Rod, Hogs & Rigs Charity Car Show to Be Held This Friday!

On Friday, May 30, 4:00pm–8:00pm, dozens of proud car, motorcycle and rig owners will show off their prized possessions at Kenworth Sales Company during the 6th Annual Rods, Hogs and Rigs Extravaganza fundraiser for Stansbury Elementary! The event will be hosted at Kenworth Sales in West Valley at 2125 S. 2700 W. We at the Utah Trucking Association, strongly support Kenworth Sales in their mission to help raise money for Stansbury Elementary’s Extended Learning Program and encourage each of our members to attend and have a great time. The show is free to the public and a bounce house, face painting, and food will be included as part of the festivities. Kenworth Sales is also pleased to announce that Governor Gary Herbert will be in attendance as well as Olympic Gold Medalist Derek Parra, Amanda Jones, and from the Geek show Jimmy Martin, Shannon Johnson, Jeff Vice and Kerry Jackson. If you would like further information regarding the event, please see the documents attached or contact Ashley 801-412-4342 rhr@kwsco.com or visit their website www.RodsHogsRigs.com

ATV Jamboree Just Around the Corner on June 7th!

This year’s ride starts East of Ferron, just south of Price, Utah on June 7th open to all ATVs, but we can arrange ATVs separate from side by sides if needed as the ATVs seem to travel a little faster -- you can ride in whatever group you choose. This is more of a wilderness ride. The loops will be anywhere from 45 to 75 miles in length, some of it fast and fun, some very slow crawling over rocks. Exact details and instructions will be sent to you upon registration. Registration fees are $65 per person or $40 per passenger. Click here to register!

Get Your Drivers Registered Now for the Utah Truck Driving Championship on June 6 & 7th

We are days away from the Utah Truck Driving Championship June 6 & 7 at the Utah State FairPark. UTA has only received 10 driver registrations for the TDC yet it has handed out 175 Facts for Drivers pocketbooks. Where are the registrations? Don’t wait till the last minute to register your drivers. Driver registration is $85.00 per driver and the deadline is Monday, June 2nd at 5:00 pm. UTA has order 20 more “Facts for Drivers” pocketbooks and they will be in next week. The TDC Committee has worked hard to make the TDC a success. We can always use volunteers and sponsors to help make this years’ TDC a fun and exciting event. If you have any questions contact Terry at 801-973-9370.
Question: May a large corporation which has many wholly-owned subsidiaries have one policy of insurance for the parent corporation and maintain the policy and Form MCS-90B at the corporate headquarters?

Answer: Generally, the required financial responsibility must be in the exact name of the motor carrier and the proof of that coverage must be maintained at the motor carrier’s principal place of business. A parent corporation may, however, have a single policy of insurance or surety bond covering the parent and its subsidiaries, provided the name of the parent and the name of each subsidiary are listed on the policy or bond. Further, the required proof must have listed thereon the name of the parent and its subsidiaries. A copy of that proof of financial responsibility coverage must be maintained at each motor carrier subsidiary’s principal place of business.

This has been referred to as Full Reciprocity or the Full Reciprocity Plan, and was adopted by IRP by ballot in October 2013.

How this will work

For registration periods beginning 1/1/2015 or later, the new rules apply.

For example: For registrations expiring December 31, 2014 (or later) that are renewing, your cab-card will show all IRP jurisdictions. You’ll no longer need to select jurisdictions in which you intend to operate. Your IRP fees will be calculated based on your June-July "reporting period" Actual mileage.

If you are a new carrier:

1. With a reporting period history, Your IRP fees will be calculated based on your June-July "reporting period" Actual mileage, or mileage accrued under the previous registration.
2. Without a reporting period history, you’ll pay fees based on the Utah “Estimated Mileage” chart, which will then be called the “Average Per Vehicle Distance” chart.

You’ll be able to operate in all IRP jurisdictions without

1. Adding a jurisdiction through our office or system
2. And without buying a trip permit.

For each IRP renewal, fees will be charged based on the fleet’s "reporting period" distance.

For renewals of registrations with a start date before January 2015, that means an expiration of

1. September 30, 2015 or,
2. June 30, 2015 or,
3. March 31, 2015, the old IRP rules will continue to apply through the expiration date in 2015. Cab-cards will only display those jurisdictions specifically requested by the carrier. For these periods you will still need to Add jurisdictions, if needed, until you renew your fleet

Information may be obtained by contacting:

Utah Division of Motor Vehicles
Motor Carrier Services
210 North 1950 West
Salt Lake City, Utah 84134
Telephone: (801) 297-6800 or 1-888-251-9555
Email: MCSCorres@utah.gov
“Operational Costs” Benchmarking
If you are a for-hire carrier, you can access six full years of fleet reports on driver pay, fuel costs, insurance premiums and more if you answer the call to complete...wait for it...another survey. It’s the annual update of Operational Costs of Trucking, produced by the American Transportation Research Institute. It’s a very helpful compilation of trucking cost information derived directly from fleet operations. In exchange for you completing the confidential survey, you get a copy of the report.

Have Your Drivers Ready for Roadcheck Inspection Blitz June 3-5
+Roadcheck is the largest targeted enforcement program on commercial vehicles in the world, with approximately 14 trucks or buses being inspected, on average, every minute from Canada to Mexico during a 72-hour period June 3rd-5th. The Commercial Vehicle Safety Alliance (CVSA) has produced a Roadcheck Roadmap to help remind commercial drivers of best practices for passing any inspection with no defects. Please inform your drivers and dispatchers of the Roadcheck June 3-5 so they are prepared for an inspection if they are stopped. We suggest you make a copy of the Roadcheck Roadmap and give to your drivers.

Certified Medical Examiners Now Required For Physical Exams
Rules that require commercial drivers to use certified medical examiners for mandatory physical examinations went into effect May 21. The Federal Motor Carrier Safety Administration said 22,000 physicians and other licensed health-care providers are on the registry, and an additional 27,000 providers have applied for certification. In order to maintain a commercial driver license, a person needs a valid, two-year medical certificate after completing a physical examination. Click here to view the registry. “The online database is easily searchable, so drivers can schedule their medical certification exam with a qualified health-care professional wherever they might be – coast to coast, including Hawaii and Alaska,” FMCSA Administrator Anne Ferro said in an announcement. The medical examiner rule was established after it was recommended by the National Transportation Safety Board. “Safety is our highest priority, and it is vital that every commercial truck and bus driver be qualified, alert and focused when they are behind the wheel,” Transportation Secretary Anthony Foxx said. “Medical examiners equipped with a thorough understanding of DOT fitness standards will be able to ensure that commercial drivers meet the health requirements necessary to operate on our highways and roads, thereby strengthening safety for every traveler.” (TT)

How Are Companies Competing For Driver Talent?
Increasing pay and improving equipment were the top answers in a HireRight survey. There aren’t any big surprises in the Transportation Spotlight Benchmarking Survey for 2014, but it’s an informative report filled with at-a-glance charts that drive home the key findings with ease. For example, increasing speed of the hiring process was a top employer concern, while managing employee screening costs came in a distant sixth on the list of challenges. Over 70% of the survey’s participants were from companies with fewer than 500 employees.
HAZMAT Trucks to Get Special Attention During Next Month’s RoadCheck Blitz

An army of 10,000 commercial vehicle inspectors will fan out across North America on June 3-5 for the 27th Annual Roadcheck enforcement program, with the goal of inspecting 75,000 trucks and buses. The Commercial Vehicle Safety Alliance (CVSA) said the focus of this year’s event will be hazardous materials, also known as dangerous goods in Canada. “The goal of Roadcheck is to have high-visibility inspection and outreach,” said Stephen Keppler, CVSA’s executive director. His group, based in Greenbelt, Maryland, represents law enforcement organizations that do truck and bus safety inspections for state, provincial and local governments. The inspectors will perform many Level 1 inspections, the most demanding type, which calls for thorough examinations of the vehicle, the driver and his or her records. During the three-day stretch in 2013, inspectors examined more than 73,000 trucks and buses. They placed 4.2% of drivers out of service, down from 4.6% in 2012. The vehicle inspections resulted in much higher out-of-service rates: 20.6% last year, down from 20.9% in 2012. Keppler said it is not the case that 1 in 5 trucks nationwide are too unsafe to roll down the highways. “The tactics in law enforcement have changed,” he said. U.S. inspectors used to pull over trucks at random, but now they are looking for bad trucks that most likely will have problems. “The results from Roadcheck are not a reflection of the status of the industry,” he said. In contrast, Canada still uses random inspection, and its out-of-service rates are consistently lower than those in the United States. Keppler said an important part of this year’s inspections will be dry vans hauling hazardous materials. Tank trucks often transport extremely dangerous commodities, including gasoline and chemicals. Because they do it with such great frequency, he said, those drivers and carriers are very good at it and usually have enviable hazmat scores. In contrast, less-than-truckload carriers sometimes haul small amounts of hazardous materials mixed in with ordinary freight. Keppler said some of those drivers occasionally gloss over hazmat rules. A frequent problem found among LTL hazmat haulers is poor blocking and bracing of loads within a trailer, Keppler said. (TT)

Two UTA Companies Win Awards

Driver availability has been the top concern in the minds of fleet executives since 2009, but it now tops the charts by a wide margin. According to a Randall-Reilly MarketPulse survey in March, 67% of fleet respondents said it is their biggest challenge. According to a recent survey, driver pay is now the fifth-most important thing on driver’s mind. We are in a different environment where I don’t think that driver pay is the end-all-be-all that it once was when it comes to onboarding and retaining the drivers. There are a lot more things that fleets are doing now. A panel of fleet executives confirmed this hypothesis with data they have collected from their own drivers. “When I recruit drivers, pay is no longer the number one issue. They want respect — that is what they always say,” said executive Melissa Stephan, recruiting manager for Tulsa, Okla.-based Melton Truck Lines. The panel stressed the importance of setting expectations with drivers at orientation and continuously gathering feedback on areas to change and improve to ensure expectations are being met. Fremont Contract Carriers (FCC), a 330-truck fleet based in Freemont, Neb., follows up with drivers at the 10, 30 and 90-day mark following orientation to gather feedback. (CCJ)

Encore Request: Want More Parking? Here is 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.
Department of Rumor Control: Sleep Apnea

There is no current rule requiring medical examiners to automatically screen you for sleep apnea using your body mass index or your neck size as part of your driver physical. Examiners are not required to have you complete a sleep study either. Here’s what the current federal rule says: A person must have no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with the ability to safely drive a commercial motor vehicle in interstate commerce. {391.41(b)(5)} The medical examiner decides if you have a respiratory dysfunction that requires further attention. Instructions to the examiner identify sleep apnea as one of several respiratory dysfunctions that may be detrimental to safe driving. If the examiner detects a respiratory dysfunction, then he or she must refer you to a specialist for further evaluation and possible therapy. The Federal Motor Carrier Safety Administration must go through the formal rulemaking process in order to establish any regulation specifically requiring screening for obstructive sleep apnea.

Senate Panel Passes Road Bill With Focus on Freight Projects

A $265 billion, six-year transportation reauthorization bill approved by a Senate committee last week would require states to spend some of their federal highway money on projects that improve freight mobility. Under the plan approved May 15 by the Environment and Public Works Committee, freight would become a core element within the federal highway program, elevating its status to that of other key components such as highway safety, bridge building and air quality. Overall highway spending would be maintained at current levels, plus inflation, pegging the authorization at $41 billion in fiscal 2015 and rising to $45 billion by 2020. Over the life of the bill, $6 billion would go toward freight-related projects. The bill would not make any change to federal fuel taxes. After EPW approved the bill, Committee Chairwoman Barbara Boxer (D-Calif.) said in a statement the unanimous committee vote sends a “powerful signal to our colleagues and to our nation that we are serious about addressing the looming funding crisis in the Highway Trust Fund.” The fund is expected to be in the red by August, and the current transportation spending law, MAP-21, expires Sept. 30. Ranking member David Vitter (R-La.) called the committee vote “a testament to the overwhelming bipartisan support of this urgently needed legislation.” The bill goes to three other committees with jurisdiction over transportation reauthorization — Commerce, Banking and Finance — to write the portions addressing transit, safety and funding. The House has not yet unveiled a bill, and Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) has said little about what the measure will contain. Also last week, the Obama administration pressed Congress to act by focusing on the president’s four-year, $302 billion plan to invest in transportation with money from corporate tax reform. Obama has proposed allowing states to toll interstate highways, a suggestion strongly opposed by the trucking, manufacturing and retail sectors. Current federal law bans tolling on interstates. The Senate bill would create a long-term study of three funding alternatives based on user fees, but the bill does not specify what they would be. Largely a continuation of MAP-21, the bill’s biggest change is the freight element. Under the bill, states would have to develop freight plans, including investment strategies and projects, and create advisory committees. Darrin Roth, director of highway operations for American Trucking Associations, praised the bill for recognizing the importance of freight. “At least we know that . . . $6 billion of the program will go toward highways that have significant truck traffic,” he said. The bill also would authorize $400 million a year in trust fund money for a competitive grant program to build projects of regional and national significance — projects Roth said could improve freight mobility. (TT)

April Truck Tonnage Jumps 4.8%

Truck tonnage jumped 4.8% in April from the same month last year, the biggest gain this year, American Trucking Associations said May 20. Its seasonally adjusted monthly index rose to a reading of 129.2. ATA uses the year 2000 as a 100-reading baseline. Month-to-month, tonnage rose 1.5% in April, following a 0.6% gain in March. The not seasonally adjusted index — which represents tonnage actually hauled by fleets — rose 1.6% in April from the previous month, to a reading of 131.5. Year-to-date, tonnage is up 2.9% through April from the same period last year. “April was the third straight gain in tonnage totaling 4%,” said ATA Chief Economist Bob Costello. Tonnage is off 1.4% from its all-time high in November. “I’m pleased that tonnage has been making solid progress after falling a total of 5.2% in December and January,” Costello said. “April’s nice gain was better than the contraction in industrial production and the lackluster retail sales during the same month.” ATA calculates the tonnage each month based on reports by its member trucking companies. (TT)
FMCSA Projects November Publication of Rule to Hike Carrier Insurance Premiums

An official timeline for the Federal Motor Carrier Safety Administration’s push to raise liability insurance minimums for carriers has been released by the Department of Transportation, and it signals the agency plans to begin work on the regulation quickly in hopes of publishing a proposed rule in November. The agency released a report in April saying it found the current $750,000 liability insurance minimum for carriers to be “inadequate.” It also said then it planned to make upping that minimum a high priority. In its monthly regulatory update released last week, the DOT says FMCSA hopes to send the insurance minimum rule proposal to the Office of the Secretary June 30 and to the White House’s Office of Management and Budget Aug. 1. The timeline says a proposed rule could be published Nov. 12. Neither the DOT’s may report nor FMCSA’s April report, however, set a target number for the new minimum — which hasn’t been increased since 1985. FMCSA did say in April that if minimum insurance had kept up with the core consumer price index, a measure of inflation, it would be $1.62 million. If it had kept pace with the medical consumer price index, it would be $3.18 million. Both the Owner-Operator Independent Drivers Association and the American Trucking Associations reject the agency’s claims that the current minimum needs changing, citing studies that show just 1% of all crashes exceed $750,000 in claims. FMCSA’s Motor Carrier Safety Advisory Committee is holding meetings this week in Alexandria, Va., to begin work on the rule. In other rulemaking updates in the report, the agency’s timeline for producing a speed limiter rule for heavy trucks was unchanged, and FMCSA said it expects to send a proposed rule to the Office of the Secretary this week. It expects to publish a proposed rule Oct. 1 for public comment. The timeline for the long-awaited Safety Fitness Determination rule, though, has been pushed back from Sept. 16 as a projected publication date to Dec. 17. (CCJ)

Survey Finds Truckers, Motorists Want Smooth Roads

A new survey from the nation’s asphalt producers and contractors finds U.S. truck drivers and motorists are increasingly frustrated with the state of U.S. roads, preferring well-maintained, safe, and smooth roadways. The poll of 3,085 people, conducted for the Asphalt Pavement Alliance, comes as Congress faces reauthorization of U.S. transportation and infrastructure funding this fall and a looming revenue shortfall for the Federal Highway Trust Fund this summer. Specifically, the survey revealed the following motorist and commercial trucker roadway preferences: Eighty-four percent of four-wheelers and 73% of commercial truckers want well-maintained roads without the inconvenience of roadway shutdowns by having maintenance performed during off-peak hours and the road open for rush hour.

- When presented with 14 factors for officials to consider when building a road, 56% of car drivers selected safety as one of their top three priorities.
- Most car drivers, 69%, said they are willing to accept periodic maintenance delays if it means they get to enjoy a smooth driving experience.
- 86% of car drivers and 78% of commercial truckers feel spending priorities should focus on the maintenance and repair of existing roads, rather than on building new roads.
- A majority, 51% of car drivers and 52% of truckers, support new or additional funding mechanisms to ensure adequate funding for roadway maintenance and construction.

These results emphasize the need to increase investment in our nation’s aging infrastructure and to put a greater emphasis on ensuring a consistent level of drivability for road users,” said Mike Acott, president of NAPA. Smooth pavements result in lower fuel consumption and reduced wear and tear on vehicles, according to the group. “With long-life perpetual pavement designs, asphalt roads can be built with a structure that lasts many decades with only periodic surface renewal and maintenance, making it an ideal choice for drivers, engineers, and U.S. roadways,” the group said. (HDT)