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LOUISIANA MOTOR TRANSPORT ASSOCIATION



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LETTER FROM THE
EXECUTIVE DIRECTOR

“Adversity provides the opportunity for the best part of us to shine.”

Gail Lynne Goodwin

The first few months of 2016 provided us with several historic moments – the inauguration of a new Governor, the unveiling of the state’s fiscal crisis and the onset of a massive flooding disaster.

In this issue, we introduce you to Governor John Bel Edwards, a few of the members of his team who we will have the most opportunity to interact on behalf of the trucking industry and other newly elected officials in the Legislature. With his inauguration, we were hopeful that a new administration would bring a fresh approach to old problems facing our state. However, Governor Edwards faced an unprecedented fiscal crisis immediately upon taking office and a relatively new Legislature to deal with this historic challenge.

Fresh off the heels of the 1st Special Legislative Session of 2016, we now have a better idea of our state’s fiscal situation – and it’s not pretty. The last 97 seconds of the special session yielded tax increases and budget cuts...and we are still \$30 million short of a balanced budget for this year and \$800 million short for next year. We have our work cut out for us during the upcoming regular legislative session which will probably be followed with another special session immediately afterwards.

LMTA was successful in protecting our sales tax exemption. Knowing the incredible fiscal challenge facing our state’s elected officials, our message was clear: Everyone needs to help balance the state budget – including the trucking industry. However, we are mobile and compete in a global marketplace. With every adjacent state offering an interstate truck sales tax exemption and a significant reduction in the cost of liability insurance, our motor carriers have options. The loss of the sales tax exemption for interstate equipment would probably result in less revenue to the state.” And, they listened...

To add to the challenges facing our state officials, we experienced major flooding throughout the state. As we are all too familiar to disaster response and recovery, our citizens and emergency personnel answered the call to help those in need.

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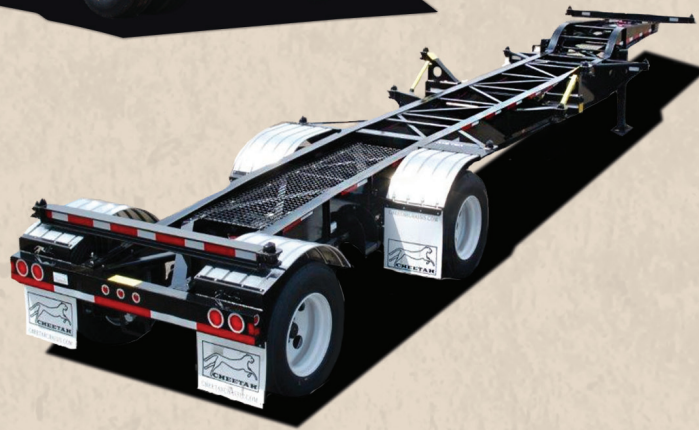
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LMTA Executive Director

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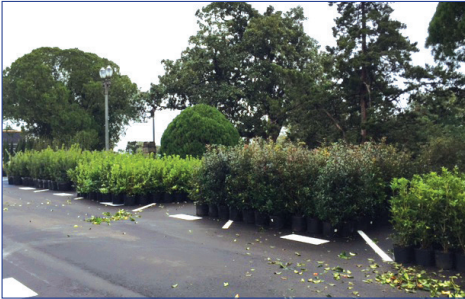
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Inauguration

For the inauguration of Governor John Bel Edwards in January, the front of the Capitol was transformed for the ceremony within just a few days with a majestic platform and intimate seating to hold dignitaries, special guests and the public. The entire area was decorated with lush greenery from Louisiana nurseries around the state. Over 10,000 plants, from ferns and boxwoods to 15 foot-950 pound magnolia trees were transported to the Capitol by truck – 10 truckloads to be exact! Special thanks to the following companies for donating the transportation for the landscaping project for the inauguration:



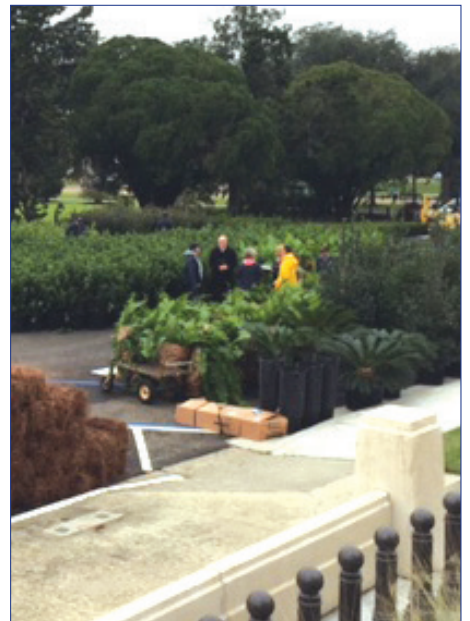
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CDL DRIVER ASSISTANCE & SERVICES

Louisiana Office of Motor Vehicles

By Paige Paxton, CDL/PDPS Help Desk, OMV Headquarters



The Louisiana Office of Motor Vehicles (OMV) understands the necessity of the services provided by carriers and their importance to the economy and the citizens of Louisiana.

OMV strives to keep carriers informed and Commercial Drivers License (CDL) drivers operational on the highway. To better assist customers, several tools have been implemented that will provide real time data to those needing to ensure self-certification and medical documentation submitted has been received and updated accordingly. The following tools can be accessed at www.expresslane.org:

The **Self-Certification Inquiry** was released in January 2015 and was designed to assist customers in determining the commerce type reported by the driver on the most current self-certification form provided, and if the self-certification requirement has been met. The driver must submit a new self-certification form if the commerce type displayed is no longer accurate. Self-certification forms and medical examiner's certificates may be emailed to OMV_CDLMedical@dps.la.gov, faxed to (225)925-3901, or delivered to a Louisiana Motor Vehicle Office. Drivers should allow ten days from receipt for the records to reflect the updates.

The **CDL Medical Inquiry** is another tool available to Non-Excepted Interstate drivers and carriers. This database will indicate if the driver is medically certified with the State and display the expiration date of the Medical Examiner's certificate on file. Drivers showing a status

of not medically certified are not qualified to operate a commercial motor vehicle.

In addition to the Self-Certification Inquiry, OMV released the **CDL Official Driving Record** database in January 2015. This database was designed to meet the federal regulation that requires CDL motor vehicle records be made available to certain entities by the State. The information obtained from the CDL Official Driving record differs from a standard Official Driving Record in that it displays the information captured from the medical examiner's certificate. Information from the medical examiner's certificate will be displayed for those drivers self-certified as Non-Excepted Interstate Commerce. Only the type of commerce selected will be displayed for those certifying as any other commerce type.

REGULATORY ALERTS

Federal regulations were recently revised to require CDL drivers to carry a Medical Examiner's Certificate for 15 days from the date of issuance. Louisiana Revised Statute, in this case, is more restrictive than federal regulation and requires all CDL Drivers to carry Medical Examiner's Certificates any time they are operating a commercial motor vehicle.

A recent regulatory alert provided information on a new Medical Examination Report Form. The new form was to begin being utilized as of Dec. 22, 2015 and would make the current form obsolete. However, earlier this week during a conference call between FMCSA, AAMVA and the states, it was decided that changes to the new form are needed. The specifics of the changes and the new date of release are forthcoming." ♣

BUCKLE UP FOR A BUSY REGULATORY YEAR

By Rob Abbott,
Vice President
of Safety Policy
for the ATA

What a year it has been for the trucking industry. In 2015, a five-year highway authorization bill – known as the FAST Act - was finally enacted into law.

In addition to ensuring that federal funds will continue to flow to the Highway Trust Fund, the new law includes much-needed reforms to CSA, the Federal Motor Carrier Safety Administration's (FMCSA) safety monitoring program. Under the FAST Act, FMCSA must commission a study on the accuracy of Safety Measurement System scores. Thanks to the law, CSA scores have been removed from public view until the study is completed and reforms are implemented.

In addition, the FAST Act requires FMCSA to create a Beyond Compliance program that will reward carriers for implementing safety measures that exceed current regulations. The law also opens the door to – in the future - permitting carriers to use hair testing (in lieu of urine) when conducting federally-mandated pre-employment and random drug tests. Once fully implemented, hair testing will be yet another valuable tool to keep habitual drug users off the nation's highways.

Significant action has also been taken on the regulatory front. In December, FMCSA finalized its long-awaited rule mandating the use of electronic logging devices for most drivers currently required to maintain records of duty status, which will go a long way to improving compliance with hours-of-service rules. The rule establishes a two-year implementation timeline. However, carriers who currently use Automatic Onboard Recording Devices (older devices

not necessarily meeting new standards and specifications) will have until December 17, 2019 to comply with the rule.

In a huge victory for the industry, FMCSA reduced the required random drug testing rate for CDL holders by half. Carriers will now only be required to randomly test 25% of their drivers rather than the previously required 50%. This announcement will result in substantial savings to the industry. FMCSA is permitted to lower the percentage rate when the industry positive test rate is less than 1% for two consecutive years. The trucking industry has exceeded that requirement by maintaining a sub-1% percent violation rate for three consecutive years.

With the highway bill complete and the presidential election in full swing, action on Capitol Hill is expected to be relatively limited in 2016. However, all eyes will be on the regulatory agencies.

Traditionally, presidential administrations have attempted to move as many rules as possible through the regulatory process during the President's final year in office. This year is expected to be no different.

In January, FMCSA released a proposed rule designed to determine the "safety fitness" of motor carriers. Specifically, FMCSA proposes using data from CSA, in addition to information gathered during on-site

compliance reviews, to make Safety Fitness Determinations (i.e. safety ratings) on a monthly basis. FMCSA has also issued a proposed rule setting new standards for mandatory training requirements for entry-level commercial truck drivers. Under the proposal, prospective drivers will be required to complete a training course that includes knowledge and behind-the-wheel instruction prior to taking the CDL skills test. Also currently pending is the final rule to establish a national clearinghouse for positive drug and alcohol test results for CDL holders. Under this rule, carriers would be required to query the database prior to hiring a driver and perform an annual check of their existing driver.

With these major changes impacting trucking operations coming down the pike, it is critical that motor carriers stay informed. Complying with safety regulations is not just common sense, it is good business sense. So buckle up for a ride down a bumpy regulatory road in 2016. ♣

Share the Road Program

Educating the Public to Improve Highway Safety

By Olivia McClure

The number of deadly crashes involving 18-wheelers fell once again in 2014, continuing to bring down the fatality rate of truck-involved crashes, which has already decreased by more than 40 percent in the past decade.

The trucking industry's own safety efforts — including harnessing new technologies to make driving trucks safer and educating other motorists about driving responsibly — are largely responsible for the decrease in fatalities, said Rob Abbott, Vice President for Safety Policy for the American Trucking Associations.

According to the National Highway Traffic Safety Administration, there were 3,903 truck-involved fatal crashes in 2014 — 61 fewer than in the previous year. While it's always good to see year-to-year changes continue going down, Abbott said, the more important trend is the long-term reduction of fatalities.

Just a decade ago, the number of fatal crashes involving trucks hovered around 5,000 each year, with about 2.37 fatal crashes occurring every 1 million miles. In 2014, the fatality rate improved to 1.40 fatal crashes per 1 million miles — a decrease of about 40 percent.

Also important is the increasingly proactive nature of industry members, most of whom care deeply about doing their part to make roads safer, Abbott said.

"The trucking industry is putting an increased amount of focus and resources on safety," he said, adding that the industry now spends about \$7 billion on safety training and technologies every year.

For example, many companies have outfitted their trucks with speed limiter devices, which cap the maximum speed a truck can be driven. "Speed is the single greatest contributor to crashes," Abbott said.

Other technologies that could help improve safety include devices that alert drivers to the locations of vehicles in their immediate circumference and autonomous braking systems that can help safely stop a truck in emergencies, he said.



ATA is also calling for a national employer notification system that would automatically let truck companies know if a driver incurs a safety violation, Abbott said. Except in California, where automatic notification is already mandatory, drivers' records are currently pulled

STILL, BETWEEN TWO-THIRDS AND THREE-QUARTERS OF FATAL CAR-TRUCK CRASHES ARE THE FAULT OF THE CAR DRIVER, ABBOTT SAID. "TO PREVENT THOSE REQUIRES EDUCATING OTHER MOTORISTS HOW TO OPERATE AROUND TRUCKS."

and checked for violations only once a year. Getting information to employers in a more timely manner would help them intervene sooner and possibly prevent problems, he said.

Data from the Federal Motor Carrier Safety Administration show that 87 percent of crashes involving trucks are the result of driver behavior, not vehicle defects or their environment, Abbott said.

Still, between two-thirds and three-quarters of fatal

car-truck crashes are the fault of the car driver, Abbott said. "To prevent those requires educating other motorists how to operate around trucks," he said.

ATA has stepped up its education efforts targeting other drivers in recent years, stressing the importance of giving trucks enough room on the road. Many people don't realize that trucks have very large blind spots on all four sides and end up lingering in areas where the driver can't see them, which is dangerous, Abbott said.

Trucks need longer braking distances than cars, but many people still assume they can safely merge in front of trucks as long as there is enough space for their car. Often, Abbott said, truck drivers intentionally leave that space in front so they have room to safely slow down and stop — and when a car enters that space, that shortens their stopping distance.

ATA also has a program called "Share the Road," which features a truck that travels the country with drivers who have logged millions of miles without an accident.

"They educate motorists, particularly high school-age children, on how to safely share the road with a truck," Abbott said. ♣



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FEDERAL REGULATORS PROPOSED TOUGHER TRUCKING REGS

By Ted Griggs

Federal regulators have proposed new regulations to make it easier to stop unsafe trucking companies from operating, but some industry members say the rules need more tweaking.

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration plans to use roadside inspections, the results of carrier investigations and crash reports to determine trucking companies' overall safety fitness.

The FMCSA says the new regulations would allow the agency to assess the safety of 75,000 carriers a month. Under the current method, auditing the records kept at the trucking company's offices, the agency can only assess 15,000 of

the nation's more than 500,000 carriers in a year.

"This update to our methodology will help the agency focus on carriers with a higher crash risk," said FMCSA Acting Administrator Scott Darling. "Carriers that we identify as unfit to operate will be removed from our roadways until they improve."

However, the American Trucking Associations as well as a number of other industry groups, say the proposed regulations fall short of what's actually needed.

"Is it better? Yes. Is it what we need to be doing? No," said Rob Abbott, Vice President of Safety Policy for the American Trucking Associations.

Among other things, the proposed regulations rely on data and methodology from a system that is "problematic," Abbott said. The U.S. Government Accountability Office has identified a number of limitations in the Safety Measurement Systems and Behavioral Analysis Safety Improvement Categories, and Congress has directed that system to be evaluated.

The proposed regulations would replace the current three-tier rating system - satisfactory, conditional, and unsafe - with a single designation: unfit.

FMCSA says its analysis shows the carriers identified through on-road safety data have crash rates of close to four times the national average. Despite that, the agency estimates that under the new rules, less than 300 carriers a year would be found "unfit" solely through on-road safety violations.

FMCSA says there have to be at least 11 inspections with violations in a single BASIC over 24 months for a carrier to be found unfit.

Abbott said even if the agency evaluates 75,000 carriers a month, a large part of the industry won't be.

"The presumption is that all those fleets are indeed fit. That's an erroneous presumption."

The FMCSA believes it can address the fleets involved in most of the crashes by validating the operations of large fleets, the cross-country firms with thousands of trucks, he said.

"So it's a lot like saying, 'Hey, we can control safety nationally by impacting a small number of fleets.'"

The problem is that roadside inspections, when performed by law enforcement agencies operating under the program, tend to take place along interstates, Abbott said.



AMONG OTHER THINGS, THE PROPOSED REGULATIONS RELY ON DATA AND METHODOLOGY FROM A SYSTEM THAT IS "PROBLEMATIC."

- ROB ABBOTT, VICE PRESIDENT OF SAFETY POLICY FOR THE ATA

The inspections don't typically happen in rural or urban environments.

So it's possible there are a lot of small fleets operating in cities or in rural areas that have had lots of crashes, he said. But the FMCSA won't find those carriers because the roadside inspection program isn't designed to do so.

It's one of the major issues for the federal safety program. Each year, hundreds of millions of dollars are spent on the program, yet data is captured on only a fraction of U.S. trucking companies.

The question is, how are we using the resources?" said Abbott. "Are we inspecting the same trucks and fleets over and over again? The answer may well be, yes."

The FMCSA needs to find the missing fleets, inspect their vehicles, look at their operations and give the operators a sense of whether their fleets are fit, he said. ♣



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JOHN BEL EDWARDS

Louisiana's
New
GOVERNOR

By Steve Wheeler

John Bel Edwards is a high school valedictorian, a dean's list graduate of the U.S. Military Academy at West Point, a former U.S. Army Airborne Ranger, a graduate of the LSU Paul M. Hebert Law Center, and comes from a family with a long tradition of public service and law enforcement.

With a list of credentials as long as your arm, Edwards was sworn in as Louisiana's 56th Governor on January 11 and quickly began settling into office after naming the members of his cabinet and staff. But unlike some other governors, Edwards will have no "honeymoon period" with state lawmakers.

Edwards knew the night votes were counted that he would be facing a monumental budget crisis when he took office, but says he had no way of knowing just how bad it would be.

At press time, Edwards and state legislators were in the middle of a special session the governor called to address Louisiana's fiscal crisis. The most current estimates are that the state will have a \$940 million budget shortfall this fiscal year and a projected \$2 billion budget shortfall in the next budget year.

The only thing is, Edwards has a "D" after his name and the majority of Louisiana legislators have an "R." In the political climate today, the "Rs" don't favor tax increases and the "Ds" say there is no choice. The two letters haven't worked very well together lately, especially in Washington D.C.

Louisiana Motor Transport Association Chairman Greg Morrison said Louisiana's "Ds" and "Rs" are going to have to find a way to put aside politics and work together to solve the state's fiscal problems.

Jay Dardenne, Edwards' new commissioner of administration has an "R" after his name and believes both sides can find common ground.

THE NEW GOVERNOR HAS HIS WORK CUT OUT FOR HIM

Given the state's dire financial straits, the new administration will be under pressure from all sides. But LMTA members should rest assured the association will be at the State Capitol in Baton Rouge every day working for the interests of the trucking industry.

Morrison said the new administration is facing serious challenges that will require all sides to work together. Morrison served as the chairman of the Edwards Administration's Transition Committee on Transportation and is a supporter of the new governor.

"I like the new administration and I support them," Morrison said, "but they have some huge challenges just to get back to ground zero. The new governor has his work cut out for him."

Morrison, regional manager of Bossier Operations for Quality Transport, said the administration and the Legislature are going to have to work together for the good of the state. "The governor and his staff can't do it alone." Morrison said he's willing to give lawmakers the benefit of the doubt and encouraged them to work with the new administration.

WE MUST FOCUS ON SOLUTIONS

Edwards and the Legislature had their first skirmish soon after the governor was inaugurated. Edwards favored Democrat Walt Leger III of New Orleans for Speaker of the House, but the House instead opted for New Iberia Rep. Taylor Barras, a Republican, as House Speaker. Traditionally, the legislature has backed the governor's choice.

Three days before the February special legislative session, Edwards gave an unprecedented televised address to the state, and warned of dire consequences – including shutdowns at state universities and no college football in the fall – if lawmakers don't take quick action on the state's finances. Edwards said after he took office he received "devastating facts" from state economists showing the financial situation is much worse than he thought. In calling the special session, Edwards proposed a series of budget cuts and tax increases to address the fiscal crisis.

As the special session began, Edwards proposed a state hiring freeze and more than \$160 million in "painful cuts" to state government spending. The governor also proposed to use \$128 million from the rainy day fund and \$200 million in non-coastal BP payments to the state to reduce the current year deficit. Edwards also proposed increases in alcohol and cigarette taxes, as well as a one-cent sales tax increase as a temporary measure until the state can restructure the tax code.

It's primarily that penny sales tax that isn't sitting well with Republicans, who countered that talk of shuttering universities and cancelling football seasons amounts to scare tactics. Both sides agree that cuts are needed, but at press time early in the special session, they had agreed on only about \$60 million in cuts.

In his statewide address, Edwards, who was House minority leader from 2012 through 2015, said, "While I did not create the problem before us, it is my job to fix it. I am

fully aware that I did not campaign on a platform of raising taxes, but the state's deficit is now more than twice as big as anyone ever anticipated.

"We must focus on solutions and not allow party labels and bickering to pull us apart," Edwards said. "We will not be paralyzed in fear by the size of this challenge, nor would we falsely claim 'the sky is falling,' but this is a historic fiscal crisis, the likes of which our state has never seen."

While I did not CREATE THE PROBLEM BEFORE US, IT IS MY JOB TO FIX IT. I AM FULLY AWARE THAT I DID NOT CAMPAIGN ON A PLATFORM OF RAISING TAXES, BUT THE STATE'S DEFICIT IS NOW MORE THAN TWICE AS BIG AS ANYONE EVER ANTICIPATED.

IT'S TIME TO GOVERN

Dardenne, Edwards' top administrator, said he's confident the administration and state lawmakers will find ways to work together.

"We're very optimistic we'll have a good working relationship with the House," said Dardenne, a Republican from Baton Rouge. "We've got to be about Louisiana, not partisan politics. I respect the legislature's independence," Dardenne said. But now that the election is over, he said, "It's time to govern."

The first order of business, Dardenne said, is to plug the massive hole in the state budget.

"All of our attention now is planning for and dealing with the deficit," he said. The administration would like to design a program for highway improvements, but that's just not possible in the state's current fiscal condition.

"Infrastructure was a key issue in the campaign; it's going to be a priority issue," Dardenne said. "We recognize the importance of the trucking industry," Dardenne continued. The state is blessed to have important sections of interstate highways, and "there is going to be product to be moved," he said. "Obviously, the trucking industry is a huge part of it. Economic growth in Louisiana is directly tied to the vitality of the trucking industry in Louisiana." ❖

Transition Transportation Committee

Louisiana Motor Transport Association Chairman Greg Morrison is the chairman of Gov. John Bel Edwards' Transition Committee on Transportation. The committee was charged with suggesting ways to restore trust in the Transportation Trust Fund and end the use of that fund for alternative purposes.

Edwards asked the group to make recommendations that would allow the state to commit another 25 percent of the capital outlay budget for the construction of roads, bridges, and ports, while also increasing the amount of federal dollars drawn down to address the \$12 billion infrastructure backlog.

"Our roads, bridges, and ports are critical economic drivers in our state," Edwards said. "If we want to be competitive and produce more jobs for Louisianians, we must face our infrastructure problem with the urgency and funding mechanisms required."

The Transportation Committee is chaired by Morrison, Regional Manager of Bossier Operations for Quality Transport, and co-chaired by Rochelle Dugas, President of Michaud Dugas Companies.

The following is a list of those serving on the Transportation Committee:

Justin Augustine, Vice President, Transdevelopment

Johnny Bradberry, Chief Operating Officer, TOPCOR Companies LLC

Ernie Broussard, Hunt Guillot & Associates

Mike Bruce, Senior Principal, Stantec

Dan Casey, Director of State Government Affairs, Dealertrack Technologies

Randy Denmon, President, Denmon Engineering

David Duplechain, State Legislative Director, SMART

Perry Franklin, President, Franklin and Associates

Cedric Grant, Executive Director, Sewerage and Water Board, New Orleans

Sundiata Haley, General Counsel, New Orleans Regional Transit Authority

Theron Jackson, Pastor, Morning Star Missionary Baptist Church

David Madden, Manager, Madden Contracting

Ken Naquin, CEO, Louisiana Association of General Contractors

Brent Petit, International Staff Representative, United Steelworkers

Erich Ponti, Executive Director, Louisiana Asphalt Association

Roy Quezaire, Deputy Director, South Louisiana Port Authority

Darrel Saizan, Principal, Darrel J. Saizan & Associates Inc.

John Spain, Executive Vice President, Baton Rouge Area Foundation

Harold Taylor, Council Member District 5, St. Landry Parish Council

Anne Trappey, CEO, Forte & Tablada

Michael W. Victorian, Senior Client Executive, CMA Technology Solutions Inc.

Jerry Walley, Sales-Marketing Manager, Ergon Companies

Erin Monroe Wesley, Executive VP and COO, Baton Rouge Area Chamber

James (Jay) Winford, President, Prairie Contractors

Jimmie Woods, CEO, Metro Service Group

John Bel Edwards Governor, State of Louisiana



John Bel Edwards is a 49-year-old military man from Amite. He is also a Democrat who beat heavy odds to become the 56th governor of Louisiana.

Edwards was on the Dean's List when he graduated from the United States Military Academy at West Point in 1988. After eight years of active duty with the U.S. Army as an Airborne Ranger, culminating with command of a rifle company in the 82nd Airborne Division at Fort Bragg, North Carolina, he went on to graduate from LSUs Paul M. Hebert Law Center. He has referred to himself as a "country lawyer."

After graduating from law school, Edwards began his career in politics when he was elected to the Louisiana House of Representatives from District 72. As a freshman legislator, he was selected to lead the House Democratic Caucus and to chair the House Veterans Affairs committee.

Friends and family know him as "John Bel, an excellent high school athlete and valedictorian of his Amite High School senior class. He is one of eight children – seven boys and one girl – from a family with a long history of public service and law enforcement.

His father, Frank M. Edwards Jr., is a former sheriff of Tangipahoa Parish and his brother Daniel Edwards is the current sheriff. Brother Frank Edwards III is the police chief in Independence.

His friends describe Gov. Edwards as a no-nonsense kind of guy, but one who never meets a stranger. They also say he has the kind of leadership ability needed today in Louisiana.

They say his opposition to abortion and his pro-Second Amendment stand should make it clear to Louisianians that he doesn't have much in common with the national Democratic party.

Edwards is married to his high-school sweetheart, the former Donna Hutto. They have three children, Samantha Bel, Sarah Ellen, and John Miller.

Ben Nevers Chief of Staff



Former state Sen. Ben Wayne Nevers is Gov. John Bel Edwards' Chief of Staff. Nevers, an electrical contractor from Bogalusa, is a U.S. Army veteran and a former State

Representative from District 75. Like Edwards, Nevers is considered a conservative Democrat.

Nevers, 69, headed Edwards' transition team after the November election, and as Chief of Staff, Nevers will manage the employees in the governor's office.

Nevers was chairman of the Senate Education Committee and a member of various statewide educational committees, including the Louisiana Tuition Trust Authority, the Louisiana High School Redesign Commission and the Blue Ribbon Commission for Educational Excellence.

Nevers represented State Senate District 12, but was term limited and unable to run for re-election.

After he was appointed Chief of Staff, Nevers said in his hometown newspaper, the Bogalusa Daily News, that the new governor wanted a diverse group of people from every area of the state to work in his administration. "We need people that understand the rural areas as well as the urban," he said.

Nevers and his wife, the former Barbara Ann Williams, have three children.

Jay Dardenne Commissioner of Administration



Former Lt. Governor Jay Dardenne was one of the Republicans running against John Bel Edwards in last year's race for governor. Dardenne finished fourth in the primary election, and after his exit

from the race, Dardenne endorsed Edwards, a conservative Democrat, in the general election.

Edwards named Dardenne his Commissioner of Administration soon after taking office.

As Commissioner of Administration, Dardenne, 62, is the administration's chief budget architect and will play a key role in the Edwards Administration.

Dardenne, from Baton Rouge, has a long and unblemished career in local and state public service.

He went to Baton Rouge High School and LSU, where he earned a bachelor's degree in Journalism and a law degree from the Paul M. Hebert Law Center. While attending LSU, Dardenne was elected student body president.

Dardenne began his long political career on the East Baton Rouge Parish Metro Council and then served as a state senator for 15 years, chairing the Senate Finance Committee. He served as Secretary of State from 2006 until 2010, when he was elected as the state's 53rd Lieutenant Governor.

Dardenne is married to the former Cathy McDonald and has two sons, John and Matthew.

Karen St. Germain

*Commissioner, Office of
Motor Vehicles*



Karen St. Germain is the new Commissioner of the Office of Motor Vehicles. She was a term-limited House member from Plaquemine and served as Chairman of the House Transportation Committee.

As commissioner of the Louisiana OMV, St. Germain could oversee another effort to issue new ID cards that would comply with federal REAL ID standards. The REAL ID Act, passed by Congress in 2005, established minimum security standards for states issuing licenses and prohibits federal agencies from accepting licenses from states that do not meet minimum standards.

Under the Act, the Federal Aviation Administration will be unable to accept a driver's license from any state that does not meet the standards, meaning people from those states won't be able to board a commercial airliner.

Louisiana is one of 24 states that have been given an extension until Oct. 10 of this year to meet the requirements.

Gov. Bobby Jindal vetoed legislation supported by St. Germain that would have allowed OMV to comply with the new federal ID rules.



Shawn Wilson

*Secretary, Louisiana Department of
Transportation & Development*



Shawn Wilson is the Secretary of the Louisiana Department of Transportation and Development, where he has spent much of his career. Prior to this appointment, he served as Chief of Staff for DOTD under three previous

secretaries and two governors.

Originally from New Orleans, Wilson earned a B.A. in Urban and Regional Planning from the University of Louisiana, where he served as the student government association president. He holds a Master of Public Administration degree and a Ph.D. in Public Policy from the Nelson Mandela School of Public Policy at Southern University.

Wilson, 46, assumes leadership of an office that has been one of the biggest lightning rods for criticism in state government. Louisiana has a roughly \$12 billion backlog of road and bridge projects.

Gov. Edwards has said he believes the state has to change the way transportation dollars are used before voters are asked to pay more in taxes.

The Baton Rouge Advocate quoted Wilson as saying, "I know he (Edwards) is interested in having a world-class transportation system, and you can't do that overnight. And you can't do that with the limited resources we have available at the moment."

SPEAKER OF THE HOUSE

REP. TAYLOR BARRAS, a Republican from New Iberia, has been elected as Speaker of the House. This is Barras' first term as speaker. Barras, 59, was first elected to the Legislature in 2007 as a Democrat. He was re-elected in 2011 as a Republican.

PRESIDENT OF THE SENATE

SEN. JOHN ALARIO, a Republican from Westwego, is Senate President. This is Alario's second term as Senate President. Alario, 72, was first elected to the House in 1971 as a Democrat and served two terms as speaker. He was first elected to the Senate in 2007 and became a Republican in 2010. He is the only Louisiana official to serve as House Speaker twice and as Senate President.

"As president of the Louisiana Senate, I believe it is important to handle the business of the Senate with honesty, integrity and fairness. It is important to listen and to encourage bipartisan cooperation among the members of the Senate in an effort to improve the quality of life for our families, our children, our communities and our state," Alario.

CHAIRMAN: HOUSE TRANSPORTATION COMMITTEE

REP. KENNETH E. HAVARD, a Republican from St. Francisville, is Chairman of House Transportation Committee. Havard, 44, was first elected to the House in 2011. He was named as head of the transportation committee in January.

CHAIRMAN: SENATE TRANSPORTATION COMMITTEE

SEN. PAGE CORTEZ, a Lafayette Republican, is Chairman of the Senate Transportation Committee. Cortez, 54, was first elected to the Senate in 2011 after serving one term in the House.

"As Chairman I perceive my role is to provide legislative leadership regarding issues that promote a safe, efficient, and sustainable transportation system in Louisiana for the movement of people and goods which enhances quality of life and facilitates economic growth. The Senate Committee on Transportation, Highways, and Public Works has jurisdiction relating to all modes of transportation, including roads, airports, ports, railroads, water resources, levee districts, waterways, lakes, streams, and dams. The committee also has jurisdiction over motor vehicle regulation. Louisiana's transportation system is used by and impacts all citizens on a daily basis."

CHAIRMAN: REPUBLICAN HOUSE DELEGATION

REP. LANCE HARRIS of Alexandria, is chairman of the House Republican Delegation. Harris, 54, was first elected to the Legislature in 2011. He has headed up the GOP House delegation since December 2012.

CHAIRMAN: HOUSE DEMOCRATIC CAUCUS

REP. GENE REYNOLDS, a Democrat from Minden, is chairman of the House Democratic Caucus. Reynolds, 65, was appointed chairman of the caucus in January. He was first elected to the House in 2011.

CHAIRMAN: SENATE REPUBLICAN DELEGATION

SEN. DANNY MARTINY, a Kenner Republican, is chairman of the Senate Republican Delegation. Martiny, 64, was first elected to the Senate in 2007. He previously served in the House from 1994 to 2008.

"As Republicans, we have to adhere to our conservative principles and at the same time exercise statesmanship in dealing with this enormous budget problem. Our approach to solving this problem must be reasonable but also realistic -- a combination of cuts, downsizing government and finding new sources of revenue."

CHAIRMAN: SENATE DEMOCRATIC CAUCUS/SENATE FINANCE COMMITTEE

SEN. ERIC LAFLEUR, a Democrat from Ville Platte, is chairman of the Senate Democratic Caucus and Chairman of the Senate Finance Committee. LaFleur, 51, was first elected to the Senate in 2007. He was first elected to the House in 1999.

"As Chairman of the Senate Finance Committee, I see my role passing a balanced budget with realistic revenue forecasts and realistic estimates of expenditures. Something we have not done in the last four or five years."

Towing Rates & Regulations

LOUISIANA PUBLIC SERVICE COMMISSION RULEMAKING PENDING

By Ted Griggs

When it comes to Louisiana's towing and recovery regulations, independent truckers and towing companies are pulling in different directions.

The Louisiana Public Service Commission is currently reviewing the regulations.

The Towing & Recovery Professionals of Louisiana Inc. would like to see higher non-consensual towing rates. TRPL says current fees don't come close to covering the cost of basic services; account for the bad debt of motorists who refuse to pay for services; or consider the increasing rates for liability insurance.

Complying with federal, state and local regulations while covering operating expenses at the current rates is difficult if not impossible, TRPL Legislative Committee Chairman Rudy Smith said in a letter to the PSC.

"As a result the PSC has seen a marked increase in cases of towing companies pushing gray areas and charging rates in excess of the current General Order," Smith said.

These rate violations will continue to multiply as companies, who've been backed into a corner, try to survive, he added.

Meanwhile, the Owner-Operated Independent Drivers Association wants to see a few changes to rein in non-consensual towing costs.

If these rates aren't properly regulated, small business truckers can be hit with towing invoices that are inflated by "tens of thousands of dollars," said Mike Matousek, state legislative affairs director for OOIDA.

"Truckers are paying much more now than they were just a couple of years ago. And when I say much more I'm talking like double," Matousek said.

Only a small percentage of towing companies are inflating their bills, but it is becoming much more of an issue, he said. One Massachusetts company charges \$1,800 a person to attend a seminar on how towing companies can boost the amount they bill insurance companies.

In order to prevent abuses, OOIDA has suggested the PSC clarify the hazardous material recovery rate, which is sometimes applied too broadly; eliminate the fuel surcharge; consolidate towing and recovery rates into a single hourly rate for both services; and only allow the actual charges for law enforcement personnel.

Towing companies can charge a hazardous material rate for a hazmat-placarded load, Matousek said. But some companies are tacking on the hazmat fee in cases where a fuel tank leaked a little diesel.

Matousek said the current fuel surcharge allows towing companies to bill a percentage of the total towing and recovery charge, which opens the door for abuse.

If the towing and recovery charge is \$5,000, the permissible fuel surcharge is \$600, he said. At \$3 a gallon, a heavy-duty wrecker that gets 5 miles per gallon would have to travel 1,000 miles to use \$600 worth of diesel.

Judy Smart, owner of Roadrunner Towing & Recovery in Baton Rouge said she'd like to see the LPSC review fees for rotators, wreckers equipped with a crane that can swivel 360 degrees, and storage fees for tractor-trailers.



The additional charge for a rotator is \$210.50 an hour, with a two-hour minimum.

Using a rotator allows a towing company to use one truck instead of two, two trucks instead of three, or three trucks instead of four, depending on the size of the wreck, Smart said.

“If these rates aren’t properly regulated, small business truckers can be hit with towing invoices that are inflated by ‘tens of thousands of dollars,’ said Mike Matousek, state legislative affairs director for OOIDA.”

A rotator can perform the same work more quickly than using two trucks, but the current rates penalize the towing company for being more efficient, she said.

Smart said the storage rates for 18-wheelers or tractor-trailers need to be reviewed because “they do take up a heck of a lot more space.”

The storage fee for a tractor-trailer is \$37.50 a day. It’s \$19.50 for a car. But a tractor-trailer takes up at least six spaces.

Randy Muscarello, head of R&S Towing in Chalmette and chairman of the Louisiana Towing & Recovery Association (LATRA), discounted the concerns of the independent truckers.

A few companies may abuse the rules, but the vast majority of firms abide by them, whether they involve hazardous materials cleanup or fuel surcharges, Muscarello said. ♣

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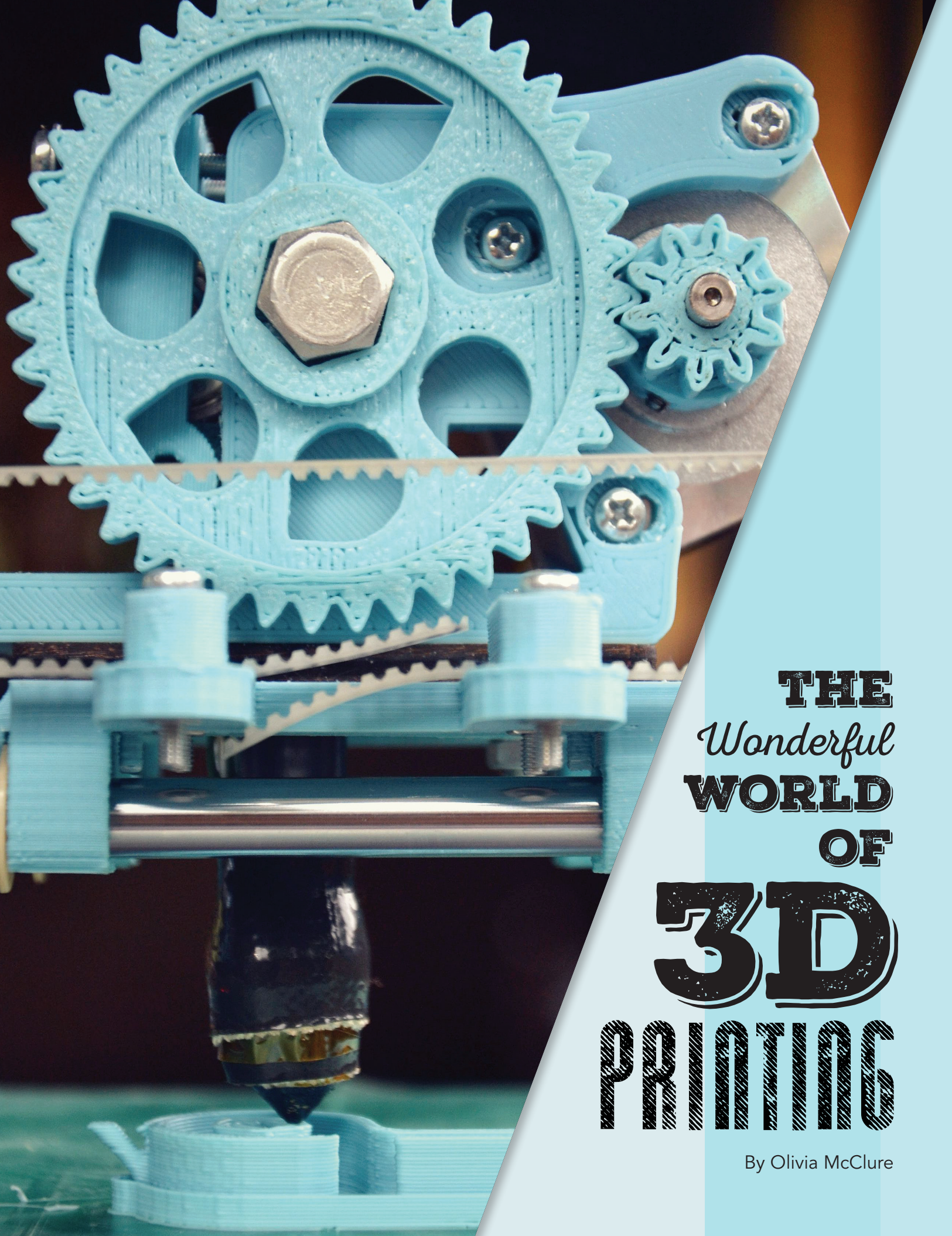
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If you don't know Dean, I'd like to introduce you to him. He is one of the regular presenters at our **Trucking Business Boot Camp**. I've put together a short 6 minute highlight real from his presentation at the event that I'd like you to watch. It will tell you what you need to do to ensure you aren't making the same \$64 million mistake one of your competitors made.

Watch the video online at:
VAGBootCamp.com/Dean.htm



THE
Wonderful
WORLD
OF
3D
PRINTING

By Olivia McClure

Imagine being in the middle of making repairs to a truck, then realizing you don't have an important part to finish the job and get back on the road.

Why wait days for the part to come in the mail? Sometime in the not-too-distant future, getting that part could be as easy as a few clicks on a computer and watching it materialize almost instantly in a 3D printer.

It's just one of many ways that Bill Ankner, a former secretary of the Louisiana Department of Transportation and Development, envisions 3D printing technology could transform how goods are produced and moved — and those changes are coming fast.

"This is happening, and you need to pay attention to this," said Ankner, who now runs the consulting firm Transportation Solutions, which advises industry professionals on policy and financial issues.

3D printers are machines that build objects based on a computerized design using thin layers of a variety of materials, including plastics and metals. The technology has been around since the 1980s, but has not been an economical option until recently.

A base model 3D printer that can print small objects costs about \$2,000 to \$2,500, Ankner said. The cost of materials depends on what is being made.

Because the printers allow people to make just about anything on the spot — from jewelry to phone cases to even food — the manufacturing industry will become "democratized" as the technology catches on, Ankner predicts. He believes 3D printing will encourage a revitalization of domestic manufacturing, which would drastically cut the transportation costs companies pay now in exchange for cheaper labor overseas.

But if more goods are made closer to home, "then we're going to have a lot of big ships with not much to do," Ankner said. "We're going to have different roles for railroads and containers."

ANKNER BELIEVES 3D PRINTING WILL ENCOURAGE A REVITALIZATION OF DOMESTIC MANUFACTURING, WHICH WOULD DRASTICALLY CUT THE TRANSPORTATION COSTS COMPANIES PAY NOW IN EXCHANGE FOR CHEAPER LABOR OVERSEAS.

"This is going to have an affect on your trucking companies, and it's going to have an effect on ports," he added. "It's going to have an effect on freight and local distribution."

Even so, the impact is not entirely negative. Ankner said manufacturing materials will be in greater demand as more 3D printing-based production takes place in the U.S.

That's a good thing for Louisiana's ports and chemical refineries, as well as the trucks that distribute those materials locally, he said.

Transportation-related businesses stand to benefit in other ways from 3D printing. Some companies are already experimenting with printing out entire 18-wheelers, drainage culverts, noise walls, guardrails and even small bridges — something that could become a mainstream practice in about 15 years, Ankner said.

Among the benefits of 3D printing is greater flexibility with design. For example, if a bridge or noise wall is being planned for a historic area with strict design and zoning codes, those features can easily be replicated with laser scanning technologies and computer programs, then 3D printed.

In the meantime, the trucking industry could be one of the easiest to begin incorporating this technology.

"If I'm a trucking company and I'm doing asset management for my fleet, I'll be able to print out the parts that I need for my maintenance when I need them," Ankner said. "...It may not be for the mom and pop business, but for the owners of big fleets, it would be cost effective to start moving in that direction."

3D printed parts are just as good in quality as the original, if not better, he said. 3D printers build items in layers, giving them more durability than a solid piece — similar to plywood as compared to a two-by-four. And stronger parts last longer, which saves money. ♣



Photo courtesy of Peoplenet

THE **FUTURE** STARTS NOW: ELECTRONIC LOGGING

By Steve Wheeler

Pencil and paper driver log books are going the way of buggy whips and rotary dial phones. New regulations adopted by the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) mean that drivers will soon be required to use electronic logging devices (ELD) in their trucks.

The new regulations are expected to affect more than 3 million drivers in the United States.

ELDs can automatically record driving time, engine hours, vehicle movement, miles driven and other information. The government says the new ELD requirement will result in an annual net benefit of more than \$1 billion to the industry, primarily by reducing the amount

of required paperwork. According to FMCSA, the ELD Final Rule could also save an estimated 26 lives and prevent 562 injuries on the job.

ELDs will also increase the efficiency of roadside law enforcement personnel in reviewing driver records. Also, strict protections are included that are designed to protect commercial drivers from roadside harassment, according to FMCSA. Manufacturers of the devices are responsible for registering their ELDs and certifying that they meet the technical specifications set forth in the ELD rule.

In a nutshell, the FMCSA rules apply to all drivers that are required to maintain a Record of Duty Status (RODS). Exemptions include some short haul drivers, driveaway/towaway operations and CMVs older than model year 2000.

Several LMTA partners are involved in helping truckers comply with the hundreds of pages of new ELD regula-

tions. Elise Chianelli, director of safety & compliance for Peoplenet, said the deadline for “pencil and paper” logbook users to comply is Dec. 18, 2017. Motor carriers who have previously installed compliant Automatic On-Board Recording Devices may continue to use those devices until Dec. 16, 2019.

Chianelli said the new ELD regulations are complicated and she urged carriers to get started on the compliance process now. “That’s the one thing I would strongly encourage people to do,” she said. “The carriers really need to familiarize themselves with the content. Look at different supplier solutions. Shop,” she said. “Depending on the needs of your (LMTA) members, there’s a range of options” in ELD devices, ranging from fairly simple devices to those that are more robust with additional features, Chianelli said.

ACCORDING TO THE FMCSA WEBSITE, THE ELD RULE:

- Specifies who is covered by the rule and exceptions to it.
- Provides for ELDs to be certified, registered, and listed on a FMCSA website.
- Includes technical specifications to ensure ELDs are standardized and compliant.
- Includes a phased implementation timeline to give drivers and carriers time to comply.
- Includes provisions to help prevent data tampering and harassment of drivers.
- Creates standard data displays and data transfer processes, making it easier to demonstrate compliance and faster to share RODS with safety officials.

The ELD Final Rule also permits the use of some smart phones and other wireless devices as ELDs, so long as they satisfy technical specifications, are certified, and are listed on an FMCSA website. Canadian- and Mexican-domiciled drivers will also be required to use ELDs when operating on U.S. roadways.

For more information, visit the FMCSA website at <https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices>.

For more information on PeopleNet, visit <https://www.peoplenetonline.com/products/safety-compliance/edriver-logs/>. 

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CASE NOTES:

UPDATES ON THE INTOXICATION DEFENSE AND BROKER LIABILITY IN LOUISIANA

by Douglas K. Williams, Partner, Breazeale, Sachse & Wilson, L.L.P.

Hot topics over the last several years have included broker liability and the availability of an intoxication defense. Federal courts in Louisiana have recently rendered favorable decisions on both of those issues.



INTOXICATION DEFENSE:

Louisiana Revised Statute 9:2798.4 provides for immunity to defendants when an accident is caused by the intoxication of the plaintiff. The immunity provided by that statute is available to defendants when the defendant can show:

The plaintiff was under the influence of alcohol or drugs while operating the vehicle;

The negligence of plaintiff was greater than 25%, due to his/her intoxication; and

The plaintiff's negligence was a contributing factor in causing plaintiff's damage.

Plaintiffs have argued that the applicability of the intoxication defense cannot be determined on summary judgment because summary judgment should not determine apportionment of fault among parties. However, in a recent ruling out of the United States District Court for the Middle District of Louisiana, Judge Brady granted the summary judgment for the carrier, and dismissed plaintiff's claim based upon the immunity provided by Louisiana Revised Statute 9:2798.4.

In *Tashanna Bailey v. Robert Johnson, et al*, the accident occurred at night, when the carrier's driver executed a left hand turn in front of an oncoming vehicle operated by Ms. Bailey. The truck's tractor and trailer were fully lit at the time. The driver began the turn approximately 11 seconds before the collision. Information downloaded from the plaintiff's vehicle showed that the plaintiff was

traveling 71 mph (16 miles per hour over the posted speed limit), and would have been over eleven hundred feet away when the truck began making its turn. The evidence further showed that the plaintiff did not attempt any braking until 2½ seconds before impact (colliding with the trailer while still traveling at 62 mph). Defendant's toxicologist/pharmacologist calculated plaintiff's blood alcohol concentration at .223 (the legal limit for intoxication .08). The toxicologist submitted a declaration setting forth the extent to which plaintiff would have been impaired (in perception and reaction) and opined that plaintiff's intoxication was a significant factor in causing the accident.

Defendant's accident reconstruction expert provided a declaration explaining the sequence of events leading up to the accident, and demonstrating that plaintiff could have easily avoided the accident (if she had been traveling the speed limit), and further setting forth how she could have avoided the accident, with the exercise of reasonable care, even at the approach speed of 71 mph.

Rejecting plaintiff's argument that summary judgment was not appropriate (asserting that the court should not apportion fault in response to a motion for summary judgment), the court found that the plaintiff was clearly intoxicated, and that "a reasonable jury would be compelled to find that plaintiff was more than 25% contributorily negligent for the accident." The court entered judgment granting the defendant's motion for summary judgment and dismissing all of plaintiff's claims (based upon the immunity provided in Louisiana Revised Statute 9:2798.4).

BROKER LIABILITY:

In another case originally decided in the United States District Court for the Middle District of Louisiana, the Fifth Circuit Court of Appeals recently upheld the granting of summary judgment on behalf of a logistics company which was accused of negligently selecting a carrier. In *Dragna v. KLLM Transport Services*, KLLM Logistics brokered a load to A&Z Transportation, Inc. (in November of 2011). KLLM had previously brokered

loads to A&Z in March and June of that year. KLLM Logistics had vetted A&Z through Carrier 411, which showed that A&Z was unrated under CSA 2010. Carrier 411 did show that A&Z had three unsafe Basic scores (one for unsafe driving, one for fatigue driving, and one for maintenance). KLLM Logistics had a policy of not selecting a motor carrier with three "troublesome" basic scores until it had discussed the scores internally or with the carrier (there was no evidence whether KLLM Logistics followed or did not follow that policy).

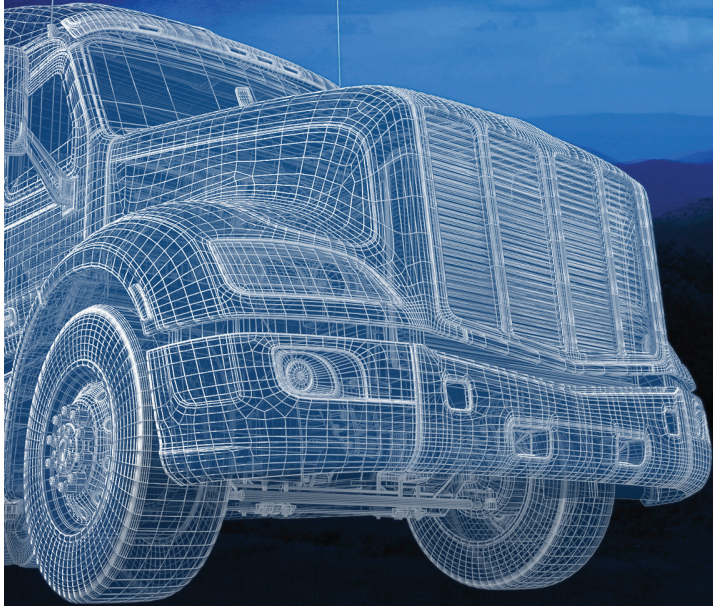
The court rejected plaintiff's argument that KLLM Logistics and A&Z were joint venturers. The court found that KLLM did not control A&Z's performance, and that KLLM

WITHOUT SAYING SO SPECIFICALLY, THE COURT REJECTED THE NOTION THAT THREE UNSATISFACTORY BASIC SCORES MEANT THAT KLLM LOGISTICS SHOULD HAVE KNOWN THAT A&Z WAS AN UNSAFE CARRIER. THE COURT SPECIFICALLY NOTED THAT KLLM LOGISTICS HAD PREVIOUS EXPERIENCE WITH A&Z WHICH HAD NOT RAISED ANY CONCERNS.

Logistics and A&Z did not share profits (but that A&Z was paid a set fee upon completion of delivery). The court also found that A&Z was an independent contractor because A&Z was free to use its own methods to complete delivery, KLLM Logistics did not retain control over A&Z, and that there was a set price for the undertaking which could not be terminated by either party without liability for breach. The court rejected plaintiff's argument that the right to receive progress reports amount to operational control.

Most importantly, the court rejected plaintiff's argument regarding negligent hiring. Without saying so specifically, the court rejected the notion that three unsatisfactory BASIC scores meant that KLLM Logistics should have known that A&Z was an unsafe carrier. The court specifically noted that KLLM Logistics had previous experience with A&Z which had not raised any concerns. The Fifth Circuit then upheld the court's granting of summary judgment, and dismissed plaintiff's claims against KLLM Logistics. ❀

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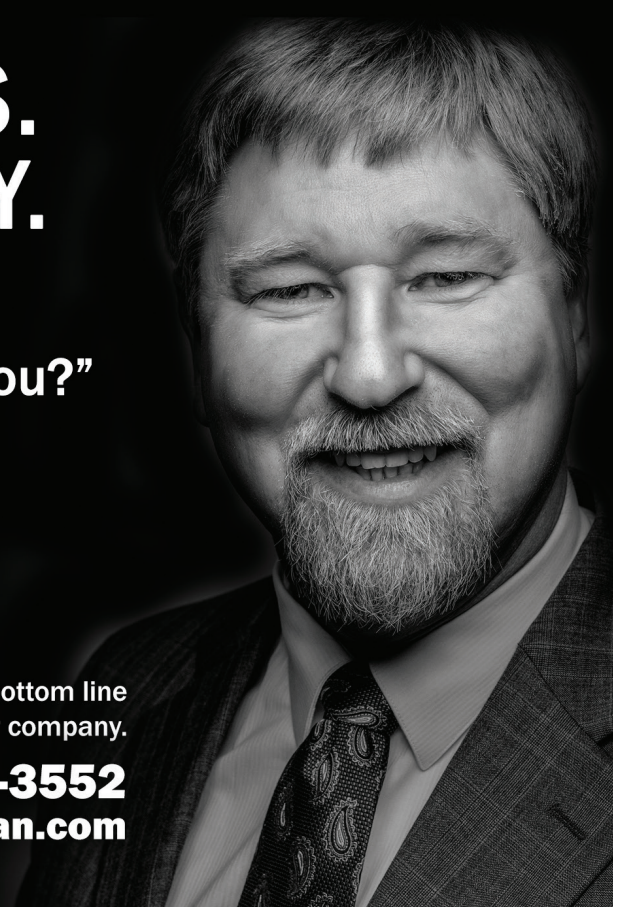
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LMTA SAFETY MANAGEMENT COUNCIL

By Timothy Boone *Dedicated to Educating Industry Safety Professionals*

The LMTA Safety Management Council is one of the highest profile organizations within the Louisiana Motor Transport Association, working to promote highway safety and improve the public's image of the trucking industry.

Al LaCombe, director of safety and training for Lafayette-based Dupré Logistics, attended one of the safety council's first meetings 30 years ago. Over the years, he has served as vice chairman and chairman of the council. "There's a lot of care in that council," he said. "I've had an opportunity to be exposed to a lot of different things and participate in a lot of events."

LaCombe said the council serves an important role in the trucking association, by passing along information to smaller carriers. Dupré Logistics has more than 600 trucks in its fleet, so it's fortunate to have more resources than a company with one or two vehicles.

"The regulations are forever changing and the smaller guys don't have the resources that we do," LaCombe said. "We reach out to those folks and provide mentors and support. We work in a fast-paced industry and we're all very busy doing dual roles, especially those who work for the smaller companies."

Through these efforts, LaCombe said the council is improving the safety of truck drivers and motorists on Louisiana highways.

One of the things the council does to promote safety is operate the Cooperative Safety Patrol Observation program, in which members monitor their own equipment and operations along with the drivers and equipment from other carriers. Reports are sent in to the LMTA office and forwarded to carriers.

Jeff Beam, a safety and training supervisor with Ergon Trucking in Sulphur, said council members make regular inspections at weigh scales across the state. Members work along with the Louisiana State Police, Weights and Standards Officers and the Federal Motor Carrier Safety

Administration in doing the checks. "We pick trucks off the line and go down a sheet," he said. "We're looking for basic inspection stuff."

One of the biggest things the council does is organize the LMTA Truck Driving Championships. Known nationwide as the "Superbowl of Safety" the LMTA Truck Championships provide an opportunity for truck drivers to show off their skills and promote the industry.

The annual Safety Award Banquet, honoring all participating drivers and recognizing the winning drivers and other safety professionals, is held in conjunction with the championship. The winners of each of the 9 classes of competition will advance to the ATA National Truck Driving Championships where the winning drivers from all 50 states will compete for the honor of National Truck Driving Champion.

According to Dana Weidman, who manages the event for the association, "This event is the favorite of all the staff. Seeing the excitement and enthusiasm of the competing drivers is awesome. In our opinion all of the participants are champions!" Usually about 100 drivers participate in the event. This year's championship will be held March 18-19 at the Renaissance Hotel and Blue Bayou Water Park.

"We start planning for the championship right after the last one," Beam said. "There's a lot of work that goes on. A couple of months before, we start working to get equipment loaned for the championship."

Beam was elected as chairman of the safety council in January after participating on the LMTA Safety Management Council for the past 5 years.

One of Beam's goals over his two year term as chairman is to establish a maintenance council, which would be made up of shop operators and all of the people who make sure trucks are running properly.

"We're trying to get this set up in the next year or so, for all of the people who work on trucks," Beam said.

The Safety Management Council is also used as a resource to provide support for the association's safety and legislative initiatives. Cathy Gautreaux, LMTA Executive Director, frequently uses the SMC for input on various regulatory issues. ♣

Q1 2016 LMTA calendar

Mar 14	Regular Legislative Session Begins
Mar 18-19	LMTA Truck Driving Championships Renaissance Hotel Blue Bayou Water Park, Baton Rouge
Apr 16	LMTA Seafood Gala The Sugar Mill Royal Sonesta Hotel Hyatt French Quarter, New Orleans
Jun 6	Regular Legislative Session Ends
Jul 21-23	LMTA Annual Convention Perdido Beach Resort Orange Beach, FL
Aug 9-13	National Truck Driving Championships Indianapolis, IN
Sep 11-16	National Truck Driver Appreciation Week
Oct 1-4	ATA MC&E Las Vegas, NV
Nov 16-17	LMTA Fall Transportation Conference Hilton Baton Rouge Capitol Center

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Q1 NEW MEMBERS

Safety Vision

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Houston, TX

Anchor 36, LLC

Courtney Richard
Kenner
Oilfield

Marchum Enterprises, LLC

Georg Machum
Port Allen
Safety Consultant

Daimler Trucks Service Center

Jason Murphy
Oakland, TN
Service Centers

Environmental Industries Recycling, Inc.

Buddy Dupuy
Port Allen
Private Carrier

Glenn's Towing & Recovery, Inc.

Glenn Faul
Lafayette
Towing & Recovery

H & E Equipment

Stephen Horne
Baton Rouge
Private Carrier

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