



# Terminal Transport September 2019

## CDL Drug and Alcohol Clearinghouse – Effective Jan. 2019

The Clearinghouse is an electronic database containing records of drug and alcohol violations. Such violations will include positive drug or alcohol test results, refusals, and other drug and alcohol violations for drivers required to have a commercial driver's license (CDL). When a driver completes the return-to-duty process, this information will also be recorded in the Clearinghouse.

The Clearinghouse regulations require employers to both query and report information regarding CDL-drivers. Once the Clearinghouse is established and operational, employers will be required to report to the Clearinghouse specified violations of the DOT drug and alcohol testing program incurred by their current and prospective CDL drivers. In addition, all employers of CDL drivers must conduct pre-employment queries through electronic requests for information to determine whether prospective hires have unresolved drug or alcohol violations that prohibit them from performing safety-sensitive functions. Employers will also be required to query the Clearinghouse annually to determine whether current employees have incurred drug or alcohol violations while working for another employer.

Employers must report the following violations to the Clearinghouse:

- An alcohol confirmation test result with an alcohol concentration of 0.04 or greater.
- A negative return-to-duty test result.
- The driver's refusal to submit to a DOT test for drug or alcohol use.
- An "Actual knowledge" violation.
- A report that the driver successfully completed all follow-up tests as ordered by the Substance Abuse Professional.

Prospective and current employers may access driver information, upon verification of the driver's written (electronic) consent. Drivers will have the ability to electronically access their own information at any time. FMCSA enforcement personnel, State driver licensing agencies, and the National Transportation Safety Board will be able to access driver information in the Clearinghouse for limited purposes.

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## Reminders!

- ❖ Turn in completed trips ASAP
- ❖ Penske Drivers call Brent before calling road service ALWAYS!
- ❖ Never break a customer's seal until told to. *Every load must have a seal.*
- ❖ Every load needs to be secure; *use your straps to secure your freight.*
- ❖ Sign all Bills of Lading and make sure they say Terminal Transport.
- ❖ GOAL – Get Out And Look before backing up! ALWAYS!
- ❖ Please advise service date on trailer after empty call.
- ❖ Your load is not empty until

**CSA**

Unsafe Driving	3.29
Crash Indicator	.47
Hours of Service	.17
Maintenance	2.26
Controlled Substance	0
Hazmat	0
Driver fitness	.04

**Incidents of damage in the past month:**

*Trailer damage*

*\$600*

*Overhead door damage*

*\$630*

*Cargo miscount*

*\$550*

*Shipper damaged trailer*

*\$1200*

**REMEMBER SAFETY IS NO  
 ACCIDENT!**

**ELD Compliance – Effective Dec. 2019**

The final element of the Department of Transportation's electronic logging mandate takes effect in December when all carriers must transition to the devices and Automatic On-Board Recording Devices, or AOBDRs, will no longer be allowed.

The ELD mandate, which went into effect in December 2017, provided a two-stage compliance timeline for vehicles to transition to ELDs from AOBDRs, which function much like an ELD but record and display less data. The initial Dec. 18, 2017, deadline required vehicles without electronic logging devices to begin using ELDs to record hours-of-service data. Fleets that had adopted an AOBDR or electronic onboard recorder (EOBR) before Dec. 18, 2017, had their systems grandfathered in until the second and final deadline on Dec. 16, 2019. The upcoming deadline requires all vehicles that are still operating an AOBDR to switch to an ELD.

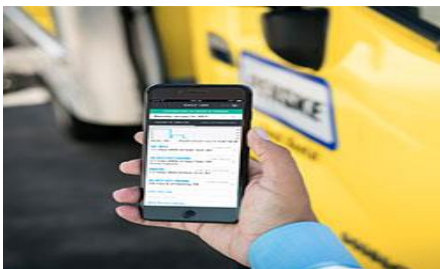
The primary focus of ELDs is to ensure drivers are complying with federal drive-time regulations, but carriers can use the data and the devices to monitor engine hours, miles driven and location information. That information can help companies identify inefficiencies, negotiate with shippers and manage delays. They can also use the information to provide customers with a load's estimated time of arrival so they can schedule labor.

Information coming off the engine and ELDs can also help fleets identify and analyze driver events, such as hard braking. Fleets can use the information to coach drivers and improve driver safety.

The ELD Rule is intended to help create a safer work environment for drivers, and make it easier and faster to accurately track, manage, and share records of duty status (RODS) data. An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording.

The ELD final rule does not change any of the basic hours-of-service rules or exceptions.

We appreciate everyone's cooperation in transitioning to the new ELD regulations and learning the new systems.



## DRIVER UPDATES:

### Driver Appreciation Week:

The 1<sup>st</sup> full week in September was Drivers' Appreciation week and we sincerely appreciate the work that you are all doing. It has been a busy summer made even busier with the addition of Midwest Express in Plover, WI. We especially appreciate the job that they have done transitioning to a new computer system, new e-log system and new operations. We are in the process of implementing into our website a shopping catalogue that you can chose various company shirts, hats and other objects for various awards and gifts. We will have it operational by the end of the month. We will be adding more items as we head into the winter months.

### SCHEDULING VACATIONS & APPOINTMENTS:

We have a lot of new drivers and would like to remind everyone new and old that we would appreciate this coming year, if you have Doctor/Dentist appt, family reunion, anniversary or special time you need to be off, please take your vacation around that time so we minimize the number of drivers off and do not jeopardize our customers operations. We have many drivers that put in for vacation at a certain time and we try to accommodate everyone's schedule but can't have 30% of our drivers off. So, when vacations are approved and then people come in needing additional time off for the above, it is difficult to manage our business. We will be looking a little harder at that going forward. So, my advice, plan ahead. This is also a reminder that when looking into 2020 if there is a conflict in vacations with other drivers, seniority will take precedence. The earlier you can plan the more efficient we can plan our schedules. We appreciate everyone's cooperation in this matter.

### RUDE TERMINAL IN EAGAN:

On the weekend of September 7-8, we had the gate hit while it was open. It was damaged to the point that it would not close. Whoever hit the gate, knew that they had hit the gate. The gate is closed and locked on the weekend and whoever arrived at the yard on Saturday had to open the gate, drive in and when leaving would have noticed the gate would not close. There was also a significant black tire mark on the gate pole where the damaged occurred. When entering or exiting the lot you should go around the north side of the building, entering and exiting the gate in a fairly straight line, allowing for a wide berth around the building staying as close to the fence on the north as possible, so as not to hit the building or a pickup truck that is parked back there. Whoever damaged the gate did not follow that procedure and just pulled in and took an immediate left, hitting the gate, causing damage. I understand that things can happen if people are not paying attention but the fact, we were not notified is troubling. What else is that individual damaging and not saying to anyone?



## Roadside Inspection

*Congratulations to the following drivers for clean inspections. They received extra \$\$\$!*

August:  
**George Spivey**  
**Jodi Schippert**  
**Jen Harvey**  
**Robert Lentsch**

*Do a thorough pre/post trip including checking your dates of service and annual inspections. Follow the rules of the road, scale your loads, and follow the rules for hours of service.*

## Long Idle Cost

*So much unnecessary fuel is burned every day from long idling times. To put this in perspective, we will show how many gallons are wasted each month, and how that translates into actual \$\$\$!*

August:  
**# of Gallons Burned:**  
**2411**  
**Average Fuel Cost:**  
**\$3.00**  
**\$\$ Wasted:**  
**\$7,233**

*Watch your idle times! Since it counts toward your monthly bonus, cutting your idling means more money in your pocket!*

**Terminal Transport**

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*A Truckload Carrier & Logistics Company*

Find us on the Web:  
[www.trmnl.com](http://www.trmnl.com)



**LinkedIn**



**Note: TLC – Driver Referrals**

Refer your friends and acquaintances, to TLC.

Every qualified new driver hire you refer earns you \$200. Terminal Transport – referral earns \$500. Put \$\$\$ in your pocket today. Refer a good driver.



**Driver Resources:**



**The New App is Here!**

Save **time** at the pump.  
Save **money** at the register.

- Exclusive In-Store Merchandise Discounts and (often free) Offers
- Mobile Fueling
- Shower Reservations
- Parking Reservations



**Try it out today.**

Designed with drivers in mind. Fuel faster, skip the line at the showers, reserve a parking spot, and receive great deals.



**Useful Apps:**

*People Net Connected Driver*

*Weatherbug*

*Transflo mobile*

*Trucker path*

*Cat Scale Weigh My Truck*

*Cat Scale Locator*

*Kwik Rewards fleet*

*DAT Trucker*

*EFS Card Connect*

**New/ Recent Hires**

Glad to have you a part of the Terminal Team!

*Mark Brock  
Romell Carranza  
Tony Harn  
Jack Stonehocker*

Please welcome them aboard!



Tom Stone	9/29
Mary Berry	10/13
Michelle Veenstra	10/17
Brad Wittwer	10/18
Seth Klatt	10/20
Lewis Lynch	10/26

**Anniversaries**

*Thank You for Being a Part of Our Team!*

Greg Crawford	3 yrs.
John McGinnis	19 yrs.



***Safety Bonus Program – Complete details were mailed with January paycheck***

10,500 miles threshold	10,500 miles or more	\$200	Reminder: \$500 Referral Bonus from Terminal
Moving MPG	Determined threshold	\$50	
Long idle	Under 20%	\$50	\$250 Bonus from TLC
HOS compliance	0 violations	\$50	
No citations, accidents,	0 incidents	\$50	