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10816 Executive Center Drive, Suite 203, Little Rock AR 72211
800-833-2015 • fax 501-374-4462

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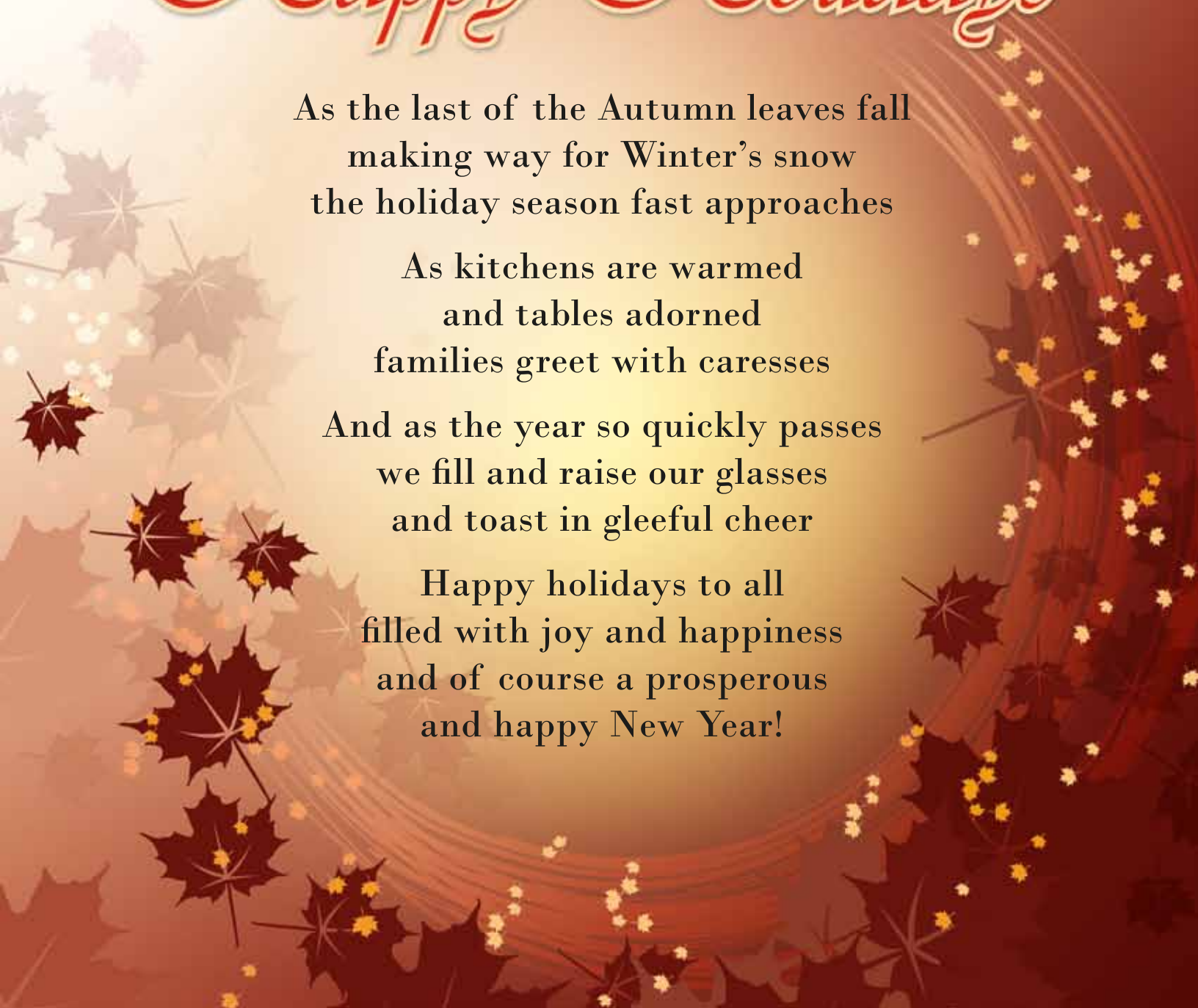
Happy Holidays

As the last of the Autumn leaves fall
making way for Winter's snow
the holiday season fast approaches

As kitchens are warmed
and tables adorned
families greet with caresses

And as the year so quickly passes
we fill and raise our glasses
and toast in gleeful cheer

Happy holidays to all
filled with joy and happiness
and of course a prosperous
and happy New Year!



2 DOWN THE ROAD... *HAPPY HOLIDAYS!*

The Environmental Protection Agency (EPA) and the Department of Transportation announced the first national standards to reduce greenhouse gas (GHG) emissions and improve fuel efficiency of heavy-duty trucks and buses. This national program is projected to reduce GHG emissions by nearly 250 million metric tons and oil

consumption of 500 million barrels over the lives of the vehicles produced within the program's first five years.

The EPA and the National Highway Traffic Safety Administration (NHTSA) are proposing new standards for three categories of heavy trucks: combination tractors, heavy-duty pickups and vans, and vocational vehicles. For combination tractors, engine and vehicle standards beginning with the 2014 model year which achieve up to a 20% reduction in CO2 emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, separate gasoline and diesel truck standards which phase in starting with the 2014 model year and achieve up to a 10% reduction for gasoline vehicles and 15% for diesel vehicles by the 2018 model year. Lastly, for vocational vehicles, engine and vehicle standards starting with the 2014 model year which achieve up to a 10% reduction in fuel consumption and CO2 emissions by the 2018 model year.

Overall, the NHTSA and the EPA estimate the program will provide \$41 billion in net benefits over the lifetime of model year 2014 to 2018 vehicles through significant fuel efficiency gains ranging from 7% to 20%. New technologies include widespread use of aerodynamic improvements and tire rolling resistance, as well as engine and transmission upgrades.

EPA and NHTSA are providing a 60-day comment period beginning when the proposal is published in the Federal Register. The proposal and information about how to submit comments is at: <http://www.nhtsa.gov/fuel-economy>.

Judge grants injunction against Port employee-driver mandate

The "on again, off again" employee driver provision of the Port of Los Angeles' Clean Truck Program is back off. U.S. District Judge Christina Snyder has granted a temporary injunction that blocks the Port of Los Angeles from enforcing its employee-driver mandate. The injunction prevents the port from requiring truck drivers to be company employees when picking up containers while the case is under appeal to the U.S. Court of Appeals for the 9th Circuit.

TIMELINE: In March of 2009, a three-judge panel of the U.S. Court of Appeals for the Ninth District unanimously ruled in favor of the American Trucking Association (ATA) that an injunction against all or part of the ports' Concession Plans be granted and remanded the case to the U.S. District Court. On April 29, 2009, Judge Snyder issued a final order immediately enjoining seven elements of the Ports of Long Beach and Los Angeles' Clean Truck Program which included the employee mandate. The port appealed the ruling and on August 26, 2010, Judge Snyder ruled that although federal preemption law prohibits state and local entities from regulating the rates, routes and services of motor carriers engaged in interstate commerce, the Port of Los Angeles can mandate certain requirements on truckers under a "market participant" exception to that law. The ATA countered asking for a temporary injunction and on October 25, 2010, Judge Snyder concluded that absent an injunction pending appeal, "motor carriers are likely to suffer irreparable harm due to the employee-driver provision."

ATA, the city and Port of Los Angeles and intervening parties are scheduled to file their briefs and responses to the 9th Circuit by the end of March 2011. The Ninth Circuit has previously stated that the employee driver provision was "likely to cause irreparable harm to motor carriers".

The employee driver provision is part of the port's comprehensive Clean Truck Program, which has already banned all trucks with pre-1994 model year engines, and in 2012 will ban trucks that don't meet 2007 federal emissions standards.



Greenhouse Gas & Fuel Efficiency Standards for Trucks and Buses

Deal with aggressive drivers without becoming a part of the problem

- Make every attempt to get out of their way.
- Put Your Pride Aside. Do not challenge aggressive drivers by speeding up or attempting to hold-your-own in your travel lane.
- Avoid Eye Contact. Eye contact can sometimes enrage an aggressive driver.
- Ignore gestures and refuse to return them.
- Report Serious Aggressive Driving by calling the police; If you use a cell phone, pull over to a safe location.

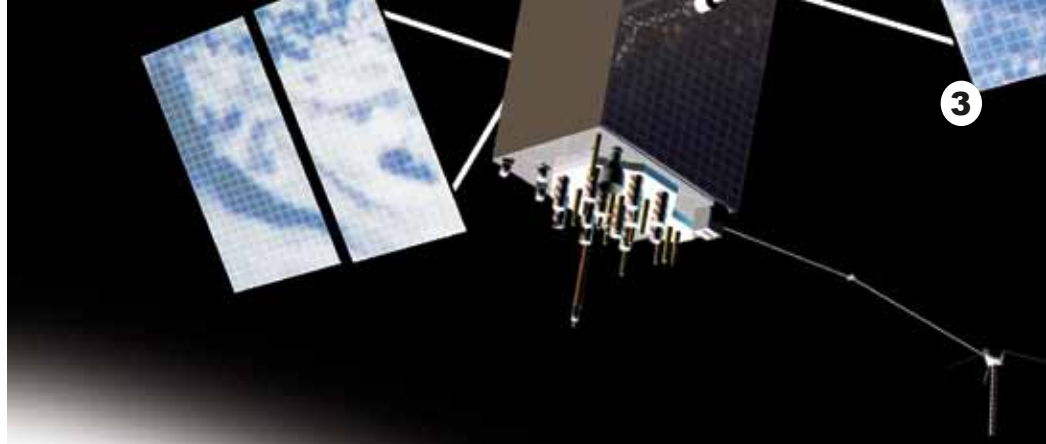
Energy Information Association's FUEL UPDATE

EIA expects regular-grade motor gasoline retail prices to average \$2.84 per gallon this winter, 19 cents per gallon higher than last winter. Retail diesel fuel prices are expected to average \$3.09 per gallon this winter, an increase of 29 cents per gallon over last winter. In 2011, higher crude oil prices combined with strengthening refiner margins push annual average prices for motor gasoline and diesel fuel to \$2.97 and \$3.19 per gallon, respectively.

On-highway Diesel Fuel			
Region	11/8/10	10/11/10	11/09/09
East Coast	3.114	3.065	2.821
New England	3.170	3.118	2.866
Central Atlantic	3.225	3.178	2.926
Lower Atlantic	3.061	3.011	2.772
Midwest	3.102	3.055	2.779
Gulf Coast	3.030	2.982	2.746
Rocky Mtns	3.199	3.085	2.823
West Coast	3.273	3.239	2.909
California	3.279	3.215	2.972

Prices listed above are diesel averages in dollars per gallon.

Up-to-date statistics are available from the Department of Energy at www.eia.doe.gov.



Electronic On-board Recorders

New legislation aimed at truckers

Senators Mark Pryor, D-AR and Lamar Alexander, R-TN have recently introduced Senate Bill 3884 (The Commercial Driver Compliance Improvement Act) that if passed into law would mandate all commercial motor vehicles involved in interstate commerce and subject to hours of service (HOS) be equipped with electronic on-board recorders (EOBRs). The Federal Motor Carriers Safety Administration (FMCSA) is also expected to issue a proposed rule mandating EOBRs for a much broader portion of the carrier population as soon as the first quarter of next year.

Under a law that went into effect June 4, 2010 with a compliance date of July 1, 2012, interstate carriers found with 10% or more hours of service (HOS) violations during a compliance review will be required to install EOBRs in all their vehicles for a minimum of two years. Until that date, carriers are subject to fines and the potential to be placed out of service. However, the FMCSA continues to aggressively push installation of the devices on HOS violators as seen in a recent action against JBS Carriers, Inc. of Greeley, Colorado.

In the final settlement agreement issued by the FMCSA on October 7, 2010, the agency cited JBS Carriers for 102 counts of falsifying drivers' HOS records and three counts of allowing drivers with a suspended, revoked or canceled commercial driver's license to operate a motor vehicle. The company was offered to either install EOBRs on all their 700+ vehicles by March 2011 or pay a \$81,780 fine.

Currently, SB 3884 is a bit in limbo. If Congress does not act on the legislation during the post-election lame duck session, then the bill will need to be reintroduced when the next Congress convenes in January.

Tamper-resistant EOBRs are capable of communicating with the engine's control module, identifying the individual operating the vehicle, recording driving time, providing real-time tracking of a vehicle's location and enabling law enforcement to access the information contained in the device during roadside inspections.



Studies show declines in Distracted Driving

The National Highway Traffic Safety Administration (NHTSA) released interim data from its pilot enforcement programs underway in Hartford, Connecticut and Syracuse, New York. Dubbed "Phone in One Hand, Ticket in the Other," the year-long pilot campaigns were launched in April to test whether increased law enforcement efforts combined with public service announcements can succeed in getting distracted drivers to put down their cell phones and focus on the road.

During two week-long periods of stepped up enforcement, police in Hartford have written approximately 4,956 tickets and Syracuse police have issued 4,446 tickets for violations involving drivers talking or texting on cell phones. Before and after each enforcement wave, NHTSA conducted observations of driver cell phone use and collected public awareness surveys at driver licensing offices in each test and comparison site. Based on these observations and surveys, hand-held cell phone use has dropped 56% in

Hartford and 38% in Syracuse to date. Texting while driving has declined 68% in Hartford and 42% in Syracuse.

There are three main types of distraction:

- Visual — taking your eyes off the road
- Manual — taking your hands off the wheel
- Cognitive — taking your mind off what you're doing

Distracted driving is any non-driving activity a person engages in that has the potential to distract him or her from the primary task of driving and increase the risk of crashing. While all distractions can endanger drivers' safety, texting is the most alarming because it involves all three types of distractions.

In 2009, nearly 5,500 people died and half a million were injured in crashes involving a distracted driver. According to NHTSA research, distraction-related fatalities represented 16% of overall traffic fatalities in 2009.

The information in this newsletter is taken from sources which we believe to be reliable, but is not guaranteed and isn't necessarily a complete statement of all the available data. Conclusions are based solely upon our best judgement and analysis of technical factors and industry information sources.

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