2014 Management Conference & Trucking Expo
“Strength Through Association”

Events
April 15: BUTA Luncheon at 11:30 at the Uintah Basin Applied Technology College
April 15: No SUTA Luncheon due to the SUTA Golf Tournament that was held April 2nd
April 27: Broker/Carrier Protection Seminar Series Part 3 1:00-5:00 p.m. at the UTA Building
Click here to register.
May 7-9: UTA Annual Management Conference & Trucking Expo
Click here for vendor & sponsor registration
Click here for attendee registration
Click here to view the program

UTA Management Conference & Trucking Expo Registration Packet Has Been Mailed: Final Deadline for Vendor Info is April 11th

Watch your mail for the large envelope containing the UTA Management Conference and Trucking Expo. Registration forms. The Convention Committee has arranged for informative breakout sessions, great industry speakers, fun entertainment, along with a golf tournament and new event, a sporting clays/skeet shoot. If you do not receive the mailing this week give UTA a call or go online at www.utahtrucking.com for registration information.

Also, We need just a few items from each of our vendors & sponsors by Friday, April 11th to effectively highlight each of you and guarantee that you will have your information in the printed convention program. Potential vendors & sponsors, please keep in mind that you are more than welcome to register after the April 11th date. However, while we will do the best we can, we cannot guarantee your ad and booth information in the printed convention program past that time. For those potential vendors or sponsors who have not yet registered for the convention but would like to do so, please click here to register online. We have just a few more booth spaces left and they are going fast! For those potential attendees who have not yet registered for the convention but would like to do so, please click here to fill out the form online.

Vendor Items: Due Friday, April 11th

- **Booth/Vendor Summary**: 2-3 sentences highlighting who you are, what you will be doing at your booth or any other information you feel is pertinent for attendees to know. These sentences will be used for the printed convention program and in the script for our MC.
- **Company Logo**: In high resolution PDF format, size 8” x 8”.
- **Giveaways & Raffle Items**: Please let us know if you plan on doing any as that will enable us to advertise accordingly.

Lastly, please keep in mind that we are still looking for items for the TruckPAC silent & live auction. The TruckPAC silent & live auction at the UTA Management Conference & Trucking Expo raises a majority of the funds for the UTA TruckPAC (Political Action Committee). This money goes to support candidates who will help further the cause of transportation and provide improvements to our industry. The contributions made to these candidates does not go unnoticed as most of them know who has donated and who their supporters are. If you have any items that you would like to donate to the TruckPAC silent & live auction, please contact Dale Ipson at dale@datstrucking.com or Rick Clasby at rick@utahtrucking.com. Items donated will have labels below them informing bidders who donated each item.
Trucking Tip of the Week

383.51: Disqualification of Drivers

Question: What is meant by leaving the scene of the accident involving a CMV?

Answer: As used in part 383, the disqualifying offense of “leaving the scene of an accident involving a CMV” is all-inclusive and covers the entire range of situations where the driver of the CMV is required by State law to stop after an accident and either give information to the other party, render aid, or attempt to locate and notify the operator or owner of other vehicles involved in the accident.

What a great day to play golf in the 8th Annual Scholarship SUTA Fundraiser golf tournament on the beautiful Bloomington Country Club Golf Course in St. George. 29 teams teed off at 8:30 am for a fun and enjoyable round of golf. The big winners were 1st place Crest Distributing team of Adam Mason, Tyler Hall, Austin Adams and Scot Nebeker shooting a scorching 18 under 54. Coming in 2nd was Alta Computer team made up of Bob Michaelis, Eric Calder and Allen Cannon. 3rd Places went to Dixie State University team comprised of Rick Palmer, Blake Nemelka, Randy Wilmstead and Scott Smith. After the round of golf everyone gathered in the club house for a tasty lunch and the awards presentation. Stacey Bettridge, KB Oil and Don Cox, Parke Cox Trucking tournament co-chairs want to give a great big thanks to all the sponsors and participants that so generously donated to the Scholarship Fundraiser. Through every ones generosity we beat last years’ goal of $12,000.

Sponsors were:

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National Work Zone Awareness Week Targets Dangers of Speeding

This week is National Work Zone Awareness Week, and this year’s theme is highlighting the dangers and consequences of speeding through construction and work zones. The National Highway Traffic Safety Administration has coordinated and co-sponsored the event with other transportation groups since 1999. “Work Zone Speeding: A Costly Mistake,” is this year’s slogan, according to the American Association of State Highway & Transportation Officials, which posted a 30-second video on its website. American Trucking Associations urged all motorists to slow down, and ATA’s America’s Road Team captains — professional truck drivers selected for their exemplary records and commitment to safety — offered several tips for drivers moving through work zones. They include slowing down, expecting the unexpected, not tailgating and keeping a safe distance, paying attention to posted signs, avoiding distracted driving, being patient and being aware of blind spots. “Motorists need to slow down and take caution when driving through work zones,” Bryan Wold, an America’s Road Team captain and a driver for Con-way Freight. “Reducing speed, paying attention and keeping a safe distance from other motorists and workers will help move everyone through the construction areas safely.”
**View Your CSA Safety Score Now, Website Updated**

The CSA Safety Measurement System (SMS) website has been updated with the March 28, 2014 snapshot. Check your safety assessment now at: [http://ai.fmcsa.dot.gov/sms](http://ai.fmcsa.dot.gov/sms).  

**NOTE TO CARRIERS:** There are two ways to access and view all of your safety data. Log into your Portal account ([https://portal.fmcsa.dot.gov/login](https://portal.fmcsa.dot.gov/login)) or log in directly to the SMS website with your FMCSA-issued U.S. DOT Number Personal Identification Number (PIN) (NOT a Docket Number PIN). If you do not know or have forgotten your PIN, you can request one via [http://safer.fmcsa.dot.gov/](http://safer.fmcsa.dot.gov/) and follow the instructions on the page. (FMCSA)

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**Uintah Basin Applied Technology College Truck Show Invite**

“The CDL Department of the Uintah Basin Applied Technology College in Vernal, Utah, would like to invite you to participate in the Uintah Basin’s first big truck show this spring. The show will be held on Saturday, May 10, from 10 a.m. to 5 p.m. at our Vernal campus, 450 North 2000 West. We are happy to extend this free opportunity for you to display your truck at this show. We are welcoming both show trucks and working trucks. If you have some specialized equipment and would like to do a demonstration, we would welcome that as well.

This is an opportunity for you to not only show off your truck and benefit from positive public exposure, but there are other opportunities as well. If you are looking to hire drivers, this would be a chance to recruit and meet with possible employee candidates.

You will be able to network with other trucking companies and truckers. There will be free Department of Transportation training for drivers, as well as free training for the general public from UDOT focusing on cars and trucks sharing the road safely.

We are still working on plans to make this a fun and informative event for everyone. There will be a free hot dog and pop lunch for exhibitors and the general public, and a live band providing music to set a festive atmosphere. For the truckers, there will be a couple of fun contests, including a lug nut toss and possibly a backing competition. Our local radio station will be doing a live broadcast from the show all day. UBATC will be doing a lot of publicity to promote this show, and we hope to have a large segment of the general public in attendance throughout the day, including people who may be looking to become truck drivers.

We hope you will consider bringing your truck. There is no fee for any of these activities. There is lots of space to display trucks, but to be sure everything is set up correctly and runs smoothly we are asking that you submit the enclosed registration form no later than April 22 so we can plan for the most efficient and effective use of the space available.

If you have any questions, don’t hesitate to call me at 435-219-1157 or 435-725-7112.”

Sincerely,

Andy Anderson  
CDL Coordinator
URGENT: Want More Truck Parking? Here’s How To Get It

The Federal Highway Administration will focus more resources on truck parking if the trucking industry supplies data to show the need for more. So, even though you hate surveys, please take this one. There are actually two surveys, one for drivers and one for carrier operations folks. Please share the survey within your company and forward the link for the driver survey to your drivers. The more input the agency can gather, the better. The surveys must be completed by April 18. Thanks to the American Trucking Associations for working with FHWA on this important project.

Attention Commercial Motor Vehicle (CMV) Drivers and Carriers

Did you know an important law affecting you goes into effect May 21, 2014? To keep America’s interstate CMV drivers healthy and our roads safer, all interstate CMV drivers will soon be required to have their medical examinations performed by a Certified Medical Examiner listed on the Federal Motor Carrier Safety Administration’s National Registry of Certified Medical Examiners.

If you’re an interstate CMV driver, you already need a valid medical certificate signed by a medical examiner. The only change is that after May 21, 2014, you’ll need to go to a certified medical examiner for your medical certificate. If you’ve already had an exam and have a current certificate that certificate will be valid until its regular expiration date.

You can find certified medical examiners in your area—or anywhere in the country—easily by following

1. Visit the National Registry Web site and search by Zip Code, State, or examiner name.
2. Choose a certified medical examiner from the list and call to make an appointment.
3. If your preferred health care professional isn’t on the list, simply refer him or her to the Certified Medical Examiners page to learn more about getting certified.

Please spread the word and encourage your fellow CMV drivers to find a Certified Medical Examiner by May 21st. They can find more information in the Fact Sheet for Drivers or by going to the National Registry Web site, so pass it along! Thank you for keeping America moving and for your commitment to safer roadways.

ATRI Seeks Driver Input On Two Critical Industry Studies

The American Transportation Research Institute (ATRI) today launched two separate online surveys targeting commercial driver input on critical operational issues – impacts from the new Hours-of-Service (HOS) rules and detention time impacts on safety and productivity. The first on HOS impacts is a continuation of the driver data collection first reported in the November 2013 ATRI release, Operational and Economic Impacts of the New Hours-of-Service Rules. This survey is designed to further quantify impacts on commercial drivers from the rules changes which went into effect July 1, 2013. The second survey is a first step in ATRI’s study on Detention Time Impacts on Safety, Productivity and Compliance. The driver survey seeks to evaluate the impact that shippers and receivers may have on truck drivers’ safety, productivity and hours-of-service (HOS) compliance. The detention time study will also utilize ATRI’s extensive truck position database to model the impact of driver delay on truck travel times at key distribution points around the country. The online version of the surveys will remain open through early May. The online surveys are available at www.atri-online.org. ATRI is the trucking industry’s 501(c)(3) not-for-profit research organization. It is engaged in critical research relating to freight transportation’s essential role in maintaining a safe, secure and efficient transportation system.
Gasoline Prices Rise to Eight Month High in Lundberg Survey

The average price for regular gasoline at U.S. pumps rose 4.9 cents in the past two weeks to $3.6065 a gallon, the highest since July 26, according to Lundberg Survey Inc. The survey covers the period ended April 4 and is based on information obtained at about 2,500 filling stations by the Camarillo, Calif.-based company. The average retail price is 4 cents lower than a year ago, Lundberg said. “In general, the uptrend has been losing steam,” Trilby Lundberg, president of Lundberg Survey, said in a telephone interview April 6. “This is a modest rise. Demand is higher than it was during the same period one year ago.” Implied demand for gasoline fell 3.5 percent in the week ended March 28, remaining 0.8 percent above the five-year seasonal average, data from the Energy Department show. The highest price for gasoline in the lower 48 states among the markets surveyed was in Los Angeles, at $4.04 a gallon, Lundberg said. The lowest price was in Billings, Mont., where customers paid an average $3.20 a gallon. Regular gasoline averaged $3.75 a gallon on Long Island, N.Y. (TT)

Ferro Hears From Truckers, Again Defends HOS Restart

Anne Ferro, head of the Federal Motor Carrier Safety Administration, heard the concerns of truck drivers, fleet owners and brokers about such issues as electronic logging and knowledge testing for newcomers, as well as the controversial hours-of-service restart provision during the Mid-America Trucking Show. Face to face with the people most affected by her agency’s decisions, Ferro said she remains confident of the sleep science behind the 34-hour restart segment of HOS and that it is the responsibility of carriers to raise compensation for drivers if obeying the rule cuts into wages. “If companies want to keep good drivers, they should pay them for doing the very tough job they have to do,” Ferro said of the restart provision that started in July. Since the July 1 rule change, fleet managers have asserted evidence of lost driver productivity, which slices into take-home pay. They also say it heightens the level of highway traffic on Monday mornings. The issue of wage erosion is a serious matter, Ferro acknowledges, but after studying the rule, she said many drivers don’t need to use the restart, and many who do, don’t have a Monday morning schedule for returning to work. As for knowledge testing, Ferro and several agency colleagues gathered input from the industry about what should be in the regulation ordered by Congress. These exams are given to managers of new motor carriers and freight brokers and forwards. The session — the second of three — was mostly well-received, but two brokers from small firms opposed it. David Owen, president of the National Association of Small Trucking Companies, said testing for new entrants “is an idea that is long overdue.” If truck and bus drivers have to get special commercial driver licenses, Owen said, then company managers also should have to demonstrate knowledge and ability. He requested that FMCSA aim the tests at small cities and rural areas because trucking startups are rarely in metropolitan areas. Owen also said the agency should place a tutorial on its website. Because FMCSA’s function is promoting and ensuring highway safety, the agency does not have expertise in the training and testing of brokerages. The new electronic logging device proposal came up often, even though it was not a part of the session. She said Congress ordered in the MAP-21 highway funding bill that FMCSA must write an ELD rule, and the proposal was published last month. She urged drivers and others to comment on the ELD and knowledge testing rules. (TT)

Congress Hears Tanker Testimony

An executive with the nation’s largest tanker truck transporter testified last week before Congress, asking for changes to be made to current hazardous materials transportation regulations. William Downey, executive vice president of corporate affairs and chief security officer for The Kenan Advantage Group, made his case before the House Transportation and Infrastructure Committee. “Today, I want to propose four common sense solutions that will improve safety, security and efficient operations of transporting hazardous materials,” said Downey, who spoke on behalf of the American Trucking Associations. Downey’s four point plan addresses security measures, proposed regulations and hazmat transportation accountability. Downey asked Congress to limit the requirement for fingerprint-based background checks to drivers transporting security-sensitive materials. He argued that the move would save drivers and the government time and money and still maintain security. The second part of Downey’s plan involves the removal of proposed wetline regulations. He cited a GAO report, which states that the regulation’s benefits would be few to none and that the costs were underestimated. Wetlines are hoses and pipes connected to a tanker truck that may contain some residue of a hazardous material. Congress should also distinguish between the roles performed by shippers and those performed by carriers, Downey said. He stated that the change would clarify accountability for each party. Finally, Downey asked that the federal government reform the state hazmat transportation permitting process. “This committee has an opportunity to capitalize on the successes of MAP-21,” Downey concluded. - See more at: http://gobytrucknews.com/congress-hears-tanker-testimony/123#sthash.actGbLgR.dpuf (Go by Truck News)
FMCSA to Have Enough Medical Examiners When Regulations Takes Effect

The Federal Motor Carrier Safety Administration remains confident there will be an adequate number of certified medical examiners in six weeks when the U.S. government supplants individual states’ approaches to truck drivers’ physical exams, an agency official said. Pamela Perry, nurse consultant in FMCSA’s Office of Carrier, Driver and Vehicle Safety, said 11,000 medical examiners have been certified, with 26,000 more in the process of training and testing. She spoke here March 27 at a seminar during the Mid-America Trucking Show. While saying that will be adequate to do physicals for the nation’s 3 million commercial vehicle license holders, Perry also said the agency was concerned about the number of federally certified examiners in rural areas, where many truck drivers live. FMCSA is implementing the nationwide approach after abuses of the process on the state level. One examiner certified a driver whose health problems led to a bus crash that killed 22 people and reported the same blood pressure for everyone. Another one posted a sign saying, “We pass everybody.” “We need that national regulation to be able to control that kind of thing,” Perry said. She also said that FMCSA has no idea how many people do the exams on a state level. Last week, FMCSA invalidated certificates issued by Dr. Paul Besdansky and told drivers he examined to get a new one by May 2. Drivers whose cards expire after May 21 must have their exams done by someone in the registry, she said, while stressing that drivers who have a valid medical card do not have to get an examination until their card expires. Perry said there are no changes in the health qualifications, and carriers have the responsibility to make sure drivers have medical cards. In a separate presentation, Jeffrey Loftus, chief of FMCSA’s technology division in the Office of Analysis, Research and Technology, outlined the transition in the agency’s unified carrier registration system. The goal is to have a streamlined system that covers carriers, brokers, intermodal equipment providers and hazardous-materials carriers that now register with the agency through separate forms and processes. Each company will have to pay a $300 registration fee under the new system. The creation of the URS dates to a 1995 law, though the registration process doesn’t take effect until October 2015. The FMCSA final rule that created the registration process took effect in November last year. That rule also gave the agency the ability to step in and fine carriers that try to move interstate freight if they don’t have an active DOT number. “We are really cleaning up the data,” Loftus said, while cautioning that the agency still is working on finalizing its website registration form. That cleanup process is being done by sending out notifications to carriers to update their DOT information, Loftus said. The notification process began last month. The new system is separate from the UCR, or Unified Carrier Registration, which allows carriers to register in a single state and complete the registration process for intrastate shipping in every state. He noted that carriers can continue to update their information and register under the existing procedures between now and the October 2015 launch of the new system.

Some Transport Refrigeration Units May Have Shorter Life Span in California

Some transport refrigeration units with engines manufactured in 2013 and 2014 may only be able to operate in California until 2019. The affected units are those equipped with 25 horsepower or greater engines federally certified to Tier 4 interim emissions standards. These are known as Tier 4i flexibility engines. If your unit has a 25 horsepower or greater engine certified to Tier 4 final emissions standards, it can operate in California indefinitely. Refrigeration units equipped with engines less than 25 horsepower are allowed seven years of operational life from date of manufacture under the regulation. The California Air Resources Board requires original equipment manufacturers to disclose to the end user in writing, prior to sale, if a refrigeration unit is equipped with a flexibility engine. Dealers must give you the written disclosure at point of sale.