



TMTA October 30, 2018 Membership Meeting Sheraton Waterside

Meeting called to order at 6:18pm

Pledge of Allegiance – Marilyn Ryan (MR)

Introductions were made around the room, we immediately adjourned to dinner.

Return from dinner at 6:40pm

She then introduced Sgt Larry Montgomery.

License violations point system changing. FMCSA CCJ Heavy Duty Trucking, transportation topics. They have been having a pilot project started last month running into April 2019 rollout. He will send the TMTA info and we will flash out updates as they become available.

Currently 5 groups tell LM what to do, going down to 2, reducing red tape for everyone.

CSA compliance reviews have changed.

- Bungee cords cannot be used as straps, no weight load limit.
- Zip ties do not replace corner dock, secondary locks, they are a 3rd feature.
- Rear impact protection is a hot topic for the last 18 months. ICC bumpers were hot 20 years ago. No issue with intermodal chassis, problem with box trailers more than intermodal.
- If guards are compromised, rusted, bent,
- Level 4 special inspection for rear impact only – not inspecting for anything else.

1st year Port Check – 2x Spring and Fall, FMCSA wanted intermodal inspected more and scrutinized. Inspected 743 trucks in Spring over 5 days and 719 in Fall. Pleased to see improvements made from Spring to Fall.

They are not targeting individual companies, but some companies avoided the Port during Inspections time and that increased others chances of being inspected more often.

Question asked: why do it outside the Port - impedes international commerce? What about doing at rest stops or truck stops? GB-need to think about the economic impact of inspections and OOS tickets. FMCSA tells LM how to do inspections and he develops a plan. Safest place is POV. Drivers need a heads-up so they can fix things before they arrive. LM said he prefers trucks be safe and repaired at all times. Remember, intermodal trucks are not brand-new.

CG-outgate more problematic than at an in gate. Can't do a chassis change?

MH thanks officers for helping get trucks back in-service ASAP.

LM - Trying to make it fair across the board.

Audience members told LM about particular situations they had recently encountered:

Light violations still on driver's record, can't contest light violation, won't be overturned, jiggled wire is a repair, six OOS, now all violations must be repaired before they can be dispatched again, getting violations two days in a row,

LM asked how do you check your turn signals? Turn your flashers on? That isn't a good check as flashers and turn signals operate off a different circuit. If you did your pre-trip inspection, how come you don't remember where your triangles and fire extinguishers were from earlier?

MR said we all want professional drivers, most of us are driving older trucks, inspections are not a waste of time.

She thanked Sgt Montgomery for his time, 50/50 raffle held, meeting adjourned at 8pm.