



A Weekly Electronic Update

Missoula Transportation After Hours ~ Oct. 12, 5:30-7 pm, Broadway Inn Conference Center

Billings Safety Meeting ~ Oct. 12, Location TBD

ATA Conference ~ Oct. 15-18, Gaylord Texan Resort & Convention Center

Missoula Safety Meeting ~ Oct. 18, Jokers Wild 12pm -1pm

As responsible citizens, we promote and represent safe, Professional and profitable Commercial Highway Transportation interests with one voice.

***"Success usually comes to those who are too busy to be looking for it."
-Henry David Thoreau***

Missoula Transportation After Hours



You are cordially invited to attend MOTOR CARRIERS of Montana
Missoula Transportation After Hours on
Wednesday, October 12 from 5:30-7 p.m.
at the Broadway Inn Conference Center,
1609 West Broadway Street in Missoula.

Please come and network with fellow industry members. Stieg & Associates Insurance, Inc., is sponsoring this event. We would be pleased to have you join us. Montana State Fund will be providing handouts & give-aways as well as conducting a short program on the MSF/MCM safety group. Food & Drinks will be provided.

We look forward to seeing you there. Please RSVP to Katie Bowlds either by email at katie@mttrucking.org or by phone at 406-442-6600 by October 10.

SEPTEMBER DRIVER OF THE MONTH



Pat Clark
Con Way Freight

Pat Clark has driven over 2.5 million miles accident-free in his driving career. These miles have included over the road as well as local pickup and delivery within city limits. His present local pickup and delivery position requires him to deliver to customers within the Billings-Laurel area. Pat has an excellent reputation with customers and co-workers providing superior customer service and deliveries to the customer. He is a true professional and definite asset to Con Way Freight and the trucking industry. During his time off he is a licensed pilot and licensed skydiver.

MCM NEW MEMBER



The Billings Hotel and Convention Center locally owned and operated, is the largest convention center in Montana, located under one roof. It's a full service hotel that has just completed a 5.2 million dollar renovation in 2010. The hotel offers 236 guest rooms, including 5 junior suites and 4 two-room Jacuzzi suites. Pet friendly and handicap rooms are also available.

Specializing in groups 6 to 1600, the property offers over 25,000 square feet of meeting and banquet facilities. The courtyard is also available for special outdoor events. In addition to our full service restaurant, lounge and casino, guests can enjoy a work out in our on-site fitness center and have access to the Billings Athletic Club, Montana's most complete adult fitness center. Families and kids of all ages can enjoy our indoor swimming pool with two amusement style waterslides. Or, simply relax in our hot tub. Also for your convenience, we have laundry facilities and a business center on property. In addition, there is plenty of parking available with access for full size semi trucks. For your next conference, meeting, or just traveling on personal business, let the Billings Hotel and Convention Center be your home away from home.

MONTANA KENWORTH DEALER WINS REGIONAL AWARD

CONTACT:

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KIRKLAND, Wash., Sept. 30, 2011 –

Kenworth named its Regional, Gold and Silver Parts and Service Dealers of the Year to recognize superior excellent and achievement in parts and service operations, financial performance and customer support. The Kenworth dealer network's constant commitment to superior satisfaction is demonstrated by Kenworth

receiving the 2011 J.D. Power and Associates award for "Highest in Customer Satisfaction for Heavy Duty Truck Dealer Service."

REGIONAL AWARDS

Regional Award winners are:

Canada: Edmonton Kenworth (Edmonton, Alb.); Central: MHC Kenworth - Kansas City (Kansas City, Mo.); Great Lakes: Central Illinois Trucks; Northeast: Truck Enterprises – Lynchburg; (Lynchburg, Va.); Southeast: Kenworth of Birmingham (Birmingham, Ala.) **and Western: Motor Power Equipment - Billings (Billings, Mont.)**. The awards recognize the highest performing Kenworth dealerships and reward exceptional performance in all areas of customer service.

GOLD AWARDS

Gold Award winners are Edmonton Kenworth, Inland Kenworth (U.S.), Kenworth Sales Company, MHC Kenworth - Kansas City, **Motor Power Kenworth – Billings**, and Truck Enterprises – Lynchburg.VA

SILVER AWARDS

Silver Award winners are Central Illinois Trucks, Great West Kenworth, Kenworth of Birmingham, Kenworth Quebec, Wallwork Kenworth and Wisconsin Kenworth.

Kenworth Truck Company is the manufacturer of The World's Best® heavy and medium duty trucks. Kenworth is an industry leader in providing fuel-saving technology solutions that help increase fuel efficiency and reduce emissions. The company's dedication to the green fleet includes aerodynamic trucks, compressed and liquefied natural gas trucks, and medium duty diesel-electric hybrids. Kenworth is the only truck manufacturer to receive the Environmental Protection Agency's Clean Air Excellence award in recognition of its environmentally friendly products. In addition, the fuel-efficient Kenworth T700 equipped with the low-emission PACCAR MX engine was named the 2011 Heavy Duty Commercial Truck of the Year by the American Truck Dealers. Kenworth's Internet home page is at www.kenworth.com. Kenworth. A PACCAR Company.

Congratulations to the crew at Motor Power for a job well done.

2012 UCRA REGISTRATIONS SET

At last week's meeting of the board of directors of the Unified Carrier Registration Agreement, the board recommended that states participating in the UCRA program begin registering carriers and collecting the UCRA fees for 2012 on October 1, 2011, and that roadside enforcement of the fees start February 1, 2012. The UCRA fees for 2012 – and for 2013 – will be the same as for 2011. To register on-line through the UCRA site sponsored by Indiana, go here: <http://www.ucr.in.gov/>.

CSA SIGNIFICANTLY IMPROVES COMPLIANCE

That's the conclusion of a University of Michigan Transportation Research Institute (UMTRI) evaluation of the federal CSA program. The UMTRI report found that the new safety measurement system (SMS) does a better job of identifying carriers in need of intervention. The crash rate for carriers with safety problems identified in the SMS were more than three times greater than carriers without those safety problems.

One of the surprises in the evaluation?

How well those intervention letters work! 83% of the carriers in the operational model test resolved identified safety problems after receiving a warning letter. And the letters are cheap to send compared to a compliance review, which is estimated to cost \$1,438 per review. CSA interventions are reaching three times the number of carriers that were reached during the Safestat era.

The report also identified areas still in need of improvement. For example, the evaluation found there isn't much of a connection between crash risk and whether a driver has a valid medical card. Likewise, there isn't a strong connection between cargo securement and crash risk. These are areas FMCSA will attempt to improve on.

TOLLING IS THE WRONG SOLUTION FOR REPAIRING I-95

Monday, September 19, Virginia Gov. Bob McDonnell announced he had received approval from the Federal Highway Administration to move forward with an application to the agency asking for permission to institute tolling on Interstate 95 as a way to pay for highway improvements. ATA President and CEO Bill Graves said, "While it is true that I-95 is one of the 'most important and heavily traveled highway corridors in the country,' as Gov. McDonnell says, there are far more expeditious and efficient ways of raising revenue for its upkeep than tolls. Study after study shows that tolls carry astronomically higher capital and overhead expenditures compared to the fuel tax."

"Raising the fuel tax provides revenue immediately, rather than over several years like tolling, and it doesn't require upfront investment to build a government bureaucracy to collect it. The Interstate Highway System was designed to promote the free flow of goods across our country. Setting up toll booths at our borders and near our cities will restrict those goods and harm our economy," Graves said. Contact: Darrin Roth at droth@trucking.org.

CFTC DELAYS SPECULATION LIMITS RULE

The Commodity Futures Trading Commission (CFTC) Chairman Gary Gensler, announced a delay in finalizing a rule imposing position limits for oil derivatives and certain other commodities. The Chairman had planned on publishing a final rule and holding a vote of the five Commissioners on September 22nd. The vote is now scheduled for Tuesday, October 4. The CFTC is eight months behind in finalizing the rule, which would impose across-the-board limits on the size of positions that speculators can take in commodities, like oil, wheat and corn. The CFTC is required to set position limits under the Dodd-Frank Wall Street Reform law. The reasons for the delay are not immediately clear. The media is reporting continued disagreement among the five Commissioners and the CFTC staff on how best to proceed, over the process and over the details of the final proposal. Contact: Rich Moskowitz at rmoskowitz@trucking.org.

IRS PROVIDES GUIDANCE ON HVUT FILING

The Internal Revenue Service issued guidance on September 16 to motor carriers and others who must file and pay the federal Heavy Vehicle Use Tax (Form 2290). Since Congress did not extend the federal highway taxes by the usual HVUT filing date of August 31, IRS had earlier extended the due date until November 30. Now, however, Congress has extended the HVUT through June 30, 2012. The other federal taxes were extended only through March 31 next year. IRS says it will have next year's Form 2290 ready by October 1 and asks carriers to file it during the month of November. IRS will not be issuing receipts for the filing earlier than November 1, and after November 30 the filing will be late. In the meantime, carriers that have new vehicles to register may show their base states a receipt for the 2011 HVUT as proof of payment and the state must accept it. For more information, see on-line at www.irs.gov/trucker. Contact: Bob Pitcher at bpitcher@trucking.org.

IRP TO REVISE AUDIT, RECORD-KEEPING RULES

The member jurisdictions of the International Registration Plan have approved an extensive amendment revises the Plan's rules for IRP audits and its requirements for carrier record-keeping. Voting on the amendment, which required three-quarters of the members voting to approve it, closed yesterday. The changes made by the amendment should prove favorable to motor carriers generally, as they provide more flexibility in record-keeping, bar states from imposing penalties for records that they can in fact audit, and give much better guidance on what electronic records are acceptable under the Plan. For the states, the amendment sets more professional auditing standards and clarifies Plan language considerably. The changes are effective for audits performed after July 1, 2013, in order to give states time to alter their systems. Our thanks to all the motor carriers and state trucking associations who urged their IRP administrators to vote for this favorable IRP amendment. Your help made the difference! Contact: Bob Pitcher at bpitcher@trucking.org.

VIEW OF TODAY'S TRUCK DRIVERS

The Journal of Commerce's 2011 Guide to Trucking provided the following snapshot of today's truck drivers:

- Only about 1 percent of truck drivers were union members or covered by a union contract in 2008; the Teamsters Freight Division represents about 80,000 drivers, dockworkers and mechanics.

- About 53 percent of truck drivers have a high school or equivalent diploma; about 25 percent attended college, but did not have a degree.
- In 2010, 67.4 percent of all 3 million commercial drivers in the U.S. were white; 17.5 percent, Hispanic; 13.6 percent, black; and 1.5 percent, Asian.
- 94.8 percent of big rig drivers are male.
- 47.9 percent of drivers are between 45 and 64 years old; 42.4 percent of drivers are 25 to 44 years old.
- There were about 1.5 million big rig drivers in May 2010, down from 1.8 million in 2008.
- Heavy truck drivers had an annual average or mean wage of \$39,450 in 2010.