



Congratulations to this month's Safety Leaders!

**JULY
SAFETY
LEADERS**

Jesse Bond- Burlington, IA
Reuben Cooks- Burlington, IA
John Gaudin- Dowagiac, MI
Richard Hough- Heavy Haul
Karl Newsom- Burlington, IA
Ezequiel Rivera- Buffalo, NY
Stephen Rosenberry- Refrigerated Division
Michael Sheppard- Burlington, IA

James Borders- Refrigerated Division
Dwain Guyton- Refrigerated Division
Michael Neally- Tampa, FL
Nicholas Pena- Dawn, TX
Peter Rompilla- Evansville, IN
Darby Sanders- Cleveland, OH
Samuel Shute- Wood River, IL
Brenda Wyatt- Burlington, IA

Keep up the great work!

FMCSA Proposes Hours-of-Service Rule Changes

The Federal Motor Carrier Safety Administration (FMCSA) has recently unveiled proposed rule changes to the current Hours-of-Service regulations. According to their website (fmcsa.dot.gov), these changes are an attempt to “increase safety and provide additional flexibility for commercial drivers.” The Hours-of-Service rules were designed to provide limits for how long a driver can operate his commercial motor before needing to take a rest. These standards helped to maintain safety on our roads and highways.

There are five revisions proposed, among them are:

- Increasing flexibility for the 30-minute break rule by tying the break requirement to 8 hours of driving time without an interruption for at least 30 minutes, and allowing the break to be satisfied by a driver using on-duty not driving status, rather than off duty.
- Proposing to allow one off-duty break of at least 30 minutes, but not more than three hours, that would pause a truck driver's 14-hour driving window, provided the driver takes 10 consecutive hours off-duty at the end of the work shift.
- Modifying the adverse driving conditions exception by extending by two hours the maximum window during which driving is permitted.
- Proposing a change to the short-haul exception available to certain commercial drivers by lengthening the drivers' maximum on-duty period from 12 to 14 hours and extending the distance limit within which the driver may operate from 100 air miles to 150 air miles.

While these proposed changes may offer some relief to drivers in the near future, it is important to note that these changes have not yet gone into effect and remain open for public comment. As a professional driver, you may want to have a voice in whether or not you agree on a proposed rule, the FMCSA understands that and allows both trucking companies and truckers to comment via the Federal Register website. To submit your comment online, go to <http://www.regulations.gov>, put the docket number, FMCSA-2018-0248, in the keyword box, and click “SEARCH.” When the new screen appears, click on the “Comment Now!” button and type your comment. It is unknown how long exactly until any proposed rule will go into effect, but in an interview with FleetOwner magazine, Brandon Wiseman, a partner at Scopelitis, Garvin, Light, Hanson & Feary, a transportation legal consulting firm, projected, “It will probably be at least the end of 2020 before we see new rules go into effect.”

Driver's License **REAL ID ACT**

Renewing your license or moving to a new state? Make sure that you have your **birth certificate** or unexpired **U.S. Passport** with you when renewing or applying for a new license. States may now require you to provide those documents as the REAL ID program is implemented. The REAL ID Act is a plan by the Department of Homeland Security to create a standard identification procedure for identifications such as driver's licenses. Starting October 1, 2020, you must present a REAL ID to fly within the United States. When issued the REAL ID, it usually will show up as a gold or black star on your license showing you are compliant with the new regulations. An easy way to check is, if your license says “Not for Federal Identification,” it is **not** in compliance with the REAL ID Act. With these new changes it may take longer than expected to renew or change your CDL after a recent move, so it's better to plan ahead to make your DMV visit as smooth as it can be.



Your REAL ID will typically show one of these symbols

**W.W.
Transport
INC.**
**August
Milestones**

We appreciate your work for all these years and many best wishes on the anniversary of your service this August!

Roger Triplett, 21 years! Wood River, IL
 Matthew Dean, 13 years! Burlington Shop
 Kevin Fowler, 12 years! Flatbed Division
 Seth Haden, 8 years! Burlington Shop
 James Dougherty, 7 years! Commerce City, CO
 Michael Canter, 5 years! Columbus, OH

Dean Schneider, 18 years! Burlington, IA
 Bill Brown, 12 years! Burlington, IA
 James Crandall, 8 years! Burlington, IA
 Jasper Palmer, 8 years! Burlington, IA
 Reilly Wagenbach, 6 years! Refrigerated Division Manager
 Terry Whitlow, 5 years! Wood River, IL



E-log Device Changes

As W.W. Transport Inc. prepares for the December 12, 2019 Electronic Logging Device deadline, we have already begun to use our new system in a number of trucks across multiple terminals. The new system involves the use of a tablet that can be removed from its base for uses such as being able to hand it to an officer, or using it to scan in bills of lading which has already shown to be useful.

As is true with all transitions to new technology, the switch to our new system will have a learning curve. It may take a few times of using the new system to really get the hang of it. To make the transition as smooth as possible, here are some tips to remember if you have already started using the new system, or if you and your terminal will be switching in the near future.

Be patient- Any system that you may use is not without its own faults or difficulties, and don't forget, not only is the system new to you, it is new to us as well. Some questions you may have on the system may take a moment to answer, but rest assured we will continue to assist all drivers with any new issues that may arise from the switch.

Study- Especially true for this new system is that what you see on your tablet may not be what your dispatcher or person assisting you is seeing. Familiarize yourself with your new device and E-log application. Tyler, in the Safety Department, created an excellent video on traversing the new system.

Watch it here:
https://youtu.be/IOoUa_2r7ho

Spend some time reviewing it, it may save you from feeling overwhelmed. Also, the tablet will have a pre-installed user's manual that should be able to help you fill in any gaps.

Log off- Believe it or not, a driver staying logged on-duty overnight or forgetting to log out when another driver will use that same truck accounts for a large number of e-log issues. Save yourself the headache and put yourself off-duty and log off of your device completely at the end of the day so there's no chance of another driver putting their time on your logs.

Work zones present many hazards, like lane shifts, sudden stops, uneven road surfaces, moving workers and equipment, and confused passenger vehicle drivers. In 2016, 27% of fatal work zone crashes involved at least one large truck compared to only 11% of all fatal crashes – so it's vital to take work zone safety seriously.

- Slow down, maintain extra following space, and be prepared to stop.
- Obey all work zone signs and signals.
- Scan ahead for changing traffic patterns, and be alert to vehicles entering your blind spots.
- Keep a sharp eye out for road workers and flag crews.

Employee Spotlight

Michael Schneringer
Wood River, IL

Michael Schneringer is a member of the Wood River terminal. Michael's has driven with W.W. Transport for over 3 years. In that time, Michael remains dedicated to seeing through the fog. "Nothing is perfect all the time, you may get knocked down," Michael says, "but you've got to stick it out and stay with it." Michael says, through the tough times, W.W. Transport, Inc. has proven a "good company to stick with." According to his manager, Henry Vandygriff, Michael has demonstrated exceptional standards for food safety, specifically, maintaining the integrity of the "authority to unload," to minimize contaminated flour issues. Michael considers his home to be Taipei, Taiwan, due to his frequent stays in the country. Michael expressed that one of the downfalls of being a trucker is the "poor choice in diets we have to live with." His advice to combat that is to pack an ice chest, as he does. "Take the time to find something better, to feel good while you're driving."