



## “NEWS & VIEWS”

A publication of The Machinery Haulers Association, Inc.

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*Happy Thanksgiving*

# Happy Holidays!



*Merry Christmas*

*On behalf of the TMHA Board of Directors, we want to wish you and yours a Happy Thanksgiving, a Blessed and the Merriest of Christmases, and a Safe, Prosperous, & Happy New Year!*

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### **Warren Transport, Inc. IC up for 2020 Owner Operator of the Year Award**



We are excited to announce that Douglas Schildgen, an independent contractor, owner/operator with Warren Transport, Inc. of Waterloo, Iowa, a TMHA Motor Carrier Member, has been named a finalist in the 2020 Owner/Operator of the Year contest sponsored by the Truckload Carriers Association. TCA says the “finalists were selected based on their demonstrated ability to operate safely on public highways, their efforts to enhance the public image of the trucking industry, and their contributions to their communities.” Grand prize winners will be announced on April 20, 2021 in Las Vegas.

Schildgen has operated nearly 44 years with Warren, logging more than 4.5 million safe miles. He is a three-time winner of Warren’s Driver of the Month award and is also a former Warren Driver of the Year winner. Schildgen has transported many interesting shipments, but he is particularly proud of his efforts transporting emergency supplies to the victims of Hurricane Katrina and tractors to the White House lawn for an annual White House Easter egg hunt.

As someone who worked with Doug for several decades as the former safety officer with Warren, yours truly can personally attest to Doug's professionalism, driving skills, business acumen, and dedication to the company and trucking, as well as being a strong family man. I knew if Doug were involved, the job would get done timely and would be done safely.

Congratulations to Doug Schildgen and all the folks at Warren Transport on Doug's illustrious career and on his selection as a finalist in this prestigious contest. Please join us wishing Doug good luck.

### **Diamond Transportation System, Inc. Earns 1<sup>st</sup> Place Safety Award**



We are pleased to announce that Diamond Transportation System, Inc., of Racine, WI, a TMHA Motor Carrier Member, has earned a 1<sup>st</sup> Place Award in Division I of the Truckload Carriers Association's 45<sup>th</sup> Annual Fleet Safety Awards competition.

TCA says, "These awards identify trucking companies which have demonstrated an unparalleled commitment to safety. The top three winning companies in each of six mileage-based divisions had the lowest accident frequency ratios per million miles, annually."

As a division winner, Diamond Transportation System is now eligible to compete for the Grand Prize in the less than 25-million-mile category. Grand Prize winners will be announced on April 20, 2021 in Las Vegas. Everyone at TMHA wishes company president, Jon Coca, and all the fine folks at Diamond, good luck as they pursue the Grand Prize.

### **Landstar Transportation Logistics Opens New Facility in Carnesville, GA**



Jacksonville, Fla. (October 15, 2020) - Landstar System, Inc. has announced the opening of its new 8,000 square foot facility in Carnesville, Georgia. Newly built on 20 acres of property at Exit 160 off Interstate 85, this new Company-location was designed and built with Landstar's nearly 10,000 independent owner-operators in mind. The new facility includes classrooms, a conference room and several convenient amenities for owner-operators leased to Landstar, such as a business center with free Wi-Fi, laundry, showers, and breakrooms.

"The location has easy truck access for our owner-operators with multiple driver-focused businesses at the same exit in Carnesville," said Rocco Davanzo, Landstar Transportation Logistics executive vice president of capacity development. "Landstar maintains facilities focused on its leased owner-operators across the United States and in Canada. These locations are designated places for independent owner operators to connect with Landstar, network with others, and participate in continuous professional education to keep their businesses running smoothly."

Landstar owner-operators who visit the new center also have access to the facility's secured parking lot with more than 120 tractor-trailer combinations and 70 additional passenger vehicle spaces.

A video of the new center is available on Landstar's official social media channels.

- Facebook: [www.Facebook.com/LandstarSystem](http://www.Facebook.com/LandstarSystem)
- LinkedIn: [www.Linkedin.com/company/Landstar](http://www.Linkedin.com/company/Landstar)
- Vimeo: <https://www.vimeo.com/landstar>
- YouTube: <https://www.youtube.com/LandstarVideos/>

## **Where Have All the Drivers Gone?**

Submitted by John Simms, HNI Risk Services



Every conversation I have had lately involve the abundance of good paying freight opportunities but no drivers (good or not so good) available in the marketplace to move that freight. Considering all the ups and downs in 2020 with Covid, restrictions, business shut down, etc... not being able to cash in on the current market conditions has been extremely frustrating. One can look no further that the FMCSA Drug and Alcohol Clearinghouse data to see one reason drivers are getting harder to find. The Federal Motor Carrier Safety Administration (FMCSA) released their October 2020 Drug & Alcohol Clearinghouse Monthly Summary Report (Attached). The data is eye-opening!

- In October alone, **5,558 violations** were reported to the Clearinghouse. Year to Date, there have been **45,991** violations reported.
- There are **38,290** drivers in prohibited status.
- **29,611** of those drivers have not begun their Return to Duty Status Process!
- **6,280 Drivers** have refused to take a test!
- Only **4,421** have been cleared to return back to duty!
- Top five substances identified in positive drug tests;
  1. Marijuana Metabolite (24,000)
  2. Cocaine Metabolite (6,656)
  3. Methamphetamine (4,279)
  4. Amphetamine (4,080)
  5. Dilute (1,954)

Please share this information with your entire team including every driver!

While these numbers are staggering it is good to know the process is working and we have rid the industry of many bad actors making our roads a little safer in the process!

Stay Safe and Healthy!

**JOHN SIMMS**

**SENIOR RISK ADVISOR**

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## **Preventing Cargo Theft During the Holidays**

**A subtle reminder that Cargo Theft will not take a break during the upcoming holidays! Thanks to Great West Casualty Company for sharing!**

Cargo theft continues to plague the transportation industry. It may seem like cargo theft is a victimless crime, but it affects all of us because manufacturers price their goods to include a theft component.

While it is difficult to tally the amount of loss attributed to cargo thefts annually, the National Insurance Crime Bureau [estimates cargo theft costs up to \\$35 billion dollars per year](#). Thefts typically increase around the holidays.

According to Great West Casualty Company, the high theft areas of the country are Southern California, Florida, Texas, and the Atlanta, Georgia, area.

Cargo thieves are very savvy. They drill through bolts, nuts, or rivets on a trailer door and replace them with ones that look the same. They have teams that will do surveillance on a shipper's facility for days, weeks or months. They will follow a tractor-trailer for five or six hours waiting for the driver to leave the tractor-trailer unattended. They will scout truck stops near a shipper to observe trucks that load at a shipper and stop at the nearest truck stop for dinner.

Cargo thefts are preventable - operations and safety departments or personnel need to work closely to prevent cargo theft. Here are some loss prevention tips that can help motor carriers and drivers decrease the risk of theft.

### **Security Tips for Motor Carriers**

#### **PERSONNEL**

- Require all personnel who have access to cargo areas, including vendors, contractors, maintenance, and clerical workers, to provide a detailed application that includes a photograph and lists residences and prior employment for the past 10 years, if applicable.
- Screen all applications to verify address and prior employment.
- Have applicants list all vehicles used for work; information should include license numbers and descriptions.
- Maintain a random drug testing program, including "probable cause" testing.
- Limit the number of employees who have access to shipping information.
- Set up a reporting procedure that includes a substantial reward plan so company drivers and other employees can and will provide information about possible criminal activity.
- Implement a "no stop" policy for drivers picking up containers for local delivery.
- Prepare a driver handbook listing the rules so drivers can be held accountable. For example, rules should cover policies on stopping en route and parking loads in unsecured areas. As part of the hiring procedure, inform drivers that they will be terminated if they violate these policies.
- Make sure each driver has a 24-hour phone number for management personnel that he or she can call in the event of an emergency.
- Use padlocks on all pickup and delivery units and require drivers to lock all doors when they are away from their units.

#### **PHYSICAL SECURITY**

- Either provide your own guards or hire a reputable guard service. Question the service about its hiring practices. Insist that it conduct the same background checks on its guards that you do on your drivers.



- Spot check the guards on an irregular basis to make sure they're fulfilling the responsibilities of the position.
- Place the guards in an inaccessible area where they can monitor activities at your facility yet be secure and safe from assault. Make sure they know whom to notify in the event of a problem.
- Conduct a physical security audit of your facility. Are you using lighting, fencing, and closed-circuit television to the best possible advantage?
- Limit yard access after normal business hours.
- Set up specific procedures concerning the type of documentation required

before a driver is allowed to leave the yard. Hold guards accountable for obtaining this documentation.

- Conduct lunch box inspections.

#### **OPERATIONAL PRACTICES**

- Make sure you have complete records of all the equipment in your yard overnight, especially license plate numbers, containers, and trailer numbers.
- Install high-quality pin locks on trailers or containers that are left in your yard overnight.
- Install time-lapse surveillance cameras in your yard; install them so they clearly identify a driver and tractor-trailer leaving the yard.
- Consider installing fuel cut-off valves, tracking systems, and other security devices on your equipment. Heavy-duty padlocks should be mandatory on all trailer and container doors.
- Paint tractor or trailer numbers on roofs so they are visible from the air.
- Do not leave loaded trailers or containers in your yard overnight.
- Do not accept late deliveries that you can't offload that day.
- Frequently check your yard at different hours.
- Get to know the police officers who work in your area. Make it a point to acquaint them with your operational procedures.

#### **Security Tips for Drivers**

- Always lock tractor doors and secure all trailer and container doors with a heavy-duty padlock.
- Keep tractor windows rolled up until you are on the open road.
- Always carry information on your person concerning the identification of the tractors, trailers, chassis, or containers you are pulling. These details include license numbers, container numbers, and physical characteristics. Law enforcement can't act on a cargo theft without this information.
- Maintain regular communication with your dispatcher and let him or her know of anything suspicious or odd.
- Do not discuss your load on the radio, over the phone, or in public – cargo thieves listen, too.
- When possible, vary your delivery route.
- When possible, go directly to your delivery point without making any stops.
- When you need a rest stop, park in areas where other truck drivers are present. Hijackers don't like crowds.
- Stop only at reputable truck stops along your route – and don't stop at the same location every time.
- Don't stop on dark freeways or in deserted areas while waiting to make deliveries.
- Never take your load home, and don't park it in an unsecured area.
- When possible, drive in tandem with another truck – it cuts down the risk of being hijacked.
- Be aware of vehicles following your truck and of strangers asking questions about what you are carrying.
- Be suspicious of individuals asking you to stop as a result of an alleged traffic accident. Hijackers frequently use this ruse to get drivers to stop. If you are unsure whether an accident occurred, drive to a police station or well-lit, busy intersection before stopping.

- Be especially watchful immediately after picking up your load. The majority of hijackings occur within a few miles of the pickup point. Freeway on- and off-ramps are particularly dangerous.
- If you are hijacked, or if your load is stolen, immediately notify the local police by dialing 911. Then call your 24-hour dispatcher.
- If you are hijacked, always do as instructed by the hijackers, but listen to what is being said and the sounds around you. It may provide law enforcement valuable information about where the thieves have taken your vehicle and load.
- Try to provide a description of the hijackers and the vehicles they used. You are law enforcement's best witness.

*Information adapted from the Western States Cargo Theft Association.  
Note: These lists are not intended to be all-inclusive.*

*Stay Safe and Healthy!*

**JOHN SIMMS**

SENIOR RISK ADVISOR

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### **December Meeting Necessarily Cancelled**

It was with disappointment that the scheduled 2020 Safety & Security meeting which was to have been held on December 9 & 10 had to be cancelled.

The board had been monitoring and evaluating the continually developing matter of the novel coronavirus for many weeks with hope the situation would improve to the extent we could safely hold this meeting for you. The safety and well-being of our members, guests, and speakers attending a TMHA meeting is of paramount concern to us. Given the continuing developments regarding COVID-19 in the country and in the region in which the meeting was to have been held, your board felt the safest course of action available to us was to cancel the meeting.

We thank you for your understanding and for sticking with us. To say this has been a very trying year, in so many ways, is a gross understatement, but we're optimistic that 2021 will be a great come-back year for all of us.

### **2021 Annual Meeting on Tap**

On the brighter side, we have been planning our next meeting for many months already and are planning to bring you one of the best meetings we've had yet. Scheduled for April 7-9 at the Marriott Rivercenter Hotel on the world-famous San Antonio River Walk, it will be our Annual Meeting and will be one not to be missed. By the way, the awards for the TMHA 2020 Truck Fleet Safety Contest will be awarded at the meeting! More information, as well as registration and room reservation opportunities, will be coming forth in upcoming weeks. Stay tuned for more information on what will assuredly be an exciting meeting!

## **2021 Membership Dues Invoices Coming Soon**

You can expect invoices for 2021 TMHA Membership Dues to be arriving in the Inbox of the primary contact person at each member company. Watch for yours and if you receive the invoice, please forward it to the person or department in your company who is responsible for payables. We will appreciate your remittance by February 1, 2021. We know this year has been a difficult one in so many ways. We pledge to do all we can to make 2021 a better year for TMHA and we are working hard to put together a pair of meetings for you that you will find to be exceptional. Thank you in advance for your remittance and continued support.

## **Other Articles of Interest**



### **California Appeals Court Says ABC Test Not Pre-Empted by Federal Law**

One of the lawsuits challenging California's controversial ABC test as it applies to the trucking industry, where it will widely disrupt the owner-operator model, suffered a setback in the California Court of Appeals.

[READ MORE](#)

*Attribution: HDT Trucking Info*

### **Early ELD analysis shows uptick in certain HOS violations since new regs, dip in 30-min. break flags**

A recent before-and-after analysis of driver logbook data by EROAD shows the preliminary impacts of the FMCSA's revised hours-of-service (HOS) rule on fleets and drivers.

[READ MORE](#)

*Attribution: Commercial Carriers Journal*

### **The DOT under Biden: Does it really matter who's in charge at the FMCSA?**

Two former agency officials discuss what might occur in the coming months at the highest level of the industry's main bureau.

*Attribution: Daily Dive*

# 2021 TRUCK FLEET INNOVATORS

## **Nominations Open for HDT's 2021 Truck Fleet Innovators**

Heavy Duty Trucking's editors have launched our annual search to seek out the trucking industry's most innovative leaders for the HDT Truck Fleet Innovators award.

[READ MORE](#)

*Attribution: HDT Trucking Info*



## **Preparing for the 2G/3G Sunset**

**What fleets need to know about the sunsetting of 2G and 3G technologies and the upcoming jump to 5G.**

[READ MORE](#)

*Attribution: HDT Trucking Info*

## **Calendar of Upcoming TMHA Events**

### **2021 Spring Meeting - April 7 - 9**

#### **TMHA Annual Meeting**

**Venue: Marriott Rivercenter Hotel in San Antonio, Texas**

***"On the famed San Antonio River Walk!"***

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