that will analyze the detailed crash histories of 14 carriers to recalculate scores for the carriers’ Crash Indicator Basic, or Behavioral Analysis and Safety Improvement Category, said Dan Murray, ATRI’s vice president of research.

“We’ve got detailed crash data that identified non-preventable crashes that are beyond reproach - ones that crash and safety advocates and the Federal Motor Carrier Safety Administration could never argue about in terms of blame,” Murray told Transport Topics on Sept. 28. “Essentially, in all instances the crash BASICS improved dramatically.”

ATRI said those crashes that were eliminated from the carriers’ safety scores included those instances in which a truck collides with an animal in the roadway; is hit by another vehicle in which the other driver is under the influence of drugs or alcohol; is hit after the other driver runs a stop sign or stoplight; is hit by a truck while legally parked, or hits a pedestrian attempting to commit “suicide by truck.”

Murray said that while it finishes its analysis, ATRI is seeking additional insight from the industry to add a study appendix outlining experiences with non-preventable crashes so the research can include “real stories, not just data points.”

~ Transport Topics ~
EPA Lowers National Ozone Standard

EPA recently tightened the national ozone standard to 70 parts per billion, the upper end of the range the agency had proposed last November. Environmental groups had pushed for a new standard of 60 ppb. The current ozone standard of 75 ppb was set in 2008. Ground-level ozone is a key ingredient in smog and forms when nitrogen oxides and volatile organic compounds react in the presence of sunlight. Recent regulations reducing NOx emissions from on-road diesel engines are a direct result of the continual efforts to lower federal ozone standards. As a result of the new standard, those states having ozone non-attainment areas will be forced to further reduce NOx emissions from all sources including those from trucking. ▲

DOT Unveils Transportation Investment Unit

The U.S. Department of Transportation has unveiled a centralized unit tasked with working with states, cities and investors looking for help with the federal transportation apparatus. The Build America Transportation Investment Center, or BATIC, also will help stakeholders apply for credit programs as well as identify ways they may tap into private capital in public-private partnerships. Andrew Curtis Right will be the executive director. Right most recently was in the financial services industry, where he advised parties on transportation infrastructure transactions.

“He and his team will provide project partners and potential investors with the clarity and technical assistance they need to move more projects forward and reduce our nation’s infrastructure deficit,” Transportation Secretary Anthony Foxx said in a Sept. 29 statement.

In 2016, DOT plans to unveil dedicated space for BATIC’s operations that would aim to provide a one-stop-shopping experience for stakeholders. ▲

~ Transport Topics ~

California Readopts Low Carbon Fuel Standard

After being put on hold since 2013 due to a court ruling, the California Air Resources Board unanimously readopted the state’s Low Carbon Fuel Standard last week. The revised standard will result in an increasing percentage of non-petroleum fuels, such as biodiesel, renewable diesel, natural gas, and ethanol, being sold in the state. While the original requirement of a 10% reduction in the carbon content of the state's gasoline and diesel fuel supply by 2020 remains, the revised standard will shorten the implementation period to five years. CARB anticipates the cost of this standard will be as much as 14 cents a gallon while industry projections have exceeded $1 per gallon. ATA is party to litigation challenging the Constitutionality of the fuel standard. This litigation, which was originally upheld by the U.S. District Court for the Eastern District of California, has since been overturned by the U.S. Court of Appeals for the Ninth Circuit. A petition to review the Court of Appeals' decision has been filed with the U.S. Supreme Court. ▲

Hours of Service Restart Field Study Update

On September 26, the Federal Motor Carrier Safety Administration completed the data collection portion of their naturalistic driving study investigating the link between the 34 hour restart restrictions and driver health and safety. Last December, Congress temporarily suspended the 34 hour restart restrictions and ordered the FMCSA to study whether or not requiring that a 34 hour restart include two consecutive off-duty periods of time between 1 a.m. and 5 a.m. and restricting its use to once every 7 days improves safety. The study, which collected data on more than 220 drivers over five months, now moves into the data analysis phase. Once the analysis is complete, FMCSA must draft the report, have it peer reviewed and approved by the Department of Transportation Inspector General before transmitting it to Congress. FMCSA anticipates transmitting the report to OIG by the end of the year. OIG then has 60 days to review the report. Following review, the finalized report will be sent to Congress. FMCSA cannot reinstate and begin enforcing the 34 hour restart restrictions until the report is delivered to Congress which is not expected until early next year. Even then, congressional action or study findings showing no improvement in safety may impede or further delay reinstatement. ▲

~ Transport Topics ~

The Mota office will be closed on October 12th for the Columbus Day Holiday.
ATA Clarifies Timeline for Suspension of Hours of Service Restart Restrictions

As of Sept. 30, the end of the federal fiscal year, draws near, some anxiety has emerged in the trucking industry regarding the fate of the suspension of the 34 hour restart restrictions. As many are aware, Congress temporarily suspended the 34 hour restart restrictions late last year (2014) and ordered the Federal Motor Carrier Safety Administration to study whether or not requiring that a 34 hour restart include two consecutive off-duty periods of time between 1 a.m. and 5 a.m. and restricting its use to once every 7 days improves safety. Until this study is completed and has been transmitted to Congress, the restart restrictions cannot be reinstated by FMCSA. In May 2015, FMCSA began collecting data on 232 drivers as part of the congressionally-required study. Data collection is expected to end later this month and the finalized report is not anticipated to be transmitted to Congress until late this year or early next. Not until FMCSA issues their report to Congress, can they reinstate and begin enforcing the aforementioned 34 hour restart restrictions once again. Even then, congressional action or study findings showing no improvement in safety may impede or further delay reinstatement.

ATA Tonnage Index Fell 0.9% in August

The American Trucking Associations’ advanced seasonally adjusted For-Hire Truck Tonnage Index decreased 0.9% in August, according to ATA Chief Economist Bob Costello. The index rose 3.3% when compared with August 2014.

ATA Chief Economist, Bob Costello said a few factors hurt August’s reading, including soft housing starts and falling factory output. “After such a robust July, it is not too surprising that tonnage took a breather in August. The dip after a strong gain goes with the up and down pattern we’ve seen this year,” Costello said in a press release.

ATRI Research Examines Commercial Driver Views on Critical Truck Parking Issues

The American Transportation Research Institute recently released the results of its Commercial Driver Perspectives on Truck Parking survey, the first in a series of technical memoranda focused on critical truck parking issues. More than 1,400 surveys were collected from truck drivers on the use of private versus public rest stops, preferred locations for reserved parking, and the value of reserved truck parking.

“Understanding the expectations of trucking companies and professional drivers is of critical importance to truck stop operators,” said Lisa Mullings, president & CEO of NATSO. “ATRI's analysis will provide important guidance to truck stops as they work to meet their customers' operational and safety needs.”

A copy of the Tech Memo is available from ATRI at www.atri-online.org.

ATRI Research Finds Industry’s Operational Costs on the Rise Again

The American Transportation Research Institute today released the findings of its 2015 update to An Analysis of the Operational Costs of Trucking. Using financial data provided directly by motor carriers throughout the country, this research documents and analyzes trucking costs from 2008 through 2014 providing motor carriers with a high level benchmarking tool, and government agencies with a baseline for future transportation infrastructure improvement analyses.

The average marginal cost per mile in 2014 was $1.70, an increase from the $1.68 found in 2013. Despite falling fuel prices, the rise in average operating costs in 2014 is attributed to an increase in equipment purchases, as well as driver wage increases driven by the ongoing driver shortage and the need to retain the industry’s most experienced professional drivers.

A copy of this report is available from ATRI at www.atri-online.org.
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