

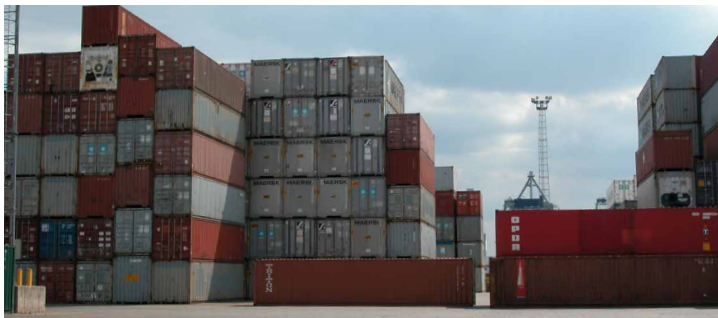
AMTR is your knowledge resource

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American Truck & Rail Audits continuously strives to bring you the latest industry information to help your business. Our Knowledge Center contains a wealth of information – a glossary, industry links, rail and motor carrier updates and more – to keep you abreast of news and expertise.

Have a question you'd like answered or issue to be explored? Email AMTR at info@amtr.com today!



What the Numbers 33 & 34 Mean for the Trucking Industry

Transportation and Housing Spending Bill Approved.

33: Nationwide, twin 33' trailers will be allowed.

Previously, Section 31111(b)(1)(A) of title 49 United States Code prescribed that double trailers were to be less than 28 feet. Per American Trucking Association (ATA) spokesman Sean McNally, there are a lot of benefits to using 33' trailers. He concluded that in a year, the industry would save 6.6 million trips, increase cubic capacity by 18 percent, eliminate 1.3 billion miles driven, decrease the number of crashes by 912 on America's highways, and reduce carbon emissions by 4.4 billion pounds.

34: The 34-hour restart rule will remain suspended.

This suspension is dependent upon completion of a federal study and whether or not the FMCSA can provide proof that there is a significant improvement to driver safety – both for

operating their vehicles and for their own health. McNally states that this current bill serves to ensure the fairness in findings of the HOS restart study. The ATA believes that the selection made is not one that is representative of the truck driver industry. The selected drivers drove their vehicles during the night and operated more than 14% more hours a week than the average driver. Both of these factors can greatly skew the results of the study. A better selection of representative drivers will provide a more accurate picture of the effects of the restart rule.

How does this affect shippers?

33: This could get messy before it gets beneficial for shippers. There are a number of rules that are dependent on the length a shipment requires. Capacity load charges would need to be adjusted to consider the extra five feet of trailer space available. Currently, most carriers consider the use of 20+ feet to be the deciding factor of whether or not a load is considered capacity. Other rules that could be affected include articles of extreme length, linear foot rule and density minimum charge. There is potential for many rating errors to occur as shippers wait and anticipate the purchase of these new trailers by carriers and the amending of their rules. Neither will happen at the same time and there is no doubt that 28' trailers will still be in use for years to come.

34: The 34-hour restart rule will have negatives and positives no matter what is determined. The underlying issues still remain; there is an immediate need for funding to improve transportation infrastructure. If we do not start making these improvements now, the effects could be devastating for shippers, whose concern will always be the safest and most efficient methods possible to get their products shipped.

Let AMTR ensure that you do not lose in the efforts to make the implementation of 33' trailers beneficial for shippers and carriers alike. AMTR can review your invoices to determine whether or not you are being charged by the applicable rules.



Transportation Board Reauthorization Act of 2015

On May 21, 2015 the Surface Transportation Board Reauthorization Act of 2015 was placed on the Senate Legislative calendar under General Orders. If enacted, this would reauthorize the STB through 2020. This legislation will remove the STB from the Department of Transportation, expand the board members to five which would allow non-public discussions, give the board limited authority to initiate investigations (currently may only respond to complaints filed), and will set timelines for SAC cases. In addition, the STB will start a study of large rate case methodologies to include rate bundling which precludes many shippers from challenging only rates that they deem unreasonable. All shippers should be interested in the changes that will take place if this moves forward.



Is Automation Turning Our Transportation Experts into Button-Pushers?

“We are amazed by our computers, and we should be. But we shouldn’t let our enthusiasm lead us to underestimate our own talents. Even the smartest software lacks the common sense, ingenuity and verve of the skilled professional. In cockpits, offices or examination rooms, human experts remain indispensable. Their insight, ingenuity and intuition, honed through hard work and seasoned real-world judgment, can’t be replicated by algorithms or robots.”

– WSJ writer Nicholas Carr

How much does your transportation department know about transportation law? About the history of rail and truck shipping? About the background and reasons for all of the various rates, contracts, assessorial charges and shipping terms? Chances are, very little. As freight has become increasingly more efficient due to EDI or paperless

bills and more advanced management and accounting software,) the perceived need for transportation skills have dulled or been outsourced completely, and for many new hires these skills are never taught in the first place. Should shippers all go back to paper bills and less efficient methods of freight communication? Certainly not, because there is an alternative. While shippers can continue to rely on automated systems to handle all of their freight billing and payment needs for fast and efficient processing, they can look to AMTR to do the heavy lifting. Our skills and knowledge in rail and truck regulation and law as well as freight billing processes continues to grow as we look past the automated systems to see what they are missing. We apply our full suite of skills and knowledge to each bill, shipment and payment. Shippers using AMTR can rest assured that experts are still maintaining an experienced watch over their freight payments.



New Tank Car Rules

The new tank car rules have been announced by the Department of Transportation as of May 1, 2015. The rules were made available in a joint announcement made by US and Canadian regulators and were tougher than expected, including more expensive brake systems and sturdier tank car specifications. Shippers all over the US and Canada are slowly learning what this will mean for their businesses. Many others are raising concerns over shop capacity and time limits which will result in tank car shortages, which will ultimately impact consumers and the economy. Still more controversy is arising over the mandated ECP or Electronically Controlled Pneumatic braking systems. What will all this mean to your business and your freight costs? In order to save every penny possible, let an experienced third party with objective eyes review all of your freight expenditures for any unnecessary overpayments.

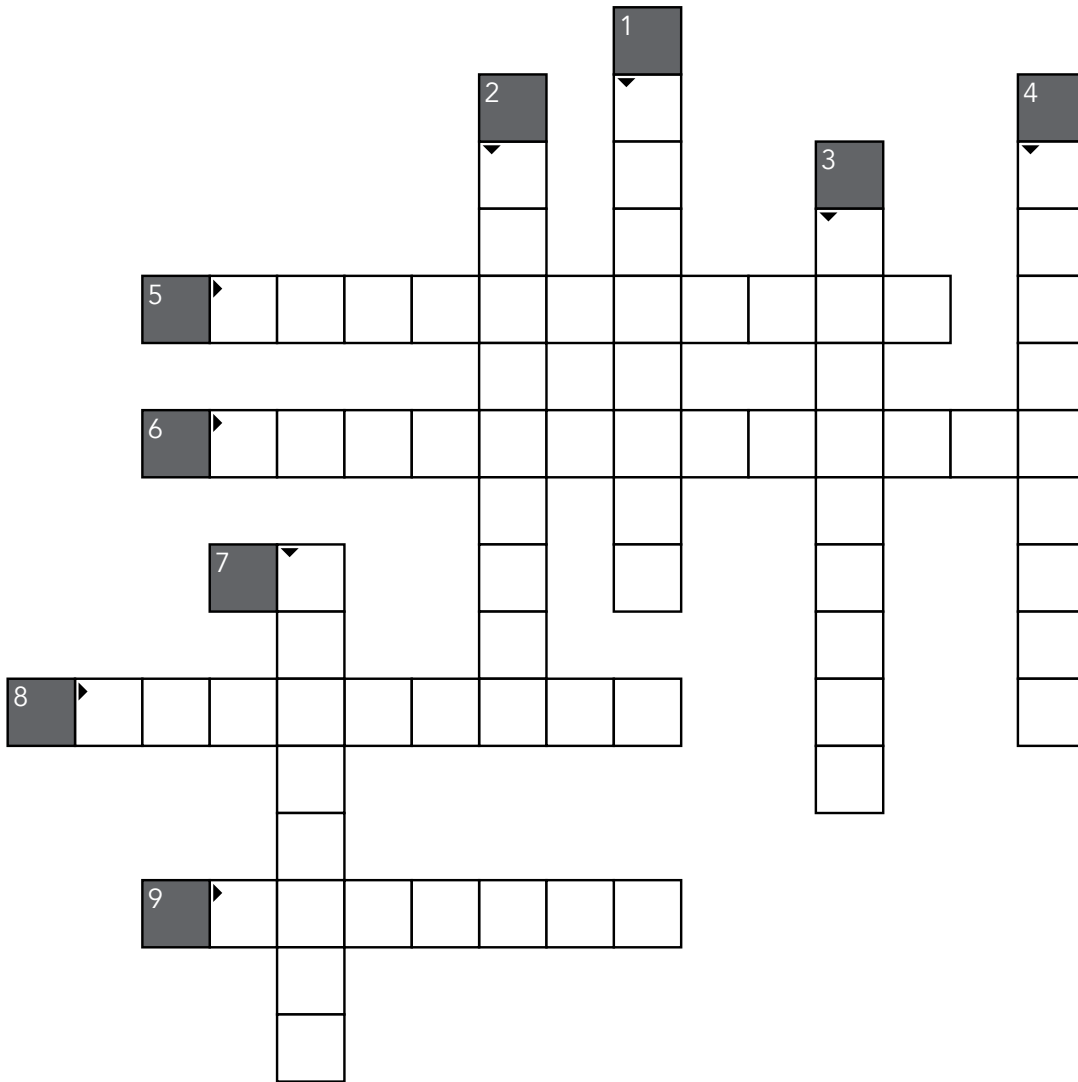
Quote

The basic economic resource – the means of production – is no longer capital, nor natural resources, nor labor. It is and will be knowledge.

–Peter Drucker

American Truck & Rail Audits, Inc.

June 2015 Brain Teaser



Use the anagrams below to solve the puzzle.

Hint – all words can be found in the AMTR Glossary at AMTR.com!

Down

- 1 city cap a
- 2 tide no net
- 3 icy mom dot
- 4 scorn item
- 7 hulk cab a

Across

- 5 a train orbit
- 6 cements grin no
- 8 ducts is no
- 9 get way a

Find the answer sheet
for this brain teaser at
amtr.com/brain-teasers



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