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SAFETY BULLETIN



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Driver Shortage is the #1 Concern of Fleets Today!

Recently, I was in a meeting with safety directors of fleets that are members of the National Private Truck Council. As we went around the room discussing the number one issue facing their companies today, it was unanimous that the driver shortage was their main concern.

The pressure on the trucking industry to help satisfy America's growing consumption increases every year. Between now and 2027, the [amount of freight](#) moved by trucks is expected to jump by 27 percent. Meeting that demand won't be an easy task for the nation's trucking companies, especially since America's supply of drivers continues to dwindle. The ATA estimates that the industry will need more than [96,000 new drivers](#) annually for the next 10 years to keep pace with consumer spending. Very few industries – especially those at the heart of the economy – face such a daunting challenge. A large percentage (45%) of these new drivers will be required merely to meet the shortfall created due to current drivers retiring; 33% will be required just to keep up with an increase in demand. With the supply of qualified drivers at this time considerably low, driver salaries are expected to keep rising as an incentive to retain existing drivers, with many transport companies looking into



Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2017. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. The seminars and will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals. To register for an upcoming seminar in 2017 click on the following link:

innovative measures to entice old drivers to stay and new drivers to join the business.

What are you doing to retain the good drivers that you have today?

The following are some tips for consideration to retain the good drivers you have:

1. Review for your company policies and procedures for honesty with your drivers. Make sure the policies are forthright and achievable by your drivers. The number one reason a driver leaves the employment of a motor carrier is that the driver feels that the company has been dishonest with them.
2. Drivers need to be recognized as an asset to the company and a valued part of the company in all aspects of their operations and performance.
3. Involve drivers in the operations of your company on a regular basis, i.e.: equipment selection, accident review committees, policy and procedure issues, customer service relationships etc. Develop a relationship with your drivers, know who they are, show a genuine concern for their welfare and longevity with the company. This relationship should be consistent from the top management and ownership down.
4. Review your pay and benefit programs to make sure they are competitive in the industry.
5. Keep your vehicle maintained with a systematic maintenance and inspection program that insures a safe operating unit for your driver.
6. Provide ongoing training. It has been proven that drivers that receive training and are elevated in position are less likely to leave your company.
7. Strictly adhere to your driver hiring and selection standards. Qualified, experienced drivers do not want to be associated with a company that hires substandard drivers.
8. Provide a structured and comprehensive new driver orientation-training program. Drivers need to know the policies and procedures of the company prior to being placed into service. If the driver is informed of policies-procedures after being placed into service they will likely terminate, as they do not know what other policies-procedures they will be required to comply with in their job later on.
9. Recognize drivers for their achievements and performance. Safe driving awards, longevity awards, customer service, etc. Provide the drivers with recognition that they cannot get anywhere else. The recognition should be personalized to the driver. Coats with their name and achievement, decals for the side of their units with their first name and achievement, plaques, etc. All driver recognition should take place with other drivers as their peers in attendance.
10. When a driver terminates employment, conduct an exit interview. This can be done in person or send a self addressed stamped envelope to the driver with a written evaluation to be completed. Try to determine what the actual reason for the driver leaving your employment.

Supreme Court Rejects OOIDA Challenge of ELD Rule

<http://www2.idealease.com/e/36492/safety-seminar-registration/5cr114/576517359>

Idealease 2017 Safety Seminar Schedule

| Date | Location |
|--------------|---------------------|
| September 12 | Santa Rosa, CA |
| October 3 | Charlottesville, VA |
| October 4 | Erie, PA |

The U.S. Supreme Court had [declined](#) to accept review of a challenge by the Owner–Operator Independent Drivers Association of the Federal Motor Carrier Safety Administration’s final rule mandating the use of Electronic Logging Devices by drivers of commercial motor vehicles in interstate commerce. The decision means the ELD mandate will go into effect on December 18, 2017 as scheduled.

The U.S. Court of Appeals for the Seventh Circuit had previously [rejected](#) OOIDA’s arguments against the ELD rule. Despite the Supreme Court’s decision, OOIDA states it will continue to pursue the issue in Congress.

The FMCSA has still not yet ruled on the [petition](#) by the Truck Renting Leasing Association to exempt drivers of vehicles rented for 30 days or less from the ELD requirements, however.

FMCSA Posts Large Truck and Bus Stats

The Federal Motor Carrier Safety Administration (FMCSA) recently published the *2017 Pocket Guide to Large Truck and Bus Statistics*. The agency has a role of collecting and analyzing data on large trucks and buses, and this compact reference provides highlights of the data it gathers.

The statistics contained in the report offer insight into:

- Overall state of the industry,
- Enforcement activity,
- Details on traffic violations and other incidents, and
- Costs of crashes.



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

FMCSA has indicated the Pocket Guide will be updated periodically it collects and analyzes new data.

The Pocket Guide incorporates and replaces the one-page data summaries, “Commercial Motor Vehicle Facts,” published occasionally over the past 10 years.

The online document may be viewed on the agency’s [website](#)

Brake Safety Day Scheduled for September 7

Roadside inspection personnel will focus on brake safety the first Thursday in September, according to the Commercial Vehicle Safety Alliance (CVSA). Brake Safety Day, scheduled September 7, 2017, is a part of CVSA’s larger Operation Airbrake Program.

During Brake Safety Day, enforcement will primarily use Level I Inspection procedures as they identify common brake violations. Those commercial motor vehicles (CMVs) found to have critical brake violations will be placed out of service.

The enforcement program offers CVSA an outreach opportunity to educate motor carriers, drivers,

technicians, and owner-operators on the importance of proper brake maintenance, operation, and performance.



CVSA reports that brake-related violations accounted for 45.7 percent of all out-of-service violations cited during International Roadcheck 2016 — the highest percentage for that year's campaign. Note that International Roadcheck also uses Level I Inspection procedures, which focuses on both CMVs and drivers.

CVSA held an unannounced Brake Safety Day on May 3, 2017. The September enforcement campaign is a follow up to the May event and replaces CVSA's Brake Safety Week held previous years during September.

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