



TMTA June 22, 2016 Membership Meeting

Norfolk Sheraton

Meeting called to order at 6:00pm

Meeting called to order at 6pm by TMTA President Frank Borum who gave opening remarks and initiated a prayer and pledge of allegiance. Guests were instructed to start dinner and network at their respective table.

6:36- Frank advises audience of the new HRCF Policy. A brief discussion took place amongst members on the topic regarding the current policy which does not bill when a chassis is taken out bare vs. the new policy that will bill a daily rate if a container is not applied to the chassis within 24 hours. Several members have requested 72 hours as not to include the weekend. At present drivers may leave the port on Friday with a bare chassis at their convenience to avoid delays on Monday morning.

6:45 Frank shares the most recent update from the POV on SOLAS. Ed O'Callaghan with Century Express asked Kara Matzko from the POV about details related to late gates and the new challenges that may arise given the effects of SOLAS. Various discussions amongst members followed on the topic and Frank reclaimed the stage.

6:53 Frank calls attention to the front of the room and thanks Marilynn, Nicole, and Marguerite for putting the meeting together. Members were asked for feedback on location and Frank made the point that we try to change the locations to accommodate all members travel patterns. Members were made aware of our next venue which is the Summer Mixer aboard the American Rover on August 4th.

6:57 Chris Columbus begins the panel discussion by making comments on FMCSA regulations and introducing Chris from Omnitrac and Susan from E Road. Chris w/Omintracs shared a brief ppt and began a discussion on short haul drivers and their logs. He shared a website named eldfacts.com and made note of the challenges that many carriers face as they make the transition to ELD's. He reminded everyone it is important to look at the business you have, such as if you are running with two separate DOT numbers or slip seating trucks. There are many products available and it is important that carriers pick the right one for their organization. He did confirm that devices allow for specific ID's per driver and not by truck. This allows a company truck to operate more than one driver per day. Stacy with Gilco trucking asked how one verifies that a company is self-certified. Susan said it is "scary", vendors are delaying given changes to the certification process. Susan confirmed that the DOT does not re-confirm they are certified at

present. She suggested overdrive magazine as a reference for feedback and updates on vendors and misc. resources. Charles Glover with GTL Transport is in the process of installing devices at his facility and made the comment that there is a lot of homework that goes into this process and to be knowledgeable of cell provider plans, and authorized installers. Chris from Omnitrac stated that there are documented cost savings of \$700-\$800 per truck when you switch from paper to electronic. Marguerite with XPO asked a question regarding the difference in mandate of December 2017 vs. that of 2019. Susan confirmed that if you have an AOB by Dec 2017 then you have until 2019 to upgrade to the ELD. If you have the ELD by Dec 2017 you are in full compliance. Comments were made about removal of the device and associated costs. Both vendor representatives Susan and Chris agreed this will be a learning curve for everyone and the time is now.

7:44 Meeting adjourned.