

Takin' a Load Off Your Mind

JANUARY 2010

FLEET COMPLIANCE GROUP, LTD.

2976 Ivanrest SW, Ste. 255
Grandville, MI 49418

Telephone: (616) 532-1444
Fax: (616) 532-1794
www.fleetcompliance.com

Email: pams@fleetcompliance.com

Something Old – Something New

What's old? The news of CSA 2010 is old news.

What's new? Implementation is anticipated for July 2010 (about 5 months from now). CSA 2010 will be here before you know it.

Who does it affect? Anyone operating a CMV (drivers) and anyone having a D.O.T. number (motor carriers).

What's the concept; how will it be measured; how will they evaluate; and what kind of intervention will exist? So many questions – so little time. Our (Holmes & Wisely, P.C., Drug Screens Plus, and Fleet Compliance Group, Ltd.) CSA 2010 Seminar is approaching. There are still “some” reservations available.

Wednesday, February 3, 2010
8:30 a.m. – 4:30 p.m.

Ramada Plaza, Grand Rapids
\$125.00 per person (pre-payment required)

Call (616) 532-1444, or
email pams@fleetcompliance.com

Speaking of CSA 2010 ...

One of the factors that applies to CSA 2010 is the fact that drivers need to be given the responsibility – as is required by the laws. Drivers will be made to be more responsible for their actions than ever before.

Currently, when drivers are written citations it is reflected negatively against the company. When, in reality – drivers are solely responsible for those citations, if the motor carrier has given them the opportunity to know the laws. Most of them have signed a document stating they know the laws (when they obtain their license at the State.)

During an “inspection”, if a vehicle defect is found – that is something a driver should have identified (and/or repaired) when they inspected their vehicle. The ticket, and penalties, should be theirs alone. The law requires them to do a proper inspection. They are responsible to put only “safe” equipment on the public roadway.

When a driver is cited for speeding it is solely the driver's responsibility. The driver

made the decision to speed – all on his/her own; the motor carrier was not present to make the decision for them. The ticket, and penalties, should be theirs alone.

When a driver receives a ticket for Hours of Service (logbook), also, a driver responsibility, the citation and penalties should be theirs alone.

We strongly suggest that you update your policies to include the driver responsibility for the violations of the law. Let them know what you expect. If you are paying the fines for these tickets, you are only showing that you condone their behavior. Instead, drivers should be disciplined for these violations, not rewarded. CSA 2010 will also reflect their violations negatively in the “score card” they will be given.

FOOD FOR THOUGHT

Did you know that...

A Dandelion root can be roasted and ground as a coffee substitute.

The fear of peanut butter sticking to the roof of your mouth actually has a name --- Arachibutyrophobia.

The first food eaten on the moon was a peach.

If you eat parsley after eating onions, it can help in getting rid of onion breath.

Kellogg's "Tony The Tiger" has a wife, a son "Tony Jr." and a daughter "Antoinette". They were actually used in advertising – way back when.

IMPORTANT CHANGE NOTICE:

Do you transport hazardous materials in “any” quantity? No? How about those “Materials of the Trade” ...labeled acetylene or oxygen tanks - any product that is listed in the “Hazardous Material Table” (49CFR 172.101)? Yes, “any” quantity - you may need to make some changes.

First, you will be required to change your “carrier type” to “Hazardous Material Carrier”. One means of making this change can be done on-line - by using the MCS-150.

Don't be alarmed. Not all of the Hazardous Material regulations may apply to you. For instance, unless placards are required, you will “not” be required to provide the “Haz Mat Training” required every three years or the required documentation contained on the “bills of lading”, etc.

You, however, **will not**, be exempt from the MCS-90 (\$1,000,000 liability coverage).

Without the MCS-90, civil penalties will apply. (Self-insured carriers are not exempt from

this change.) Your insurance provider should be aware of the MCS-90 form and the amount of liability coverage you need. If they don't - they will soon learn.

For clarification purposes - previously the MCS-90 was required for transporters of passengers, hazardous materials, and for-hire carriers. That has not changed. What has changed is the definition of a “Haz Mat Carrier”. If you transport “any” quantity of hazardous materials - even for your own purposes (i.e., Materials of the Trade), you will fall under this requirement.

This article in no way reflects the regulation in its entirety. For full details check 49CFR Part 387. You can also contact our office to review your specific operation.

Looking for a source in the Grand Rapids area for a Michigan

CDL, Automobile or Motorcycle Skill Tests?

Give us a call – 616-532-0704

CDL Rentals Available

Appointments typically available within 1-4 days

THE RUMORS ARE FLYING – SOME ARE ACTUALLY TRUE

If you have heard the Hours of Service rules may be changing – again; it may have been rumor for a very long time; but, now it's the truth. F.M.C.S.A. is working on future changes and will probably be another year before a final rule is made.

Studies conducted have already indicated that the new rules have decreased fatalities by 19 percent and decreased injuries by 15 percent since 2004 ...while the number of trucks has increased. It is evident that they want to improve the statistics even more – if possible.

Look for possible changes to the 34-Hour Restart; the 11 Hour Driving; and/or possibly changing the Sleeper Berth time requirements as well.

Keep watching for more information as it becomes available.

Interested in a ...

COMPLIANCE or LOGBOOK WORKSHOP

Call our office for a schedule.