



Behind the Wheel

Newsletter of the Maine Professional Drivers Association

Volume XVIII, No. 4

"Committed to Safety, Courtesy, and Professionalism"

Oct-Nov-Dec 2008



MMTA Driver of the Year 2008

Congratulations to member **Bob Kierstead** for being named Maine Motor Transport Association's Driver of the Year. He was selected from MMTA's 12 Drivers of the Month. Bob and his wife Fran were honored at MMTA's Shipper's Night in December where the various company representatives gather annually to honor safe drivers and safety conscious companies.

Bob, a Life Member of MPDA, has recently retired and sold his truck. He had been an owner operator leased to FedEx Ground. He also had driven for a number of other companies over the years, including **Clifford W. Perham/Shaw's Supermarkets**, Smith Transfer, M&M Transportation and Nelson Freightways.

Bob's driving career spans over 40 years and 2.7 million miles and he has been honored in a number of ways in the course of all those years of delivering the goods. He has twice been the Grand Champion at the Maine State Truck Driving Championships, earning trips to the National Truck Driving Championships. Congratulations Bob!

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Clifford W. Perham, Inc. 2008 MMTA "Over 4 Million Miles" Grand Champion

The **GRAND CHAMPION AWARD** is presented by the Maine Motor Transportation Association to the motor carrier who achieves outstanding performance in highway safe miles and is determined through a review of safety policies, accident rates, investigation procedures, safety education and training, maintenance and inspection programs and industry & community involvement.

In addition, Clifford W. Perham, Inc. also received the **FIRST PLACE** Safety Award for Outstanding Achievement in Highway Safety for 7 million miles driven from July 1, 2007 to June 30, 2008



Congratulations!!



Bob Kierstead
2008 MMTA "Driver of the Year"
From your Friends at the
Maine Professional
Drivers Association

This Newsletter Issue Proudly Sponsored by:

Clifford W. Perham, Inc.

"Committed to Safety, Courtesy, and Professionalism"

**Congratulations
Maine Professional Drivers Association
20 Years of Service**



Clifford W. Perham, Inc.



**290 Payne Rd., Scarborough, Me
1-800-899-4073**

60th Anniversary 1948 to 2008

| | | |
|----------------------------|---|-----------------------|
| Brian Toomey | Director of Fleet Operations | 1-800-378-1699 |
| James Mountain, Jr. | Fleet Maintenance Manager — Scarborough, ME | 1-800-899-4073 |
| John Waisanen | Transportation Manager — Wells, ME | 1-800-667-4297 |
| Harold MacDonald | Transportation Manager — Methuen, MA | 1-800-350-8861 |
| Steve Fitzsimmons | Transportation Superintendent — Northborough, MA | 1-800-378-1699 |



What does the ISS Score REALLY mean?

Prior to the mid 1990s, DOT audits and truck inspections were mostly random. The DOT needed a means to focus more of their time on companies that had excessive accidents and compliance problems resulting in the development of SafeStat, or Safety Status.

Information in SafeStat comes from DOT recordable accidents (fatality, injury, and/or tow-away), from DOT auditors who report violations found during company audits, from the weigh scales who report driver and vehicle inspections, and from the State Police who report all trucks that they stop and the inspections that they perform.

Each company's data is then divided into 4 categories: Accident, Driver, Vehicle, and Safety Management. Each category is assigned a score between 0 (best) to 100 (worst) that represents the motor carrier's percentile ranking in the country compared to other trucking companies their relative size.

The Accident, Driver, Vehicle, and Safety Management scores are combined into a single score called the ISS or "Inspection Selection System" number. The ISS number is used at the weigh scales to determine which trucks to inspect.

Companies that have high (above 75) ISS scores will be inspected more often than those that have low (below 50) ISS scores. With the ISS scoring scale inspectors are able to focus the frequency and determination of inspections for our company.

**Dues**

Please send in your 2009 dues to the MPDA Post Office Box or you can now pay online at the MPDA website. This is what allows us to mail newsletters, pay the phone bill, and take care of all the expenses necessary to run the association. Dues are \$25.00 for individuals and \$65.00 for Supporting Members.

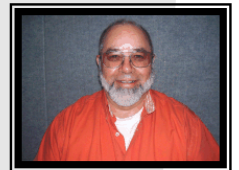
President's Message

MPDA has commanded a great deal of respect within the trucking and transportation industries over the last few years. However, we are very soon coming to a crossroad. The number of people volunteering is dwindling as is the case with many volunteer organizations. We are still in need of a secretary. At the present time those who are attending the meetings are committed to keeping MPDA alive but we need new and fresh blood to reinvigorate the MPDA.

We have several events during the year, such as the Maine Truck Driving Championships and the Trucking 4 Kids Convoy that if you attended once might get you enthused about getting involved.

The next meeting will be March 15, 2009 held at the Maine Motor Transport Assoc. office in Augusta just off Maine Turnpike Exit 109 @ 9:00. I am looking forward to seeing YOU there.

George Colby
President-MPDA



Continued from front page
Following are the MMTA Drivers of the Month for 2008:

January

Jeffrey Murdock of **Clifford W. Perham, Inc. / Shaw's Supermarkets**

February

Ronald Ware of **H.O. Bouchard**

March

Dana Chaplin of **Poland Spring Bottling**

April

Randy Henley of **C.N. Brown Company**

May

Ronald Round of Pottle's Transportation

June

Kimberly Watson of **Brockway-Smith**

July

Corey Ward of **H.O. Bouchard**

August

Vincent Cote of Hannaford Trucking

September

Michael Jodoin of Dysart's Transportation

October

Lester Bell of **Ed Thayer**

November

Robert Kierstead of FedEx Ground

December

Elwood Wilde of Central Maine Transport

Splitshifting

by Denis Litalien

George Colby writes about a need for volunteers. He is right on the money. The only reason that the Maine Professional Drivers Association has earned the respect it gathers today is because of all the volunteer hours put in by the officers, committee members and other members who act on behalf of all the truck drivers in the State to make this profession one we can all be proud of.



He

When you join MPDA you show the commitment you have to making things better for all of us in this profession. That doesn't happen without some hard work and donation of time by the members to get things accomplished. This being the 20th year since MPDA was founded creates the perfect opportunity to re-energize the membership to achieve the goals we first set for ourselves in 1989.

Volunteering your time gets you a lot in return. Consider the networking opportunities. Being involved in any professional association renders immeasurable benefits in terms of connections made throughout the industry, not to mention the lasting friendships created. The involvement also educates each person to the many aspects of our business that might not be otherwise learned. I can count on more than two hands the number of people I know who have gone from being truck drivers to dispatchers, managers, business owners, safety directors, etc. And how many times have some younger drivers got involved and had the chance to have the more experienced drivers to share their experiences and often create mentoring situations.

Enough of the soapbox, here's something that we've needed for a long time. Have you seen the new device that shakes the ice off of your windshield wipers? Check out the website for wiperassist.com and see how you can press a button on the dash and all the ice gets shaken off your wipers. I'm sure as more people show an interest the \$299.00 price will go down. I can't wait!

And speaking of ice, a company in Canada is advertising a device that sweeps the snow and ice off the roof of trailers. We are all sensitive about the problem of stuff flying off the roof of our trailer in the

winter months. Just think if this device was available at truck stops, rest areas, truck terminals, etc. It would really help! You can read more about this and other news from our Canadian neighbors at www.todaystrucking.com/products.cfm?intDocID=17389.

Have you seen the changes on the MPDA website lately? We can now make dues payments and other transactions online. This also applies to Trucking for Kids Convoy so visitors to the Convoy page can make donations online. This will hopefully encourage people who may not otherwise supported what we do. This is another big step for our Association that reminds me of when Dave Stuart first put us on the web. These advances keep up abreast of the world as it changes. In 20 years MPDA has seen a lot of changes and adjusted to them as necessary. Thanks to all who have given their time in keeping us to speed with all these changes.

So how about joining us at the March meeting and see what is going on, how our plans affect you or involve you and how you can be part of all this!

Championships Update

TDC Officer Cliff Gray forwards some updates about the Championships including the National Committee acknowledging that each State has the right to govern who/how many can participate in their State TDCs (with the exception of the minimums covered in Chapter I, Section G, Rule 8 of the official TDC Rulebook).

There are now 19 states that have confirmed they will be holding a Step Van Driving Championship competition, including Maine, New Hampshire/Vermont and Massachusetts. Others have said it is a possibility. This brings us closer to sanctioning this class of vehicles in the National Truck Driving Championships.

National Rulebook clarification regarding, Chapter V, Section B, Rule 2 and Chapter V, Section D, Rule 6: the accident-free requirement extends to the operation of all fleet motor vehicles and motor carrier vehicles (not just commercial motor vehicles). For purposes of this rule, "Fleet Motor Vehicle" is a (1) vehicle designed for the transportation of property, including revenue producing loads by for-hire carriers,

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State & Federal News

Legislative

One of the bills being discussed in this session of the Maine Legislature is L. D. 37. If this bill passes, it would allow a weight tolerance of 400 pounds for vehicle auxiliary power units in the laws governing highway weight limits for vehicles with a gvwr of over 8,500 pounds.

"Auxiliary power unit" means an integrated system that provides heat, air conditioning, engine warming or electricity components on a heavy duty vehicle; and is certified by the Environmental Protection Agency. The public hearing for this bill is scheduled for February 3.

Also, L.D. 42 changes the annual inspection requirement for motor vehicles, except for commercial vehicles, trailers and semi-trailers, to a biennial (Once every two years) inspection requirement. This bill also changes the annual enhanced inspection requirement for vehicles registered in Cumberland County to a biennial requirement. Finally, this bill changes the annual partial inspection requirement for farm trucks, fish trucks and woods tractors to a biennial requirement. The public hearing for this bill is scheduled for February 5.

FMCSA Sets Chassis 'Roadability' Rule

The Federal Motor Carrier Safety Administration issued a new rule in December that it said will "significantly strengthen safety requirements" for intermodal container chassis. The so-called "roadability" rule affects the special trailers that hold cargo containers when they are transferred from ship or rail to truck for final delivery, FMCSA said in a statement.

The rules make intermodal equipment providers subject to the Federal Motor Carrier Safety Regulations, or FMCSRs, for the first time, and establish shared safety responsibility among intermodal equipment providers, motor carriers, and drivers. "We want to ensure that every piece of equipment traveling on our highways is operating safely," said FMCSA Administrator John Hill. "These new rules will bring new safety and enforcement focus on the chassis and equipment used to haul goods on our nation's roads every day."

Beginning in December 2009, intermodal equipment providers must have in place regular and systematic inspection, repair, and maintenance programs for intermodal chassis, and will also need to track defects reported and repairs made. By December 2010, each intermodal provider will be required to identify its equipment with a US-DOT number. The final rule also outlines inspection requirements for motor carriers and drivers operating intermodal equipment, the agency said.

- from Transport Topics Online

Hours of Service Final Rule

The Federal Motor Carrier Safety Administration, or FMCSA, has finalized the regulation of how long the nation's approximate 3.5 million truck drivers can drive in a day.

The new hours of service rule states truckers can drive up to 11 hours and work no more than 14 hours each day. The rule also requires truck drivers to spend at least 10 hours resting before getting back on the road. Drivers also cannot operate a truck if they have worked more than 60 hours (or 70 hours in 8 days) in a given week. Also, drivers who are off the roads for at least 34 hours can reset their weekly work schedule.

The trucking industry has operated under those rules on an interim basis since 2004. Before that, truckers were not allowed to drive more than 10 hours and work 15 hours total in a day.

John Hill, head of the FMCSA, believes another hour of driving for truckers isn't a safety concern. He said it will lead to "more alert and efficient drivers, safer roads, and even fewer fatalities." "These rules are crafted to match what we know about drivers' circadian rhythms and the real world work environment truckers face every day," Hill added.

Public Citizen, along with Parents Against Tired Truckers and Citizens for Reliable and Safe Highways, have twice challenged this rule in court and a number of appeals to invalidate the interim rule have been denied, and now the FMCSA has made the regulation permanent. By finalizing the rule, the next administration will have a far more difficult time reversing it. The regulation took effect on Jan. 19.

Meanwhile... Just hours after taking office, US President Barack Obama switched the red light on a list of rules until they can be reviewed by his own incoming staff, including a rule requiring at least some trucking carriers (perhaps most) to install electronic onboard recorders (EOBRs).

According to TruckingInfo.com, Obama's chief of staff notified the heads of all government agencies that his own people must decide on any 11th hour regulation not having cleared the White House Office of Management and Budget. A final rule on EOBRs was expected in November but was delayed. It was still on the shelf awaiting review by the White House as the final days of the Bush administration slipped away.

During an address at an EOBR conference sponsored by the Commercial Vehicle Safety Alliance last month, former Federal Motor Carrier Safety Administration boss John H. Hill said the final rule had more teeth than the original proposed rule, which only required EOBRs for carriers with two or more "serious" hours-of-service violations in a two-year period. Hill didn't give specific details on how the rule was toughened up. Under Hill's watch since 2006, the FMCSA has cleared a substantial backlog of transport rules, including hours of service, tougher trucking entry standards, inspection standards for intermodal equipment and requirements for driver medical certification -- all of which were approved and published in the Federal Register in the last weeks of the Bush administration.

continued from page 4 Championships Update

transportation of property by private carriers, and transportation of its own supplies or materials by any motor carrier; (2) vehicle operated in

the furtherance of a drive-away operation; (3) vehicle designed to tow one or more other vehicles transporting a revenue-producing load; (4) trailer or semi-trailer, whether or not attached to a towing vehicle; and/or (5) vehicle operated in the furtherance of a drive-away operation. The definition of motor carrier vehicle is set forth in Appendix I: Any vehicle or combination operating in the service of a for-hire or private carrier whether owned, rented, leased, obtained from an independent contractor, or by other arrangement.

Another clarification....being an "open" class for purposes of the step van competition means non-step van drivers may compete as long as they are commercial vehicle drivers meeting the other eligibility and qualification rules; it does not have anything to do with the ATA membership question - those limitations apply - except you get a separate set of one first-timer and one wild card for step van competition in addition to the ones you get for the NTDC.

As we go to print the new rulebooks were going to press. These clarifications will probably make more sense once you see the actual rulebook.

The 2009 National Truck Driving Championships will be held in Pittsburgh, Pennsylvania instead of San Jose, California, as originally planned.

"Information on the Maine State Truck Driving Championships can be found on the MPDA website at www.mpda.org.

We also need some help with the food booth at the State Championships. MMTA allows us to run the food booth each year and as long as we agree to feed the judges we get to keep all the profit from the booth. This is one of our largest fundraisers for the year. If you can help out with this, please let George Colby know by the next meeting in March."

MPDA makes a GIANT leap into the technology field!!

The Maine Professional Drivers Association has made a significant improvement in our online services. You are now able to pay dues, make donations, purchase ads, submit classified ads, and apply for membership all online.

We have signed up with "PowerPay" of Portland, ME to service our account with these services.

Through Authorize.Net we can do much of our business through the internet.



The "Trucking 4 Kids" Convoy committee is sharing this with us so they will be able to collect donations, etc. online as well.

There will also be an online shopping cart coming soon to purchase member items such as pins, decal, patches, hats, jackets, etc. Keep checking back for this new addition.

Visit our website at: www.mpda.org and make your dues payment, or whatever else you need to do today.

Thank you for your continued support of MPDA

Cell Phone Ban?

In a new campaign, the National Safety Council is calling upon states to enact bans on use of both hand-held and hands-free cell phones, the Associated Press reports.

The campaign also asks businesses to prohibit employees from using cell phones while driving on the job. The group says that driving while talking on a cell phone is dangerous and leads to fatalities. The group's president likened cell phone use while driving to drunk driving, AP said.

Six states and the District of Columbia ban hand-held cell phone use while driving, but no state completely bans cell phone use while driving. A study by the Harvard Center for Risk Analysis estimates 6% of vehicle crashes can be attributed to cell phone use, AP said.

- from Transport Topics Online

Local News**Gorham Bypass Opens**

The long-awaited Gorham Bypass finally opened on December 6. This is 6 months ahead of schedule says the Maine Department of Transportation.

The 3.4 mile bypass gets the designation of Rt. 112, a continuation of the present 112 that connects to Rt. 25. The bypass connects Rt. 114 south of Gorham to Rt. 202 and Rt. 25 around the southwest perimeter of Gorham and includes 3 roundabouts at the junction of each route. This eliminates the hard turn for tractor-trailers in downtown Gorham and relieves the congestion caused by through traffic having to go through the downtown Gorham intersection.

New Turnpike Service Plaza

MPDA Executive Director **Dick Brown** attended the opening of the new service plaza in Gardiner as the official representative of MPDA. He was well received. It opened 4 days early and 1.5 million dollars under budget. 35 trucks can park in the yard and the truck lot will be expanded in the future. It can be accessed from both 295 and 95. It replaces the Lewiston and Sabattus service plazas.

- *Courtesy of Portland Press Herald*

Roundabouts

Roundabouts are becoming the preferred answer to problem intersections. New ones have appeared recently in Sanford and Gorham. Some of the reasons for installing roundabouts are:

In comparison to the signaled design it is capable of handling over the twice the traffic volume with minimal or no delay; there is no expense to build or maintain expensive traffic lights; unless a vehicle is coming, traffic need not stop, reducing congestion and saving fuel; and the Insurance Institute of Highway Safety has determined that there is an 80 percent reduction in crashes with injuries at such intersections.

New York now requires intersection designers to use roundabouts unless they can prove them not feasible for a particular application. The United States now has over 1000 of these while this world standard sees Britain with 10,000 of them, 15,000 in Australia and 20,000 in France.

As with anything new they take a little getting used to but drivers are finding that they don't have to wait at these intersections any more like they did with the traffic lights.

Obituaries**Motor Carrier Inspector Passes Away**

John Fraser, a motor carrier inspector supervisor for the State of Maine passed away on January 3, 2009 after a two year battle with cancer. He worked for the state police as an inspector for over 20 years and was awarded the Honorary Maine State Trooper, a rare and special designation. He also worked for Merrill Transport for 15 years prior to his service with the state. He is survived by his wife of 37 years, Linda, and a daughter. There was no funeral service but anyone wanting to make donations in his memory can send them to Friends of Forest Lodge at Rapid River c/o Franklin Savings Bank, P O Box 650, Rangeley, ME. Condolences may be expressed at www.plummerfh.com.

- *Courtesy of Maine Motor Transport News*

Bette Garber Passes Away

If Helen of Troy's face launched a thousand ships, Bette Garber's lens immortalized a thousand trucks. The distinguished trucking photo-journalist died unexpectedly Thursday, Nov. 13, following a persistent illness.

From her home base in Thorndale, PA, Garber spent a long career roaming U.S. highways shooting stunning photos of what she described as "objects of beauty, power and majesty." Garber's stock photography business, "Highway Images," offered an impressive body of work that established her as a photographer who made shooting semi trucks an art form.

Custom trucks were her love. She collected her most dazzling photos in a series of books published by Motorbooks. The most recent, "Ultra-Custom Semi Trucks," was published earlier this year.

She was a familiar sight at show truck competitions where through the years, she made many close personal friends. She had come to Maine to photograph the Maine Trucking for Kids Convoy and had written a few articles about our Convoy.

-*from Landline Magazine*

Membership Anniversaries October, November, December 2008

3 Years

Paul Beote

10 Years

Mickey Rafeal

Anthony Perry

ProDrive Driver Development Services

15 Years

Roger Sproul

Danny Sullivan

Trucking for Kids Convoy

Terry Stuart has stepped down as Chair of the Trucking for Kids Convoy Committee after serving as co-chair and chair for a number of years and seeing the event raise more money for Camp Sunshine and other youth programs than ever before. While MPDA still has two members on the joint committee with the Lions Clubs of South Portland, we would like to see a few more members step up to help with this great event.

The event will be held at Scarborough Downs again this year on September 27 with committee meetings being held at the Old Country Buffet Restaurant at the Maine Mall each month to prepare. If you would like to get more involved, contact **Denis Litalien** at 468-7373 or dentruck@hotmail.com.

The first meeting of the year will be held on February 10 at 6:00pm. The website for the Convoy is www.mpda.org/trucking4kids.

Upcoming Meetings

March 15 - **Officers & General Meeting**, 8:00 & 9:00am, MMTA Office, Augusta

April 5 - **Officers Meeting**, 8:00am, Hannaford Trucking Office, S. Portland

May 17 - **Officers & General Meeting**, 8:00 & 9:00am, Bangor Motor Inn Room 230

Guest Column by Brian Bouchard

Cianbro Chairman, Peter Vigue, has a vision for an East/West Highway thru Maine that has the potential to make a difference in our economy by providing shippers a more efficient and cost effective way to the marketplace. I personally am a supporter of this vision and accept the fact that if we build it they will come. I do wish, however, that we could level the playing field in competing with Canadian trucking companies by the United States adopting similar weight regulations to those in Canada.

We in Maine and the rest of the country, for that matter, need to look at size and weight regulations that handcuff our opportunities to take the transportation of goods and services into the 21st century. Increased truck productivity on our Interstate highways is necessary, if we are to compete in the world economy.

Why do we take a back seat to our neighboring country when it comes to efficiently moving goods? Trucking is responsible for 69% of the freight by volume moved in this country and 84 % of the revenue. Truck tonnage is expected to increase greatly by 2020. The projection is for 2.7 million more trucks on America's roads by 2020. Where will the drivers come from? Where will the trucks travel? A reliable network of highways is crucial to our industry's ability to deliver goods safely, efficiently and on schedule.

In many ways, the United States has the most restrictive size and weight regulations of any developed country. At the same time, America's freight transportation demands are greater than any other nation, and we have the world's most well-developed highway system. Therefore, the potential productivity benefits of changes to size and weight regulations very significant.

More important, however, are the possible safety benefits of size and weight reform. Research demonstrates that more productive trucks can be as safe as or safer than existing configurations. Furthermore, because fewer truck trips will be needed to haul a given amount of freight, accident exposure, and therefore the number of accidents, will be reduced.

If we continue to ignore the need for size and weight reform, we will prevent the industry from effectively responding to the enormous challenges that lie ahead, and ignores the great potential for this reform to significantly improve the trucking industry's productivity and safety.

Now more than ever we need to take our opportunity seriously and do what we can to assure that we have an industry for future generations in Maine.

- Brian Bouchard, President, H.O. Bouchard, Inc.

While this article is aimed primarily at management personnel, we feel Brian raises issues that should be in the forefront of everyone's mind. Drivers are encouraged to share this information with their employers. Brian can be reached at 207-862-4070, Ext. 114 or brianb@hobouchard.com - ed

MPDA Calendar of Events – 2009 (As of February 1, 2009)

February

- 10 **Convoy Committee Meeting** – Old Country Buffet Rest., Maine Mall-6:00pm - contact Kevin Battle at trucking4kids@aol.com (www.mpsda.org/trucking4kids)

March

- 15 **Officers & General Meeting**, 8:00 & 9:00am, MMTA Office, Augusta - contact George Colby at gcolby@maine.rr.com or 577-5181 (www.mpsda.org)

April

- 5 **Officers Meeting**, Hannaford Trucking Office, S. Portland - contact George Colby at gcolby@maine.rr.com or 577-5181 (www.mpsda.org)
- 18 **Poland Spring Driving Competition** – Hollis – contact Mark Nilsen at mark.nilsen@waters.nestle.com or 998-4315
- 26 **Tentative TDC Open Practice Session** – Location TBA - 8:00am - contact Alan Paradis at 289-0328 or aatkg@maine.rr.com (www.mpsda.org)
- 29-30 **Tentative Walmart Driving Competition** – Lewiston – Contact Nate Lewis at 577-2988
- 30 - 1 **State CDL Truck Driving Competition** - Westbrook High School, Westbrook - contact Dick Dolloff at dolloffr@westbrookschoools.org or Dick Brown at 415-4734 or rbrown9@maine.rr.com

May

- 1 **State CDL Truck Driving Competition** - Westbrook High School, Westbrook - contact Dick Dolloff at dolloffr@westbrookschoools.org or Dick Brown at 415-4734 or rbrown9@maine.rr.com
- 1-2 **Tentative Walmart Driving Competition** – Lewiston – Contact Nate Lewis at 577-2988
- 29 **Tentative Great Grocery Grudge XIII** - Shaw's Truck Terminal, Scarborough – 8:00AM – Contact John Waisanen at 1-800-66SHAWS or <john.waisanen@shaws.com>
- 15 **TDC Set-up Day** – Dysart's Truck Terminal, Hermon – Noon - contact Cliff Gray at 623-4128 or grayc@mmta.com (www.mpsda.org)
- 16 **MPDA Hospitality Get-together** (for everyone involved in competition) – Room 230, Bangor Motor Inn – Contact Everett MacMaster at 797-6330 or emac@maine.rr.com (www.mpsda.org)
- 16 **Maine State Truck Driving Championships** – Dysart's/Bangor Motor Inn – 5:30am - contact Cliff Gray at 623-4128 or grayc@mmta.com (www.mmta.com)
- 17 **Officers & General Meeting**, 8:00 & 9:00am, Bangor Motor Inn Room 230 - contact George Colby at gcolby@maine.rr.com or 577-5181 (www.mpsda.org)

June

- 6 **NH/VT State Truck Driving Championship**—AG of New England, Pembroke, NH
- 17-21 **Trek Across Maine / Lung Assn. Rally**, Sunday River – contact Denis Litalien at 468-7373 or dentruck@hotmail.com (www.maineinlung.org)

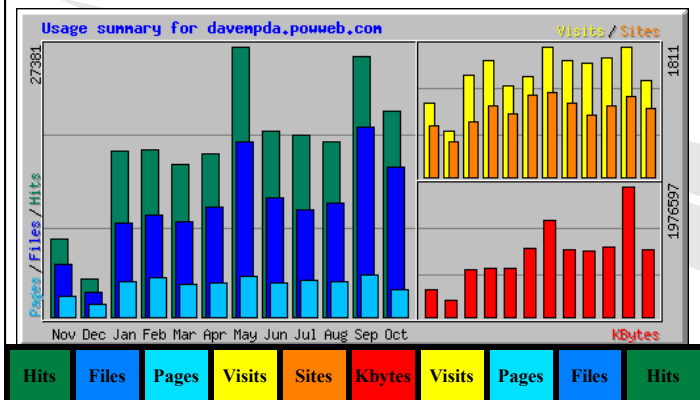
August

- 18-22 **ATA National Truck Driving Championships** – Pittsburgh, PA. - contact Cliff Gray at 623-4128 or grayc@mmta.com

September

- 12 **Tentative Charity Challenge Set-up Day** – Devens, Mass. – contact Denis Litalien at 468-7373 or dentruck@hotmail.com
- 13 **Tentative 11th Annual Northeast Professional Truck Drivers Charity Challenge** – Devens, Mass.- contact Fred Schenk at 978-453-3632 or info@necharitychallenge.org. (www.necharitychallenge.org)
- 20 **Wishes on Wheels Convoy** – Willington, CT. – contact Roland Bolduc at 413-626-0900 or roadeo@charter.net (<http://webpages.charter.net/roadeo/>)
- 26 **Trucking 4 Kids Convoy Set Up Day** – Old Country Buffet Rest., Maine Mall-9:00am - contact Kevin Battle at trucking4kids@aol.com or Denis Litalien at 468-7373 or dentruck@hotmail.com
- 27 **Maine Trucking 4 Kids Convoy**, 7:00am to 4:00pm – Scarborough Downs, Scarborough - contact Kevin Battle at trucking4kids@aol.com or Denis Litalien at 468-7373 or dentruck@hotmail.com (www.mpsda.org/trucking4kids)

MPDA Website Usage



Total Website Hits for Oct, Nov,& Dec: 63967

Website Update

MPDA continues to make our organization more productive and efficient. We are in the process of getting member dues payments available online by this year. This is a time-consuming task, but should better serve our membership.

A classified page will also be available to post jobs available, jobs wanted, etc. This will be open to members and non members. Members will have a reduced rate for posting classified ads. Watch on our website for these up-coming improvements in our service to our membership.



Pete Mortensen
Webmaster

Don't Forget.....Display DOT number

All commercial motor vehicles must display a U.S. Department of Transportation number as part of the Interstate Motor Carrier Identification program. Obtaining and displaying a federal DOT number is required for commercial vehicles with a gross vehicle weight or gross combination weight over 10,000 pounds; vehicles used to transport hazardous materials in amounts requiring a placard; vehicles designed to transport 15 or more passengers and vehicles for hire used to transport eight or more passengers.

Motor carrier companies can obtain a free USDOT number by registering with the Federal Motor Carrier Safety Administration. An online application is available at www.safersys.org under the FMCSA Registration and Updates link.

Medical Certificates and Commercial Driver's Licenses.

In a Final Rule published Dec. 1, the Federal Motor Carrier Safety Administration amended the Federal Motor Carrier Safety Regulations (FMCSRs) to require interstate CDL holders subject to the physical qualification requirements of the FMCSRs to provide a current original or copy of their medical examiner's certificates to their State Driver Licensing Agency (SDLA).

The Agency also requires the SDLA to record on the Commercial Driver License Information System (CDLIS) driver record the self-certification the driver made regarding the applicability of the federal driver qualification rules and, for drivers subject to those requirements, the medical certification status information specified in the Final Rule.

This rule is effective Jan. 30. State compliance is required by Jan. 30, 2012. All CDL holders must comply with the requirement to submit to the SDLA their self-certification on whether they are subject to the physical qualification rules by Jan. 30, 2014.

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Pete Mortensen

ROADTEAM Captain

Ron Hutchins

2008-2009 MPDA Board of Directors

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|-----------------------------------|---------------------|
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Behind the Wheel Newsletter

Our newsletter is published quarterly for our members and advertisers.

Articles of interest to members, advertising copy, inquiries, payments, change of address, comments, and newsletter submissions should be mailed to:

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**MPDA is a 501(c)(3) nonprofit organization
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