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2016, THE YEAR THE INDUSTRY CHANGES: FAST ACT and MORE

December 2015 saw many changes for the Transportation Industry. If we add all the bills together that was shuffled through last month; we have about a total of 10,000 pages of new rules and regulations. While not all are trucking related, many of these laws do effect our industry. Quick examples: Random Test Rates reduced, URS established, ELD Implementation date set, new medical form, D&A Clearing House, driverless trucks and much more.

Billions have been dedicated to repair and expansion of our infrastructures. While this is desperately needed; the big question is where does the money come from? Truckers pay millions in taxes each year but still the government says it is not enough to maintain the highways. Extreme measures had to be taken to gain the needed funds. Unusual sources were tapped to obtain financing. The concern: when the bill comes back for funding next decade; where will these unique funding funds be obtained?

Random Drug Tests

Beginning January 1, 2016 required random drug test rates will be halved. Carriers may test at 25% instead of 50%. FMCSA states that studies show that this reduction in rate will not likely effect highway safety.

Unified Registration System (URS)

The URS is new portal system that is to be used for the obtainment of DOT authority. Any new authority and/or MC numbers are to be requested through this system.

Carriers updating their information and complying with their bi-annual MCSA-1, formerly MCS-150, update can also begin using this system. Usual is option until September 30, 2016.

See more at:

<https://www.fmcsa.dot.gov/registration#sthash.v6WZ4D4M.dpuf>

Carrier Scores

Fast Act, 2015 created changes to the CSA system. Property carrier scores are hidden until a new system is devised. The new system will consist of a new scoring method. An Absolute value system will be used as to eliminate a carrier being classified as Unrated.

Consideration is being given to the removal of peer group scoring. With the new Rating system, a carrier will either be compliant or not. No more unrated carriers.

Updates to the DOT Medical Questionnaire

December 22, 2015 called for the

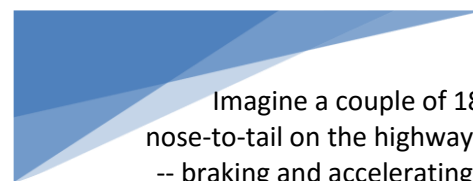
implementation of a new DOT Medical Questionnaire. FMCSA released the new form late and now doctors have until April 20, 2016 to use the new form. In the interim, either form may be used.

These new forms have some interesting question and certification additions.

Watch for these new forms and certifications coming in with your drivers who are gaining new DOT Medical Certifications. Remember the same verification steps are still required. By 2017, doctors are to submit daily, instead of monthly, reports directly to the FMCSA for all their patients who received or attempted to receive a DOT Medical certificate.

To view the new form and certificate:

- [Medical Examination Report \(MER\) Form, MCSA-5875](#)
- [Medical Examiner's Certificate \(MEC\), Form MCSA-5876](#)



Imagine a couple of 18-wheelers driving nose-to-tail on the highway -- or "platooning" -- braking and accelerating simultaneously in a fluid motion that could help reduce road congestion, optimize fuel efficiency and improve safety and delivery times.

David Bevely, a professor in Auburn University's Dept. of Mechanical Engineering

To Infinity and Beyond.....

Science fact or science fiction? Driverless cars and trucks are in our future. A driverless taxi

2016, continued

system is being piloted in certain cities in the US in 2016. Europe has already been using this technology. Autonomous trucks are really hitting our highways. Self-braking systems and other auto detection devices are in use. The major highway funding in the *FAST ACT*; coincidence? I think not!

Walmart debuted their new vehicle in April 2014. This one-person truck was like nothing we had seen before.



Advanced aerodynamics like the ones debuted in the Wal-Mart prototype are expected to improve fuel economy by “at least” 10%, according to Bill Kahn, Peterbilt Manager of Advanced Concepts. Bevly says platooning, running nose to bumper in a formation, could add another 10% or more on top of that. The expectation of this being a reality in less than 5-years is very real.

According to Booz & Company's, Peter Conway: A Technology-Powered Vision

ALHTs (autonomous long-haul trucks) will have all the fundamental mechanics of the trucks we see today, but they will be guided by a suite of sensors acting together to paint a digital

picture of the road for a computer positioned where the driver now sits. These sensors will provide the data to support an operating system that one might compare to the most capable autopilots in commercial airliners, able to take off and land without human intervention. Similarly, the operating system in driverless trucks will evaluate the road and surrounding obstacles, such as cars, trees, or people, hundreds of times a second, and will decide the best path on which to proceed to its final destination.

These new technologies won't come cheap. It is hard to put an exact cost figure together, given that much of the technology is still in the pre-mass production stage. But the total cost of outfitting a truck with equipment and software could be as much as US\$200,000. And although savings will vary from firm to firm, they could exceed \$100,000 per truck annually. Over several years, the gains would far outstrip the initial investment and the maintenance costs. A significant portion of both the cost savings and the efficiency gains would come from eliminating drivers' wages from the bottom line.

Diesel fuel costs would fall, too—as long as other factors, such as oil prices, hold constant—because the technology reduces consumption by optimizing acceleration and braking. The Center for Automotive Research estimates that driverless trucks would increase fuel efficiency by 15 to 20 percent. Accident-related expenses and insurance premiums also could decline,

because automated trucks would be programmed for maximum safety, eliminating the driver errors that cause most crashes. Along with the savings would come significant productivity improvements. Currently, restrictions on the number of consecutive hours a driver can stay on the road limit asset utilization. But the software controlling driverless trucks never gets drowsy, and that opens the door to round-the-clock operations. Higher asset utilization rates would reduce the need for capital spending on additional trucks. Retailers, distributors, and manufacturers that ship goods by truck will see additional benefits as competition among trucking companies converts the efficiencies of ALHTs into lower shipping rates. Retailers, in turn, could pass those savings along to consumers. The one-day delivery radius could also expand, enabling businesses to offer overnight ground shipping to more customers.

Society at large will also reap benefits. If truck driving shifted to off-peak periods, which is a viable option in a driverless vehicle, highways would be less congested. They would also become safer as the accidents involving trucks were reduced by eliminating human error.

There are several different scenarios for how the adoption of autonomous trucking could unfold. One is that driverless trucks appear first in large industrial environments, where they can be contained (just like the computer-driven trucks already navigating mine sites).

2016, continued

As with machines in the early days of factory automation, these trucks would have limited range and capabilities. But just as robots became indispensable to moving parts and goods around plants, autonomous trucks could expand to more open areas and longer distances as the technology is refined and proven.

We may also see partial adoption. For example, some companies may opt for "remote-control trucking," in which a driver pilots truck hundreds of miles away through a complex environment of local roads until the truck gets onto the highway. At that point, a more basic, less expensive autonomous system designed for the relatively simple environment of highway driving would take over. This could be a palatable option for legislators and the public.
(end Conway article)

"An autonomous system never gets tired, never gets distracted."

Wolfgang Bernhard, the board member overseeing truck operations at Freightliner's parent, Daimler AG.

Large fleets should be considering this technology already and most have been for at least a year or two. The partial adoption may become a reality for medium size fleets. Daimler is already testing a hybrid model.



How Do I Prepare My Employees and Drivers for all These Changes?

Notification and preparation is easy with TDD's **FMCSA Management and CSA BASIC Training** 2-day class. Train your managers and keep them updated on "what's new". This \$5000 value is being offered for half-price so long as you book your training before the end of January 2016 for a date within the first quarter of 2016. Pricing is for the class. No size limit!

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 CDLife.com suggests that you check with an accountant when moving forward with any of the listed tax deductions. - We're not tax experts, and we wouldn't want to cause you any trouble!

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with but were not convinced that it would stay in place once we, TDD, left. The item that would show if the changes were real or manufactured for the re-audit was the **DISPATCH LOG**. This was the key piece of evidence that would determine the fate of this carrier.

Nervously, the log was presented. Questions were asked and it was gone over with a “fine tooth comb”. In the end, the auditors were satisfied. The doors remained opened and the carrier regained their Satisfactory standing.

Do *Dispatch Logs* matter? Well, yes, they absolutely do!

ELD COUNTDOWN TO COMPLIANCE

What's in a Name?

According to the FMCSA, quite a bit. AOBRS, EOBRs and ELDs are three entirely different systems. No "ELD" on the market today is compliant. Why? FMCSA has not created its final set of regulations on what is considered a compliant ELD. Furthermore, each ELD that meets FMCSA standards must undergo testing. Once that is completed; the FMCSA will certify the systems. According to the latest FMCSA publication, a list of manufactures and models are hoped to be released in mid-February 2016.

My advice to you; if you do not have a system installed, wait for this list. In the meantime, there is plenty of prep work to be done.

Read more on this topic in our Special Report - o.b5z.net/i/u/10035243/f/Understanding_Electronic_Logging_Devices.pdf

Provider Options

Are all ELDs created equally? From our experience; no, they are not. You need to consider your type of operation, area of operation, what all you desire to track and budget.

Cell phone and tablet ONLY apps, that are not connected to the

engine, are not ELDs. These are simply log helper apps and will not meet the requirements of the new ELD mandate.

All ELDs in play today will not meet the requirements. They are not officially ELDs. They are EOBRs. Know what you are purchasing before you invest.

Now What?

With all this information, what am I to do? Cellular or satellite or hybrid? Which system is right for me? Are all these systems legal? Why can't I just use a phone app? How do I get my drivers to accept this new mandate? How do we change our operations to function under these new tight schedules? How do I still compete in this market? Has the government just overstepped and gone "loco"?

TDD ELD Implement Program

The DOT Doctor offers a team of implementation experts to ease your pain. We know ELDs. We have worked with many brands and understand their strengths and weaknesses. We also understand "maintaining the budget". Our Project Managers come in on or under budget 99.998% of the time.

TDD can assist in a major or a minor way. We can handle the heavy lifting from the very start to full finish or any part along the way. Let us create a comparison chart for

ELD IMPLEMENTATION TEAM

The best way to ensure compliance is to hire an ELD Implementation Expert Team!

your business, obtain the hardware, provide the training, roll-out the implementation and change management procedures to your full team (managers, supervisors and drivers), install the hard and software or arrange for the installation, be your phone support for your drivers and your point of contact for the entire process.

TDD has managed many projects; large and small. We have performed **ELD Planning and Implementation** many times and we are prepared to do it again for you! The countdown to compliance has begun.

A positive implementation takes approximately 6-9 months.

Equipment backlog is estimated at 6-months or more for some providers.

FMCSA stated that it would require motor carriers to select an ELD system that connects to the engine of a commercial motor vehicle so driving time can be automatically recorded.

ELD Countdown, continued

Don't delay and be caught without an ELD at the deadline. This will be a self-execution of your company.

Call TDD today for details on how we can assist you.

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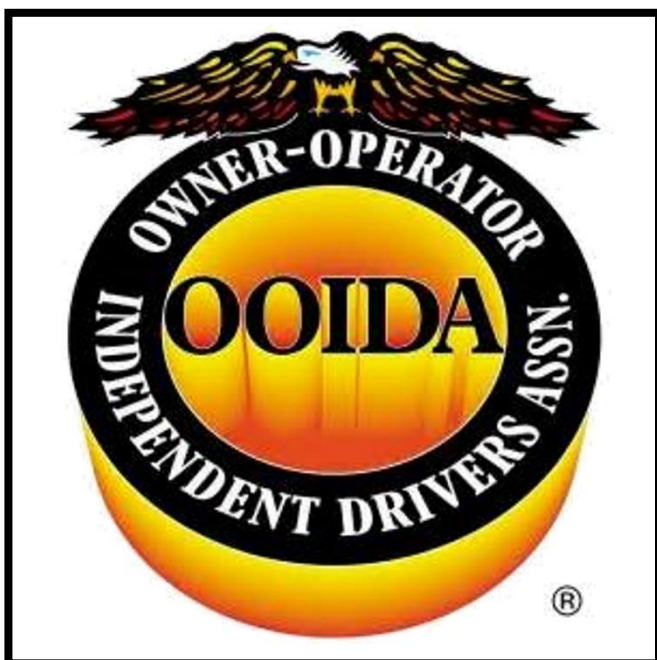
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PROGRAM

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TDD Safety Team onsite + additional remote support

ACTION PLAN

Create a fully encompassing DOT Compliance Program that can withstand
State DOT & US DOT audits

Increased company wide
understanding of DOT Compliance

Direct HOS training

Onsite log auditing

Onsite PTI training

Onsite DQF management to
ensure proper steps are taken

Comprehensive Driver
Orientation Program which is

Monthly Safety meetings to
further implement the new safety

Onsite Maintenance review

GOAL

Invite State DOT and US DOT in for an Audit

Upgrade Status and add Hazmat authority (if applicable)

Reduced insurance costs

RESULT

This allows for company growth by opening the door to new
contract options due to improved score

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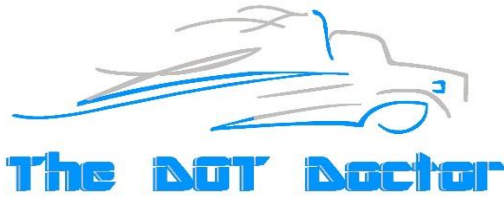
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WHAT'S NEW AT TDD?



The DOT Doctor

The DOT Doctor is happy to announce that we have gone International this year!
TDD now services all of North America.

New Additions to Our Staff:

Don Dyck
 Blanca Dyck
 Charlene Belloso
 Jose Belloso
 Patrick Sedlock
 Brandi Knotts
 Dr. Andrea Sitler, PhD, DSC, CSP, CLP

VP International Division
 Spanish Interpreter and Translator
 VP Client Development (return to TDD after a 3-year hiatus to pursue a teaching career)
 Maintenance Supervisor
 Sales
 Customer Service Representative (CSR) assists in sales and tax filings
 Founding Partner (return after 2-years with J.J. Keller)

Business Expansions:



Home Office and Training Center opened in Gun Barrel City, TX



Partnered with Wheels On in Central Alberta to expand our Canadian base while offering both of our customers' more safety and training options.



Established our presence in Mexico at the "Pearl of the Pacific," Mazatlan, Sinaloa.

Expansion Plans 2016:

General Business	Staffing	International (Mexico Division)
Training Seminars & Conferences http://thedotdoctor.com/conventions	Receptionist & Clerical – log and IFTA specialists	Support Staff
Additional Training Kits & Classroom sessions	Growth of the Sales Division – Sales Manager and Sales Staff	Growth of the Sales Division – Sales Manager and Sales Staff
Log auditing options including elog options	DOT & OSHA Safety Consultants	Autotransporte Federal Regulaciones Expert Consultant

In the Next Issue

Safety v. Compliance

Many carriers consider safety and compliance the same animal. For us practitioners in the industry, we know they are very different. In the next edition; we will explore their similarities and differences in hopes of offering a better understanding of Safety v. Compliance.

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Log Auditing Service by The DOT Doctor

Notification of Log Violation(s)

Driver name: Jose Ramirez ID: Terminal:

Today's date: JULY 2 2015 Log audit date: JULY 2 2015 Log date(s): JUN

In auditing your records of duty status (logs) from the above regulations, the following violation(s) were discovered:

DESCRIPTION	SECTION	NOTES
Log graph incomplete/error	\$395.8(h)	
Living time	\$395.8	

Log Auditing Service by The DOT Doctor

4 Service Levels
Beginning at \$20/month per driver

The DOT Doctor

Paper and eLog Service

http://thedotdoctor.com/auditing_logbooks