

PUNJABI Trucking

ਟਰੱਕਰਾਂ ਦੀ ਬੁਲੰਦ ਆਵਾਜ਼

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ਟੇਨੇਸੀ ਦੁਆਰਾ ਸ਼ਿਕਾਰੀ
ਟੋਅਿੰਗ ਦੇ ਖਿਲਾਫ ਲਾਗੂ
ਕੀਤੇ ਨਵੇਂ ਕਾਨੂੰਨ

*NHTSA Refuses Petition
from Safety Advocates on
Rear Impact Guards*

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FROM THE EDITOR

Raman S. Dhillon

THE ROAD AHEAD IN THE TRUCKING INDUSTRY

Technological innovation is revolutionizing the trucking industry in ways previously thought impossible. The advent of autonomous vehicles promises to reshape the landscape, reduce accidents caused by human error, and improve efficiency through optimized routes. While fully autonomous trucks are still a work in progress, incremental advancements in driver assistance systems and vehicle-to-everything (V2X) communication are already enhancing safety and operational efficiency. Moreover, telematics and big data analytics are transforming fleet management. Real-time data on vehicle performance, driver behavior, and route optimization enable fleets to operate more efficiently, reduce fuel consumption, and cut operational costs. Embracing these technologies is not just an option but a necessity for companies aiming to stay competitive.

As environmental concerns intensify, the trucking industry faces mounting pressure to reduce its carbon footprint.

Transitioning to electric and alternative fuel vehicles is becoming a crucial step in this direction. Electric trucks, though currently limited in range and charging infrastructure, hold the promise of a cleaner future. Investments in hydrogen fuel cell technology and biofuel cell advancements also offer viable alternatives, each with its unique benefits and challenges. In addition to vehicle technology, optimizing logistics and reducing empty miles through smarter route planning and load management can significantly cut emissions. Companies that prioritize sustainability not only contribute to a greener planet but also position themselves as leaders in an increasingly eco-conscious marketplace.

Safe Trucking!!



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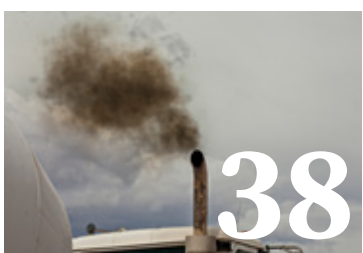
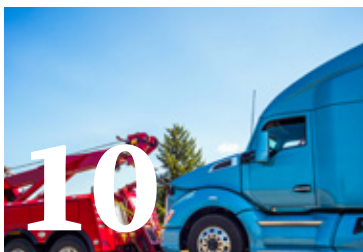
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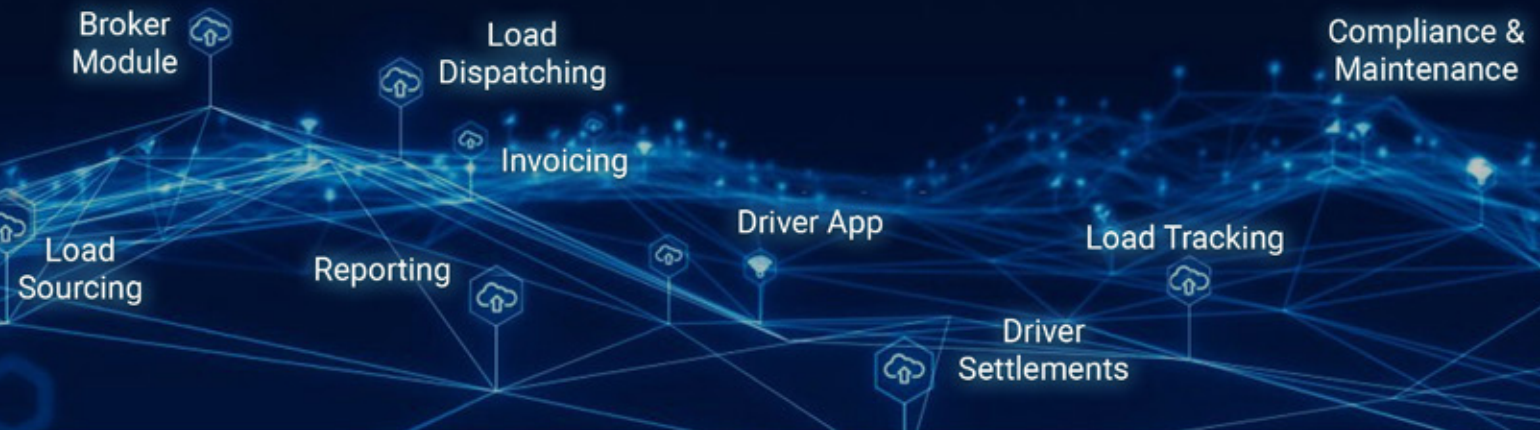
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ਟੇਨੇਸੀ ਦੁਆਰਾ ਸ਼ਿਕਾਰੀ ਟੋਅਿੰਗ ਦੇ ਖਿਲਾਫ ਲਾਗੂ ਕੀਤੇ ਨਵੇਂ ਕਾਨੂੰਨ

ਦੱਖਣੀ ਅਮਰੀਕਾ ਵਿਚ ਟੋਅਿੰਗ ਦੇ ਵਾਧੇ ਨਾਲ, ਟੇਨੇਸੀ ਨੇ ਵਪਾਰਕ ਵਾਹਨ ਦੀ ਲਾਇਸੈਂਸ ਪਲੇਟ ਜਾਂ ਅਮਰੀਕੀ ਡਿਪਾਰਟਮੈਂਟ ਔਫ ਟਰਾਂਸਪੋਰਟੇਸ਼ਨ ਨੰਬਰ ਵਾਲੇ ਟਰੱਕ ਜਾਂ ਟ੍ਰੇਲਰ 'ਤੇ ਬੂਟ ਲਗਾਉਣਾ ਗੈਰਕਾਨੂੰਨੀ ਕਰ ਦਿੱਤਾ ਹੈ।

ਸਟੇਟ ਸੈਨੇਟਰ ਜੈਕ ਜੌਨਸਨ ਅਤੇ ਰਿਪ੍ਰੀਜ਼ੈਂਟੇਟਿਵ ਜੇਕ ਮੈਕਕੈਲਮਨ ਦੁਆਰਾ ਲਿਖਿਆ ਗਿਆ ਹੈ ਕਿ ਟੋਅਿੰਗ, ਇਮੋਬਿਲਾਈਜ਼ੇਸ਼ਨ ਅਤੇ ਓਵਰਸਾਈਟ ਨਾਰਮਲਾਈਜ਼ੇਸ਼ਨ (MOTION) ਐਕਟ ਦਾ ਮੁੱਖ ਉਦੇਸ਼ ਉਹਨਾਂ ਸ਼ਿਕਾਰੀ ਟੋਅਿੰਗ ਕੰਪਨੀਆਂ

ਨੂੰ "ਜਵਾਬਦੇਹ" ਠਹਿਰਾਉਣਾ ਹੈ ਜੋ ਵਪਾਰਕ ਟਰੱਕਾਂ ਅਤੇ ਹੋਰ ਵਾਹਨਾਂ ਉੱਤੇ ਨਿਸ਼ਾਨਾ ਲਗਾ ਕੇ ਵੱਡੀ ਰਕਮ ਹਾਸਲ ਕਰਨ ਦੀ ਉਮੀਦ ਕਰਦੀਆਂ ਹਨ।

ਸਟੇਟ ਸੈਨੇਟਰ ਜੈਕ ਜੌਨਸਨ ਨੇ ਕਿਹਾ, "ਲੋਕ ਇਨ੍ਹਾਂ ਵਿੱਚੋਂ ਇੱਕ ਬੂਟਿੰਗ ਡਿਵਾਈਸ ਖਰੀਦਣਗੇ ਅਤੇ ਪਾਰਕਿੰਗ ਲੌਟਸ ਵਿੱਚ ਆਉਣਗੇ ਅਤੇ ਲੋਕਾਂ ਦੀਆਂ ਕਾਰਾਂ 'ਤੇ ਬੂਟ ਲਗਾਉਣੇ ਸ਼ੁਰੂ ਕਰ ਦੇਣਗੇ। ਜਿਸ ਤੋਂ ਬਾਅਦ ਉਹ ਉਹਨਾਂ ਦੇ ਰੈਸਟੋਰੈਂਟ ਤੋਂ ਬਾਹਰ ਆਉਣ ਦੀ ਉਡੀਕ ਕਰਨਗੇ ਅਤੇ ਫਿਰ ਉਹਨਾਂ ਨੂੰ

ਬੂਟ ਹਟਾਉਣ ਲਈ \$200 ਜਾਂ ਕੁਝ ਹੋਰ ਦੇਣ ਦੀ ਮੰਗ ਕਰਨਗੇ"।

ਡੋਨਾ ਇੰਗਲੈਂਡ, ਪ੍ਰਧਾਨ ਅਤੇ ਟੇਨੇਸੀ ਮੋਟਰ ਟਰੱਕ ਐਸੋਸੀਏਸ਼ਨ ਦੀ ਸੀ.ਈ.ਓ., ਨੇ ਕਾਨੂੰਨ ਦੀ ਪ੍ਰਸ਼ੰਸਾ ਕਰਦਿਆਂ ਕਿਹਾ, "ਕਿ ਇਹ ਕਾਨੂੰਨ ਸਿਰਫ ਟੇਨੇਸੀ ਦੇ ਨਿਵਾਸੀਆਂ ਦੀ ਮਦਦ ਨਹੀਂ ਕਰਦਾ ਬਲਕਿ ਦੇਸ਼ ਭਰ ਦੇ ਟਰੱਕ ਚਲਾਉਣ ਵਾਲਿਆਂ ਨੂੰ ਵੀ ਲਾਭ ਦੇਵੇਗਾ।"

ਇੰਗਲੈਂਡ ਇਸ ਮੁੱਦੇ ਨਾਲ ਚੰਗੀ ਤਰ੍ਹਾਂ ਵਾਕਫ ਹੈ, ਕਿਉਂਕਿ ਉਹਨਾਂ ਨੇ ਆਪਣੇ



ਐਸੋਸੀਏਸ਼ਨ ਦੇ ਮੈਂਬਰਾਂ ਤੋਂ ਮੈਮਬਰਸ ਵਿੱਚ ਸ਼ਿਕਾਰੀ ਤਰੀਕਿਆਂ ਅਤੇ ਅਲਾਬਾਮਾ ਟਰੱਕਿੰਗ ਐਸੋਸੀਏਸ਼ਨ ਦੇ ਸੀ.ਈ.ਓ. ਮਾਰਕ ਕੋਲਸਨ ਤੋਂ ਉਸ ਰਾਜ ਵਿੱਚ ਅਜਿਹੇ ਹੀ ਮੁੱਦਿਆਂ ਬਾਰੇ ਸੁਣਿਆ ਹੈ।

“ਇੱਕ ਮੈਂਬਰ ਨੂੰ ਵੈਸਟ ਮੈਮਬਰਸ, ਆਰਕਾਂਸਾ ਤੋਂ ਖਿੱਚਿਆ ਗਿਆ ਅਤੇ \$3,500 ਚਾਰਜ ਕੀਤਾ ਗਿਆ, ਜਦਕਿ ਦੂਸਰੇ ਨੂੰ ਮਿਸਿਸਿਪੀ ਤੋਂ ਇੱਕ ਮਿਡੀਅਮ-ਡਿਊਟੀ ਰੈਕਰ ਨਾਲ ਖਿੱਚਿਆ ਗਿਆ, ਜਿਸ ਨਾਲ ਉਹਨਾਂ ਦੇ ਵਾਹਨ ਨੂੰ ਨੁਕਸਾਨ ਹੋਇਆ ਤੇ ਉਹਨਾਂ ਨੂੰ \$4,500 ਚਾਰਜ ਕੀਤਾ ਗਿਆ। ਇੰਗਲੈਂਡ ਨੇ ਕਿਹਾ ਕਿ ਕਈ ਰਿਪੋਰਟਾਂ ਵਿੱਚ ਮੈਮਬਰਸ ਦੇ ਵੱਖ-ਵੱਖ ਸਥਾਨਾਂ ਤੋਂ ਟਰੱਕਾਂ ਨੂੰ ਟੋਆਇਆ ਜਾ ਰਿਹਾ ਹੈ” ਟਰੱਕ ਸਟਾਪ ਅਤੇ ਪਾਰਕਿੰਗ ਲਾਟਾਂ ਜਿੱਥੇ ਪਾਰਕਿੰਗ ਬਾਰੇ ਕੋਈ ਸਾਈਨ ਨਹੀਂ ਹੁੰਦਾ, ਅਕਸਰ ਇਹ ਸ਼ਿਕਾਰੀਆਂ ਦੁਆਰਾ ਵਰਤਿਆ ਜਾਂਦਾ ਹੈ।

ਇੰਗਲੈਂਡ ਨੇ ਕਿਹਾ ਕਿ “ਸਾਡਾ ਮਕਸਦ ਮਾਨਯੋਗ ਟੋਅਿੰਗ ਕੰਪਨੀਆਂ ਨੂੰ ਨੁਕਸਾਨ ਪਹੁੰਚਾਉਣਾ ਨਹੀਂ ਹੈ, ਬਲਕਿ ਸਾਰੇ ਸ਼ਾਮਲ ਪੱਖਾਂ ਲਈ ਇੱਕ ਸਾਫ਼ ਖੇਡ ਦਾ ਮੈਦਾਨ ਬਣਾਉਣਾ ਹੈ। ਸਾਡੀ ਐਸੋਸੀਏਸ਼ਨ ਵਿੱਚ ਕਈ ਟੋਅਿੰਗ ਕੰਪਨੀਆਂ ਹਨ, ਜਿਨ੍ਹਾਂ ਨਾਲ ਕੰਮ ਕਰਨਾ ਬਹੁਤ ਚੰਗਾ ਹੈ,”।

ਮੋਸ਼ਨ ਦੇ ਤਹਿਤ, ਵਾਹਨ ਨੂੰ ਬੂਟ ਲਗਾਉਣਾ ਸਿਰਫ਼ ਉਹਨਾਂ ਵਪਾਰਕ ਪਾਰਕਿੰਗ ਲਾਟਾਂ ਵਿੱਚ ਕਾਨੂੰਨੀ ਹੋਵੇਗਾ, ਜਿੱਥੇ ਇੱਕ ਲਾਇਸੈਂਸ ਪ੍ਰਾਪਤ ਪਾਰਕਿੰਗ ਅਟੈਂਡੈਂਟ ਹੋਵੇ, ਜਿਸ ਦੀ ਵਰਦੀ ਅਤੇ ਦਸਤਾਵੇਜ਼ ਸੌਖੇ ਤਰੀਕੇ ਨਾਲ ਪੜ੍ਹਾਣਯੋਗ ਹਨ,, ਜ਼ਮੀਨੀ ਤੌਰ 'ਤੇ ਮੌਜੂਦ ਹੋਵੇਗਾ ਅਤੇ ਸੰਪਰਕ ਕੀਤੇ ਜਾਣ ਤੋਂ ਬਾਅਦ 45 ਮਿੰਟਾਂ ਦੇ ਅੰਦਰ ਬੂਟ ਹਟਾ ਦੇਵੇਗਾ।

ਬੂਟ ਹਟਾਉਣ ਦੀ ਫੀਸ \$75 ਤੱਕ ਸੀਮਿਤ ਹੈ, ਜੋ ਕਿ ਡੇਬਿਟ ਜਾਂ ਕਰੈਡਿਟ ਕਾਰਡ ਨਾਲ ਭੁਗਤਾਨ ਕੀਤੀ ਜਾ ਸਕਦੀ ਹੈ। ਪਾਰਕਿੰਗ ਲਾਟ

ਦੇ ਸਾਈਨ ਦੁਆਰਾ ਉਪਭੋਗਤਾਵਾਂ ਨੂੰ ਜਾਣਕਾਰੀ ਦਿਤੀ ਜਾਣੀ ਚਾਹੀਦੀ ਹੈ ਕਿ ਪਾਰਕ ਵਿੱਚ ਬਿਨਾਂ ਭੁਗਤਾਨ ਕੀਤੇ ਹੋਏ ਵਾਹਨ ਬੂਟ ਕੀਤੇ ਜਾ ਸਕਦੇ ਹਨ ਜਾਂ ਟੋਅ ਕੀਤੇ ਜਾ ਸਕਦੇ ਹਨ। ਕਾਨੂੰਨ ਇਹ ਵੀ ਲਾਜ਼ਮੀ ਕਰਦਾ ਹੈ ਕਿ ਜੇਕਰ ਟੋਨੇਸੀ ਵਿੱਚ ਉਨ੍ਹਾਂ ਦੇ ਵਾਹਨ ਨੂੰ ਟੋਅ ਕੀਤਾ ਜਾਵੇ, ਵੇਚਿਆ ਜਾਵੇ ਜਾਂ ਟੋਅਿੰਗ ਕੰਪਨੀ ਦੁਆਰਾ ਤਬਾਹ ਕੀਤਾ ਗਿਆ ਹੋਵੇ ਤਾਂ ਵਾਹਨ ਮਾਲਕਾਂ ਨੂੰ ਢੰਗ ਨਾਲ ਸੂਚਿਤ ਕੀਤਾ ਜਾਵੇ।

ਅਮਰੀਕਨ ਟਰੱਕਿੰਗ ਐਸੋਸੀਏਸ਼ਨ ਦੇ ਪ੍ਰਧਾਨ, ਕ੍ਰਿਸ ਸਪੀਅਰ ਨੇ ਵੀ ਬਿੱਲ ਦੀ ਪ੍ਰਸ਼ੰਸਾ ਕਰਦਿਆਂ ਕਿਹਾ, “ਸ਼ਿਕਾਰੀ ਟੋਅਿੰਗ ਕੰਪਨੀਆਂ ਜੋ ਵਾਧੂ ਅਤੇ ਧੋਖਾਧੜੀ ਭਰੇ ਇਨਵੇਇਸ ਨਾਲ ਉਪਕਰਣ ਅਤੇ ਸਮਾਨ ਨੂੰ ਬੰਦੀ ਬਣਾ ਲੈਂਦੀਆਂ ਹਨ, ਪੂਰੇ ਟੋਅਿੰਗ ਖੇਤਰ ਦੀ ਪ੍ਰਤਿਸ਼ਠਾ ਨੂੰ ਨੁਕਸਾਨ ਪਹੁੰਚਾਉਂਦੀਆਂ ਹਨ। ਉਹਨਾਂ ਨੇ ਬਹੁਤ ਲੰਬੇ ਸਮੇਂ ਤੱਕ ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਦਾ ਫਾਇਦਾ ਉਠਾਇਆ ਹੈ, ਅਤੇ ਅਸੀਂ ਹੋਰ ਅਧਿਕਾਰਤ ਭੁਗਤਾਨ ਕਰਨ ਤੋਂ ਮਨਾ ਕਰਦੇ ਹਾਂ।”





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Tennessee Puts Into MOTION New Law to Fight Predatory Towing

With predatory towing on the rise throughout the Southern U.S., Tennessee has made it illegal to install a boot on a truck or trailer with a commercial vehicle license plate or U.S. Department of Transportation number.

Written by state Sen. Jack Johnson and Rep. Jake McCalmon, the Modernization of Towing, Immobilization and Oversight Normalization (MOTION) Act has as its major goal to hold “accountable” those predatory towing companies who have preyed on commercial

trucks and other vehicles, hoping to get paid a sizable fee.

“Individuals out there will buy one of these booting devices and show up in parking lots and start putting boots on people’s cars, and then [are] waiting for them to come out of the

restaurant and telling them to pay \$200 or something in order to get that boot removed,” said state Sen. Jack Johnson.

Donna England, president, and CEO of Tennessee Motor Truck Association, praised the legislation saying, “This legislation not only helps Tennesseans but will also benefit truckers across the country.”

England has become well aware of the issue, having heard from members of her association about predatory practices in Memphis as well as from Alabama Trucking Association CEO Mark Colson about similar problems in that state.

“One member was towed from West Memphis, Ark., and charged \$3,500, while another was towed

from Mississippi with a medium-duty wrecker, which damaged their vehicle, and was charged \$4,500. Numerous reports indicated trucks being towed from various locations around Memphis,” England said. Truck stops and parking lots with no posted signs regarding parking are often used by these predators.

“Our goal is not to harm reputable towing companies but to create a fair playing field for everyone involved. We have several towing companies in our association who are fantastic to work with,” England said.

Under MOTION, vehicle booting will only be legal in commercial parking lots where a licensed parking attendant with an easily recognizable uniform and credentials is physically present to remove the boot within 45

minutes after being contacted.

Boot removal fees are limited to \$75, payable with debit or credit cards. Parking lot signs must inform users that unpaid parked vehicles can be booted or towed. The law also requires vehicle owners in Tennessee to be properly notified if their vehicle is towed, sold, or demolished by a towing company.

American Trucking Associations President Chris Spear also praised the bill saying, “Predatory towing companies that hold equipment and cargo hostage with inflated, excessive and fraudulent invoices tarnish the reputation of the entire towing sector. They have taken advantage of the trucking industry for far too long, and we refuse to continue making these ransom payments any longer.”



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NHTSA ਨੇ ਪਿਛਲੇ ਟਕਰਾਅ ਗਾਰਡਾਂ 'ਤੇ ਸੁਰੱਖਿਆ ਐਡਵੋਕੇਟ ਤੋਂ ਆਈ ਪਟੀਸ਼ਨ ਨੂੰ ਠੁਕਰਾਇਆ

ਨੈਸ਼ਨਲ ਹਾਈਵੇ ਟ੍ਰੈਫਿਕ ਸੇਫਟੀ ਐਡਮਿਨਿਸਟ੍ਰੇਸ਼ਨ (NHTSA) ਨੇ ਹਾਲ ਹੀ ਵਿੱਚ ਇੱਕ ਪਟੀਸ਼ਨ ਨੂੰ ਰੱਦ ਕੀਤਾ ਹੈ, ਜੋ 2022 ਦੇ ਨਿਯਮ ਨੂੰ ਮੁੜ ਵਿਚਾਰਨ ਦੀ ਮੰਗ ਕਰਦਾ ਸੀ। ਇਸ ਨਿਯਮ ਨੇ ਟ੍ਰੇਲਰਾਂ ਅਤੇ ਸੈਮੀ ਟ੍ਰੇਲਰਾਂ 'ਤੇ ਪਿਛਲੇ ਸੁਰੱਖਿਆ ਗਾਰਡਾਂ ਲਈ ਸਖ਼ਤ ਮਾਪਦੰਡਾਂ ਦੀ ਮੰਗ ਕੀਤੀ ਸੀ।

ਪ੍ਰਕਾਸ਼ਿਤ ਨਿਯਮ ਦੀ ਮੰਗ ਸੀ ਕਿ “ਪਿਛਲੇ

ਟਕਰਾਅ ਗਾਰਡਾਂ ਨੂੰ ਪਾਸੇ ਕਾਰਾਂ ਦੀ ਸੁਰੱਖਿਆ ਕਰਨ ਲਈ ਕਾਫ਼ੀ ਮਜ਼ਬੂਤੀ ਅਤੇ ਊਰਜਾ ਸ਼ੋਸ਼ਣ ਮੁਹੱਈਆ ਕਰਨਾ ਚਾਹੀਦਾ ਹੈ” ਜਦੋਂ ਉਹ 35 ਮੀਲ ਪ੍ਰਤੀ ਘੰਟੇ ਦੀ ਗਤੀ 'ਤੇ ਟ੍ਰੇਲਰਾਂ ਦੇ ਪਿਛਲੇ ਹਿੱਸੇ ਨੂੰ ਟੱਕਰ ਮਾਰਦੇ ਹਨ।

50% ਜਾਂ 30% ਓਵਰਲੈਪ

ਨਿਯਮਾਂ ਦੇ ਨਾਲ ਪੈਸੇਂਜਰ ਵਾਹਨਾਂ ਦੇ ਯਾਤਰੀਆਂ ਦੀ ਸੁਰੱਖਿਆ ਕਰਨਾ ਹੈ ਜਦੋਂ ਉਹ

ਟ੍ਰੇਲਰ ਦੇ ਪਿਛਲੇ ਹਿੱਸੇ ਤੇ ਟੱਕਰ ਮਾਰਦੇ ਹਨ ਅਤੇ ਜਦੋਂ ਵਾਹਨ ਦੀ ਚੌੜਾਈ ਦਾ 50% ਹਿੱਸਾ ਟ੍ਰੇਲਰ ਦੇ ਪਿਛਲੇ ਹਿੱਸੇ ਨਾਲ ਓਵਰਲੈਪ ਕਰਦਾ ਹੈ, ਪਟੀਸ਼ਨਕਰਤਾਵਾਂ ਦਾ ਤਰਕ ਸੀ ਕਿ ਨਿਯਮ ਨੂੰ 30% ਓਵਰਲੈਪ ਲਈ ਪਿਛਲੇ ਗਾਰਡਾਂ ਦੀ ਮੰਗ ਕਰਨੀ ਚਾਹੀਦੀ ਹੈ।

ਇਹ ਮੰਨਦੇ ਹਨ ਕਿ ਨਿਯਮ ਨੇ ਪੈਸੇਂਜਰ ਕਾਰਾਂ ਦੀ ਸੁਰੱਖਿਆ ਲਈ ਕੁਝ ਖਾਸ ਕੀਤਾ,

ਸੁਰੱਖਿਆ ਸੰਸਥਾਵਾਂ ਦੇ ਗਠਜੋੜ, ਜਿਵੇਂ ਕਿ ਐਡਵੋਕੇਟ ਫੋਰ ਹਾਈਵੇ ਐਂਡ ਆਟੋ ਸਫੇਟੀ (Advocates), ਟਰੱਕ ਸਫੇਟੀ ਕਾਲਿਸ਼ਨ (ਟੀ ਐਸ ਸੀ), ਸਿਟੀਜੈਂਸ ਸਿਟੀਜ਼ਨਜ਼ ਫੋਰ ਰਿਲੀਏਬਲ ਐਂਡ ਸੇਫ ਹਾਈਵੇਜ਼ (CRASH) ਅਤੇ ਪੇਰੋਟਸ ਅਗੈਸਟ ਟਾਈਰਡ ਟ੍ਰੱਕਰਜ਼ (PATT) ਨੇ 2022 ਵਿੱਚ ਨਿਯਮ ਦੇ ਪ੍ਰਕਾਸ਼ਨ ਤੁਰੰਤ ਬਾਅਦ NHTSA ਨੂੰ ਪਟੀਸ਼ਨ ਦਿੱਤੀ ਸੀ।

NHTSA ਨੇ TIFA ਡੇਟਾ ਦੀ ਵਰਤੋਂ ਨੂੰ ਕਾਇਮ ਰੱਖਿਆ

ਆਪਣੀ ਪਟੀਸ਼ਨ ਦੇ ਇਨਕਾਰ ਵਿੱਚ, ਯੂਐਸ ਨੇ ਟਰੱਕਸ ਇਨ ਫੇਟਲ ਐਕਸਿਡੈਂਟਸ (TIFA) ਡੇਟਾਬੇਸ ਤੋਂ ਵਰਤੋਂ ਗਏ ਡੇਟਾ ਦਾ ਬਚਾਅ ਕੀਤਾ ਤੇ ਇਹ ਨੋਟ ਕੀਤਾ ਕਿ ਇਹ ਘਾਤਕ ਹਾਦਸਿਆਂ ਵਿੱਚ ਸ਼ਾਮਲ ਵੱਡੇ ਟਰੱਕਾਂ ਦੀ ਗਿਣਤੀ ਨੂੰ ਨਿਰਧਾਰਿਤ ਕਰਨ ਲਈ ਜ਼ਿਆਦਾ ਸਹੀ ਸੀ।

ਏਜੰਸੀ ਏਜੰਸੀ ਦੇ ਕਹਿਣ ਮੁਤਾਬਿਕ ਕਿ ਨਵੇਂ ਨਿਯਮ ਬਣਾਉਣ ਸਮੇਂ, "ਇਸ ਤੋਂ ਇਹ ਵਿਚਾਰ ਕਰਨ ਦੀ ਲੋੜ ਹੈ। ਜਿਸ ਵਾਹਨ ਪ੍ਰਕਾਰ

ਲਈ ਇਹ ਨਿਰਧਾਰਿਤ ਕੀਤਾ ਗਿਆ ਹੈ ਉਸ ਦੇ ਲਈ ਉਚਿਤ ਹੈ ਜਾਂ ਨਹੀਂ।" ਉਹਨਾਂ ਨੇ ਨੋਟ ਕੀਤਾ ਕਿ 30% ਓਵਰਲੈਪ ਮਾਪਦੰਡ ਦੀ ਮੰਗ ਕਰਨਾ "ਮੰਨਣਯੋਗ ਜਾਂ ਅਮਲਯੋਗ ਨਹੀਂ ਹੋਵੇਗਾ।"

ਵਾਪਸ ਲੜਦਾ ਹੋਇਆ TSC

TSC ਬੋਰਡ ਮੈਂਬਰ ਜੈਨਿਫਰ ਟਾਇਰਨੀ, ਜਿਸ ਦੇ ਪਿਤਾ ਦੀ ਮੌਤ ਟਰੱਕ ਨਾਲ ਟਕਰਾਉਣ ਕਾਰਨ ਹੋਈ ਸੀ ਜਿਸ 'ਤੇ ਪਿਛਲੇ ਸੁਰੱਖਿਆ ਗਾਰਡ ਨਹੀਂ ਸਨ, ਨੇ ਕਿਹਾ, "NHTSA ਦਾ ਫੈਸਲਾ ਗਲਤ ਅਤੇ ਅਸੁਰੱਖਿਅਤ ਹੈ। ਮੋਟਰਿੰਗ ਜਨਤਾ ਨੂੰ ਇਹਨਾਂ ਹਿੰਸਕ ਅਤੇ ਭਿਆਨਕ ਹਾਦਸਿਆਂ ਤੋਂ ਬਚਾਉਣ ਦਾ ਅਧਿਕਾਰ ਰੱਖਣ ਵਾਲੀ ਇੱਕ ਮਾਤਰ ਏਜੰਸੀ ਸੁਰੱਖਿਆ ਦੇ ਨਾਂ 'ਤੇ ਸਾਕਾਰਾਤਮਕ ਹੋਣ ਤੋਂ ਇਨਕਾਰ ਕਰ ਰਹੀ ਹੈ। NHTSA ਦੇ ਮੌਜੂਦਾ ਗਤੀ ਨਾਲ, ਇਹ ਸੰਭਵ ਹੈ ਕਿ ਪੂਰੀ ਉਚਿਤ ਅੰਡਰਰਾਈਡ ਸੁਰੱਖਿਆ ਦੀ ਮੰਗ ਕਰਦਿਆਂ ਮੈਂ ਮਰ ਚੁੱਕੀ ਹੋਵਾਂ।"

TSC ਦੇ ਬਿਆਨ ਅਨੁਸਾਰ, "ਅੰਡਰਰਾਈਡ ਹਾਦਸਿਆਂ ਵਿੱਚ ਇੱਕ ਪੈਸੇਂਜਰ ਵਾਹਨ ਵੱਡੇ

ਟਰੱਕ ਦੇ ਸਾਹਮਣੇ, ਪਾਸੇ ਜਾਂ ਪਿੱਛੇ ਤੋਂ ਲੰਘਦਾ ਹੈ। ਇਹ ਹਾਦਸੇ ਲਗਭਗ ਹਮੇਸ਼ਾਂ ਘਾਤਕ ਹੁੰਦੇ ਹਨ ਜਾਂ ਜ਼ਿੰਦਗੀ ਭਰ ਲਈ ਢਿੱਲ ਪਾ ਦੇਣ ਵਾਲੀਆਂ ਚੋਟਾਂ ਲਾਉਂਦੇ ਹਨ, ਕਿਉਂਕਿ ਇੱਕ ਪੈਸੇਂਜਰ ਵਾਹਨ ਦੀਆਂ ਮਿਆਰੀ ਸੁਰੱਖਿਆ ਵਿਸ਼ੇਸ਼ਤਾਵਾਂ ਅਕਸਰ ਓਦੋਂ ਤੱਕ ਲਾਗੂ ਨਹੀਂ ਹੁੰਦੀਆਂ ਜਦੋਂ ਵਾਹਨ ਟ੍ਰੇਲਰ ਦੇ ਹੇਠ ਲੰਘਦਾ ਹੈ। ਮਜ਼ਬੂਤ ਪਿਛਲੇ ਟਕਰਾਅ ਗਾਰਡ ਪੈਸੇਂਜਰ ਵਾਹਨਾਂ ਨੂੰ ਟ੍ਰੈਕਟਰ-ਟ੍ਰੇਲਰਾਂ ਦੇ ਪਿਛਲੇ ਹਿੱਸੇ ਦੇ ਹੇਠ ਲੰਘਣ ਤੋਂ ਰੋਕਦੇ ਹਨ, ਜਿਸ ਨਾਲ ਇੱਕ ਵਾਹਨ ਦੀਆਂ ਸੁਰੱਖਿਆ ਵਿਸ਼ੇਸ਼ਤਾਵਾਂ ਅਤੇ ਉਸਦੇ ਯਾਤਰੀਆਂ ਦੀ ਸੁਰੱਖਿਆ ਕਰ ਸਕਦੀਆਂ ਹਨ।"

TSC ਨੇ ਅੱਗੇ ਕਿਹਾ ਕਿ "ਇਹ ਇਨਕਾਰ ਉਸੇ ਏਜੰਸੀ ਦੀ ਰਿਪੋਰਟ ਦੇ ਬਾਅਦ ਆਇਆ ਹੈ ਕਿ ਇਕ ਹੋਰ ਸਾਲ ਦੇ ਵਿੱਚ ਟਰੱਕ ਹਾਦਸਿਆਂ ਵਿੱਚ ਮੌਤਾਂ ਦੀ ਗਿਣਤੀ ਵਿੱਚ ਵਾਧਾ ਹੋਇਆ ਹੈ। ਜਿਸ ਨਾਲ ਵੱਡੇ ਟਰੱਕ ਹਾਦਸਿਆਂ ਵਿੱਚ ਮਰਨ ਵਾਲਿਆਂ ਦੀ ਗਿਣਤੀ 5,900 ਤੋਂ ਵੱਧ ਹੋ ਗਈ ਹੈ।"

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NHTSA Refuses Petition from **Safety** Advocates on Rear Impact Guards

Standing by its data, the National Highway Traffic Safety Administration (NHTSA) recently denied a petition to reconsider its 2022 rule that mandated tougher standards for rear safety guards on

trailers and semi trailers.

The published rule required “rear impact guards to provide sufficient strength and energy absorption to protect occupants of compact and

subcompact passenger cars impacting the rear of trailers” at 35 mph.

50% or 30% Overlap

The rules’ goal is to protect passenger vehicle occupants when

they hit the center of the rear of a trailer and when 50% of the width of the vehicle overlaps the rear of the trailer. Petitioners argued the regulation should require rear guards designed for a 30% overlap.

Believing the rule didn't go far enough to protect passenger cars, a coalition of safety organizations, including Advocates for Highway and Auto Safety (Advocates), Truck Safety Coalition (TSC), Citizens for Reliable and Safe Highways (CRASH) and Parents Against Tired Truckers (PATT) petitioned the NHTSA immediately after the publication of the rule in 2022.

NHTSA Upholds Use of TIFA Data

In its denial of the petition, the NHTSA defended the data it used from the Trucks in Fatal Accidents (TIFA) database, noting that it was more accurate for determining the number of big trucks involved in fatal

accidents than NHTSA data.

The agency said that when writing new regulations, it needed to consider "whether a proposed standard is reasonable, practicable, and appropriate for the motor vehicle type for which it is prescribed." They noted that requiring the 30% overlap standard "would not be reasonable or practicable."

TSC Fights Back

TSC Board member Jennifer Tierney, who lost her father when he crashed into a truck that didn't have rear guards, said, "NHTSA's decision is abhorrent and indefensible. The one agency with the authority to protect the motoring public from these violent and gruesome crashes refuses to be proactive in the name of safety. At NHTSA's current pace, I may well be dead and buried before adequate underride protections are ever required."

According to a statement from TSC, "Underride crashes involve a passenger vehicle passing under the front, side, or rear of a large truck. These crashes are nearly always fatal or result in lifelong, debilitating injuries because standard safety features of a passenger vehicle frequently do not deploy as the vehicle passes underneath the trailer. Strong rear-impact guards prevent passenger vehicles from sliding under the rear of tractor-trailers, allowing a vehicle's safety features to protect its occupants accordingly."

TSC further said, the "denial comes on the heels of the same agency reporting that truck crash fatalities increased (again) for another consecutive year, with large truck crash deaths surpassing 5,900 lives lost."



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FMCSA Examines Predatory Towing in Public Discussion

Predatory towing and billing for heavy trucks was the topic at a recent public-comment session held by the Department of Transportation (DOT). The session included DOT Secretary Pete Buttigieg, truck owners and drivers and tow truck owners and drivers.

According to the American Trucking Associations (ATA), “Predatory towing entails any incident in which a towing operator severely overcharges; illegally seizes assets; damages assets by use of improper equipment; or illegitimately withholds release of a truck, trailer and/or cargo.”

FTC Involvement

Buttigieg made the argument that exorbitant and hidden fees for towing should be treated the same as the junk fees that are charged by other businesses and the problem falls under the Federal Trade Commission’s (FTC) efforts to get “Congress, and private companies to crack down on junk fees and provide consumers with the full price up front.”

Buttigieg said the DOT, “has been clear in our support for protections against predatory towing junk fees. We have a responsibility to act.”

ATRI Study

A study from the American Transportation Research Institute (ATRI) reported that 82% of truck

owners were overcharged by towing companies. These owners also claimed that they had been charged exorbitant “accessorial” fees that increased the total price for no apparent reason.

For their part, tow truck owners argued that many of these so-called junk fees are perfectly legitimate charges and that calling them “predatory” is an overly simplified reaction by truck owners and the government.

Tow Truck Owners Push Back

Bill Johnson, president of the Towing and Recovery Association of America (TRAA) takes exception with the ATRI report, saying the study was biased because it relied on “aggrieved operators” in its surveys.

Johnson also claimed the study lacked any distinction between consensual and non consensual towing. He said he “believes FMCSA should conduct research about improper billing” and that the “DOT’s position ignores the facts around the complexity” of some fees, especially those surrounding emergency responses.

Johnson was part of a robust group of those defending tow truck owners who have formed a group called the National Open Commerce and Safer Highways Coalition (NOCSHC). The coalition was formed when the FTC got involved. Johnson believes there is no

role for the FTC on this issue, arguing it’s a state and local problem.

NOCSHC board member Ron Meyers believes that recent comments from the FMCSA to the FTC docket treated legitimate tow truck owners badly. He noted that “What we do is not inexpensive” and can be an “extremely dangerous job.” He also noted that his company has often gone unpaid by carriers who do not have insurance or are underinsured.

Johnson echoed the non-payment issue, claiming that 40% “of truck wrecks went unpaid. He added that truck companies are not only paying for a single incident but also for towing companies to be at the ready 24 hours a day, 365 days a year.

Path Forward

Trucking representatives said they understood the towing companies’ problems and wanted a spirit of cooperation. “We have to be able to work cooperatively” and there should be a “symbiotic nature between tractor-trailers and tow trucks,” said ATA Deputy General Counsel Pam Bracher.

In the end the FMCSA and the TRAA agreed that a “Tow Services Transparency Task Force” was an important next step in the discussion.



Amazon Flex Drivers Seek Reclassification and Unpaid Wages

In the ongoing saga of worker classification issues across the U.S., nearly 16,000 delivery drivers have submitted arbitration claims against Amazon, saying that because the retail giant misclassified them as independent contractors instead of employees, they are owed unpaid wages and other benefits.

Filed with the American Arbitration Association, the claims from the Amazon Flex drivers join 453 similar cases that are currently being litigated. Amazon Flex uses drivers who deliver packages using their own car and a delivery app.

According to Amazon spokesperson Brandon Baribeau, the Flex program gives “individuals the opportunity to set their own schedule and be their own boss while earning competitive pay. We hear from most of the Amazon Flex delivery partners that they love the flexibility of the program, and we’re proud of the work they do on behalf of customers every day.”

But those who filed claims say that Amazon only pays them for a pre-set number of hours even if it may take longer to finish deliveries. The drivers involved are from California, Illinois or Massachusetts, states that have stringent rules about the classification of workers.

The claims assert the drivers should be classified as employees and not independent contractors because of the laws in those states. In California, an independent contractor must meet all three parts of the ABC test that was put into law with AB 5 in 2019.

Being reclassified as employees would provide drivers with overtime if they worked over 40 hours. They would also receive reimbursements for gas and vehicle maintenance. According to John Tindall, an attorney representing many of the drivers, gas and maintenance is a “huge expense to our clients.”

Eight arbitration hearings have already been held, with drivers successfully recouping an average of \$9,000 in damages in seven of the eight cases. Amazon has been adamant over the years that it opposes unionization because it wants to give its drivers flexibility.

A recent letter from 34 U.S. Senators (31 Democrats and 3 Republicans), reprimanded Amazon CEO Andy Jassy for lying to Congress about the company’s labor practices and providing “self-contradictory” information about the company’s third-party contractors.

“Andy Jassy and Jeff Bezos think they can lie to the American people and break the law without consequences,” said Teamsters General President Sean M. O’Brien in support of the letter.

Already this year, the Wisconsin Supreme Court upheld a lower court ruling that declared Flex drivers to be employees instead of independent contractors, allowing the drivers to be part of the state’s unemployment insurance system and entitled to jobless pay if they are laid off.



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Brake Safety Week Scheduled for Last Week in August

This year's Commercial Vehicle Safety Alliance's Brake Safety Week is slated for the week of Aug. 25-31. The event helps law enforcement in getting commercial trucks off the road that have braking problems.

In addition, there will be a one-day unannounced brake safety initiative which could happen at any time.

According to the CVSA website, "During both the announced and unannounced brake safety enforcement campaigns, commercial motor vehicle inspectors conduct brake system inspections (primarily Level IV inspections) on large trucks and buses throughout North America to identify brake-system violations."

Brake related safety issues are the leading cause of out-of-service violations cited during roadside inspections. Outreach and educational efforts are also part of Safety Week.

Every year the Alliance announces a priority area for inspectors. This year, inspectors will focus on brake linings and pads which was also a focus last year. Brake lining and pad issues will cause vehicle violations that can lower a trucking company's safety rating.

CVSA provided ten brake lining and pad tips for truckers:

- Inspect visible portions of the brake lining and pads as part of your pre- and post- trip inspections.
- Looks for signs of missing lining, such as grooves in the drum from rivet contact.
- Look at the shoe-to-drum clearance and ensure there is adequate lining on the shoe.
- Look for any signs of leaks from the hub or other components that may be contaminating the lining/pad surface.

- Ensure there are no missing lining blocks/pads.

- Check for visible cracks or voids in the lining block.
- Check for any exposed rivets or lining blocks that look loose on the shoe.

- On disc brakes, pay particular attention to the condition of the rotor, such as heavily rusted rotors across the entire friction surface on either side or metal-to-metal contact.

- Make sure all repairs are consistent with the brake manufacturer's requirements and guidelines.

- Note any issue in your driver vehicle inspection reports and report them to the motor carrier to have the defective linings/pads repaired.

Information from the inspections will be sent directly to the CVSA database, specifically information about brake linings and pads.

ਬਰੇਕ ਸੁਰੱਖਿਆ ਅਗਸਤ ਦੇ ਅਖੀਰਲੇ ਹਫ਼ਤੇ ਲਈ ਨਿਰਧਾਰਿਤ ਸਪਤਾਹ

ਇਸ ਸਾਲ ਦੀ ਵਪਾਰਕ ਵਾਹਨ ਸੁਰੱਖਿਆ ਸੰਧੀ ਦੀ ਬਰੇਕ ਸੁਰੱਖਿਆ ਸਪਤਾਹ 25-31 ਅਗਸਤ ਦੇ ਹਫ਼ਤੇ ਲਈ ਨਿਰਧਾਰਿਤ ਹੈ। ਇਸ ਇਵੈਂਟ ਦੇ ਦੌਰਾਨ ਕਾਨੂੰਨ ਲਾਗੂ ਕਰਨ ਵਾਲੇ ਅਧਿਕਾਰੀ ਉਹ ਵਪਾਰਕ ਟਰੱਕਾਂ ਨੂੰ ਸੜਕ ਤੋਂ ਹਟਾਉਣ ਵਿੱਚ ਮਦਦ ਕਰਦੇ ਹਨ, ਜਿਨ੍ਹਾਂ ਵਿੱਚ ਬਰੇਕ ਦੀਆਂ ਸਮੱਸਿਆਵਾਂ ਹੁੰਦੀਆਂ ਹਨ।

ਇਸ ਦੇ ਇਲਾਵਾ, ਇੱਕ ਦਿਨ ਦੀ ਬਿਨਾਂ ਸੁਚਨਾ ਬਰੇਕ ਸੁਰੱਖਿਆ ਪਹਿਲਕਦਮੀ ਵੀ ਹੋਵੇਗੀ, ਜੋ ਕਿ ਕਿਸੇ ਵੀ ਵੇਲੇ ਹੋ ਸਕਦੀ ਹੈ।

ਸੀ ਵੀ ਐਸ ਏ ਵੈੱਬਸਾਈਟ ਦੇ ਅਨੁਸਾਰ, “ਦੇਵੇਂ ਸੂਚਿਤ ਅਤੇ ਬਿਨਾਂ ਸੁਚਨਾ ਵਾਲੀਆਂ ਬਰੇਕ ਸੁਰੱਖਿਆ ਲਾਗੂ ਕਰਨ ਦੀਆਂ ਮੁਹਿੰਮਾਂ ਦੌਰਾਨ, ਵਪਾਰਕ ਮੋਟਰ ਵਾਹਨ ਨਿਰੀਖਕ ਪੂਰੇ ਉੱਤਰੀ ਅਮਰੀਕਾ ਵਿੱਚ ਵੱਡੇ ਟਰੱਕਾਂ ਅਤੇ ਬੱਸਾਂ 'ਤੇ ਬਰੇਕ ਸਿਸਟਮ ਦੀ ਜਾਂਚ (ਮੁੱਖ ਤੌਰ 'ਤੇ ਲੈਵਲੀਡ ਜਾਂਚਾਂ) ਕਰਦੇ ਹਨ ਤਾਂ ਕਿ ਬਰੇਕ ਸਿਸਟਮ ਦੀਆਂ ਉਲੰਘਣਾ ਨੂੰ ਪਛਾਣ ਸਕਣ।”

ਬਰੇਕ ਨਾਲ ਸੰਬੰਧਿਤ ਸੁਰੱਖਿਆ ਸਮੱਸਿਆਵਾਂ ਰੋਡ ਸਾਈਡ ਜਾਂਚਾਂ ਦੌਰਾਨ ਦਰਜ ਕੀਤੀਆਂ ਗਈਆਂ ਆਉਟ-ਆਫ-ਸਰਵਿਸ ਉਲੰਘਣਾਵਾਂ ਦਾ ਮੁੱਖ ਕਾਰਨ ਹਨ। ਜੋ ਸੁਰੱਖਿਆ ਸਪਤਾਹ ਦੌਰਾਨ ਜਾਗਰੂਕਤਾ ਅਤੇ ਸਿੱਖਿਆ ਯਤਨਾਂ ਦਾ ਵੀ ਹਿੱਸਾ ਹੈ।

ਹਰ ਸਾਲ ਸੰਧੀ ਨਿਰੀਖਕਾਂ ਲਈ ਤਰਜੀਹੀ ਖੇਤਰ ਦਾ ਐਲਾਨ ਕਰਦੀ ਹੈ। ਇਸ ਸਾਲ, ਨਿਰੀਖਕ ਬਰੇਕ ਲਾਈਨਿੰਗ ਅਤੇ ਪੈਡ ਤੇ ਧਿਆਨ ਕੇਂਦ੍ਰਿਤ ਕਰਨਗੇ, ਜੋ ਕਿ ਪਿਛਲੇ ਸਾਲ ਵੀ ਇੱਕ ਕੇਂਦਰੀ ਬਿੰਦੂ ਸੀ। ਬਰੇਕ ਲਾਈਨਿੰਗ ਅਤੇ ਪੈਡ ਨਾਲ ਸੰਬੰਧਿਤ ਸਮੱਸਿਆਵਾਂ ਵਾਹਨ ਉਲੰਘਣਾਵਾਂ ਦਾ ਕਾਰਨ ਬਣ ਸਕਦੀਆਂ ਹਨ, ਜੋ ਕਿ ਟਰੱਕਿੰਗ ਕੰਪਨੀ ਦੀ ਸੁਰੱਖਿਆ ਰੇਟਿੰਗ ਨੂੰ ਘਟਾਉਣ ਦਾ ਕਾਰਨ ਬਣ ਸਕਦੀਆਂ ਹਨ।

ਸੀ ਵੀ ਐਸ ਏ ਦੁਆਰਾ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਲਈ ਬਰੇਕ ਲਾਈਨਿੰਗ ਅਤੇ ਪੈਡ ਸੰਬੰਧੀ ਦਿੱਤੇ ਗਏ ਦੱਸ ਸੁਝਾਅ:

ਆਪਣੀਆਂ ਯਾਤਰਾ ਤੋਂ ਪਹਿਲਾਂ ਅਤੇ ਬਾਅਦ ਦੀਆਂ ਜਾਂਚਾਂ ਦੇ ਹਿੱਸੇ ਵਜੋਂ ਬਰੇਕ ਲਾਈਨਿੰਗ ਅਤੇ ਪੈਡ ਦੇ ਦਿੱਖਣ ਯੋਗ ਹਿੱਸਿਆਂ ਦੀ ਜਾਂਚ ਕਰੋ।

- ਲਾਈਨਿੰਗ ਗ੍ਰਿਮ ਹੋਣ ਦੇ ਸੰਕੇਤ ਵੇਖੋ, ਜਿਵੇਂ ਕਿ ਰਿਵੇਟ ਸੰਪਰਕ ਤੋਂ ਡਰਮ ਵਿੱਚ ਖੱਡ।

- ਸ਼ੂ ਤੋਂ ਡਰਮ ਦੀ ਦੂਰੀ ਨੂੰ ਵੇਖੋ ਅਤੇ ਯਕੀਨੀ ਬਣਾਓ ਕਿ ਸ਼ੂ ਤੇ ਕਾਫ਼ੀ ਲਾਈਨਿੰਗ ਹੈ।

- ਹੱਬ ਜਾਂ ਹੋਰ ਉਪਕਰਣਾਂ ਤੋਂ ਲੀਕ ਦੇ ਕਿਸੇ ਵੀ ਸੰਕੇਤ ਦੀ ਜਾਂਚ ਕਰੋ ਜੋ ਲਾਈਨਿੰਗ/ਪੈਡ ਸ਼ੂ ਨੂੰ ਗੰਦਲਾ ਕਰ ਰਹੇ ਹੋਣ।

- ਇਹ ਧਿਆਨ ਵਿੱਚ ਰੱਖੋ ਕਿ ਕੋਈ ਵੀ ਲਾਈਨਿੰਗ ਬਲਾਕ/ਪੈਡ ਗ੍ਰਿਮ ਨਾ ਹੋਣ।

- ਲਾਈਨਿੰਗ ਬਲਾਕ ਵਿੱਚ ਦਿੱਖਣਯੋਗ ਦਰਾਰਾਂ ਜਾਂ ਖਾਲੀ ਸਥਾਨਾਂ ਦੀ ਜਾਂਚ ਕਰੋ।

- ਸ਼ੂ 'ਤੇ ਕੋਈ ਵੀ ਉੱਘੜੇ ਹੋਏ ਰਿਵੇਟ ਜਾਂ ਲਾਈਨਿੰਗ ਬਲਾਕਾਂ ਦੀ ਜਾਂਚ ਕਰੋ ਜੋ ਢਿੱਲੇ ਲੱਗ ਰਹੇ ਹੋਣ।

- ਡਿਸਕ ਬਰੇਕਾਂ ਉੱਤੇ, ਜਿਵੇਂ ਕਿ ਰੋਟਰ ਦੇ ਦੋਨੋਂ ਪਾਸਿਆਂ ਦੇ ਸਾਰੇ ਘਰਸ਼ਣ ਸਤ੍ਹਾ 'ਤੇ ਬਹੁਤ ਜ਼ਿਆਦਾ ਲੱਗੇ ਹੋਏ ਜੰਗ ਜਾਂ ਧਾਤੂ-ਤੋਂ-ਧਾਤੂ ਸੰਪਰਕ ਦੀ ਹਾਲਤ ਤੇ ਖਾਸ ਧਿਆਨ ਦਿਓ।

- ਸੁਨਿਸ਼ਚਿਤ ਕਰੋ ਕਿ ਸਾਰੀਆਂ ਮੁਰੰਮਤਾਂ ਬਰੇਕ

ਨਿਰਮਾਤਾ ਦੀਆਂ ਲੋੜਾਂ ਅਤੇ ਦਿਸ਼ਾ-ਨਿਰਦੇਸ਼ਾਂ ਦੇ ਅਨੁਸਾਰ ਹਨ।

- ਆਪਣੀਆਂ ਡਰਾਈਵਰ ਵਾਹਨ ਜਾਂਚ ਰਿਪੋਰਟਾਂ ਵਿੱਚ ਕੋਈ ਵੀ ਸਮੱਸਿਆ ਦਰਜ ਕਰੋ ਅਤੇ ਮੋਟਰ ਕੈਰੀਅਰ ਨੂੰ ਰਿਪੋਰਟ ਕਰੋ ਤਾਂ ਜੋ ਖਰਾਬ ਲਾਈਨਿੰਗ/ਪੈਡ ਦੀ ਮੁਰੰਮਤ ਹੋ ਸਕੇ।

ਜਾਂਚਾਂ ਤੋਂ ਬਰੇਕ ਲਾਈਨਿੰਗ ਅਤੇ ਪੈਡ ਬਾਰੇ ਮਿਲੀ ਜਾਣਕਾਰੀ ਸਿੱਧੀ ਸੀ ਵੀ ਐਸ ਏ ਡਾਟਾਬੇਸ ਵਿੱਚ ਭੇਜੀ ਜਾਵੇਗੀ।

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Appeals Court Upholds AB5 in Postmates Case

In the second such decision, a federal court has upheld California's gig worker law AB5 by rejecting a challenge from Uber and its subsidiary Postmates who argued their drivers were unfairly treated by the law.

In a unanimous vote, an 11-judge panel of the 9th U.S. Circuit Court of Appeals in San Francisco ruled that Uber failed to demonstrate how AB5 targeted app-based transportation companies but exempted other industries. The ruling upholds a similar ruling by a three-judge panel last year.

In the case, *Olson v. State of California*, Postmates argued that since the California legislature had carved out numerous exemptions to AB5 for other worker classifications, drivers for Postmates were being treated differently. Postmates pointed out that other similar app-based companies, such as the dog walker app Wag! have been exempted from AB5.

Nevertheless, in their ruling, the 11-judge panel decided there must be "rational reasons" for the different standards. The court wrote, "So long as there is some conceivable legitimate purpose justifying the statute, we need not inquire into the legislature's actual purpose in enacting it."

The ruling comes just three months after Judge Roger Benitez of the U.S. District Court for the Southern District of California decided that the trucking industry was not exempt from AB5 because the plaintiff, the California Trucking Association (CTA), failed to prove that the Federal Aviation Administration Authorization Act should preempt the law.

AB5, which went into effect in 2020, forces companies to meet a three-pronged test to prove that workers are not under their direct control. That same year, California voters decided to allow companies such as Uber and Lyft to become exempt from the law by passing Proposition 22.

The fate of Prop. 22 is currently being debated in the California Supreme Court. Labor unions and four drivers are arguing the measure is unconstitutional. According to Cal Matters, "justices seemed to be reaching for a compromise as they heard oral arguments today in the long-running legal saga over whether gig workers should be considered independent contractors or employees."

Acknowledging that case, the 11-judge panel wrote, "There are ongoing state enforcement actions seeking retrospective relief including civil penalties for Uber's and Postmates' alleged violations of AB5."

Meanwhile, the CTA and Owner Operators Independent Drivers Association have appealed the decision by Judge Benitez, but the ruling in the *Olson* case cannot be seen as welcome news for those in the trucking industry seeking to challenge AB5.

ਪੋਸਟਮੇਟਸ ਕੇਸ ਵਿੱਚ AB5 ਨੂੰ ਬਰਕਰਾਰ ਰੱਖਣ ਦੀ ਬੇਨਤੀ

ਦੂਸਰੇ ਫੈਸਲੇ ਵਿੱਚ, ਫੈਡਰਲ ਅਦਾਲਤ ਨੇ ਉਬਰ ਅਤੇ ਇਸ ਦੀ ਸਾਥੀ ਕੰਪਨੀ ਪੋਸਟਮੇਟਸ ਵੱਲੋਂ ਚੁਣੌਤੀ ਨੂੰ ਖਾਰਜ ਕਰਦੇ ਹੋਏ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਗਿਗ ਵਰਕਰ ਕਾਨੂੰਨ AB5 ਨੂੰ ਬਰਕਰਾਰ ਰੱਖਿਆ ਤੇ ਦਲੀਲ ਦਿੱਤੀ ਕਿ ਇਸ ਕਾਨੂੰਨ ਦੇ ਚਲਦੇ ਉਹਨਾਂ ਦੇ ਡਰਾਈਵਰਾਂ ਨਾਲ ਗਲਤ ਵਰਤਾਓ ਤੇ ਬੇਇਨਸਾਫੀ ਕੀਤੀ ਗਈ ਸੀ।

ਸਭ ਦੀ ਸਹਿਮਤੀ ਨਾਲ ਵੋਟ ਕਰਕੇ, ਸਰਕਟ ਕੋਰਟ ਆਫ ਅਪੀਲਜ਼ ਦੇ 11 ਜੱਜਾਂ ਦੇ ਪੈਨਲ ਨੇ ਸੈਨ ਫ੍ਰਾਂਸਿਸਕੋ ਵਿੱਚ 9ਵੇਂ ਯੂ.ਐਸ. ਫੈਸਲਾ ਕੀਤਾ ਕਿ ਉਬਰ ਇਹ ਸਾਬਤ ਕਰਨ ਵਿੱਚ ਅਸਫਲ ਰਿਹਾ ਹੈ ਕਿ ਅਭ5 ਨੇ ਐਪ-ਅਧਾਰਤ ਆਵਾਜਾਈ ਕੰਪਨੀਆਂ ਨੂੰ ਨਿਸ਼ਾਨਾ ਬਣਾਇਆ ਪਰ ਇਸਦੇ ਉਲਟ ਹੋਰ ਉਦਯੋਗਾਂ ਨੂੰ ਛੋਟ ਦਿੱਤੀ। ਇਸ ਕਰਕੇ ਪਿਛਲੇ ਸਾਲ ਤਿੰਨ ਜੱਜਾਂ ਦੇ ਪੈਨਲ ਨੇ ਇੱਕ ਸਮਾਨ ਫੈਸਲੇ ਨੂੰ ਓਸੇ ਤਰ੍ਹਾਂ ਹੀ ਰੱਖਿਆ।

ਓਲਸਨ ਬਨਾਮ ਕੈਲੀਫੋਰਨੀਆ ਸਟੇਟ, ਪੋਸਟਮੇਟਸ ਨੇ ਕੇਸ ਵਿੱਚ ਦਲੀਲ ਦਿੱਤੀ ਕਿ ਕੈਲੀਫੋਰਨੀਆ ਵਿਧਾਨ ਸਭਾ ਨੇ ਕੰਮ ਕਰਨ ਵਾਲਿਆਂ ਦੇ ਹੋਰ ਕੈਟਾਗਰੀ ਲਈ AB5 ਨੂੰ ਬਹੁਤ ਸਾਰੀਆਂ ਛੋਟਾਂ ਦਿੱਤੀਆਂ ਹਨ। ਡਰਾਈਵਰਾਂ ਨਾਲ ਪੋਸਟਮੇਟਸ ਲਈ ਵਰਤਾਓ ਵੀ ਵੱਖਰੇ ਤਰੀਕੇ ਨਾਲ ਕੀਤਾ ਜਾਂਦਾ ਸੀ। ਪੋਸਟਮੇਟਸ ਨੇ ਇਸ ਗੱਲ ਵੱਲ ਵੀ ਇਸ਼ਾਰਾ ਕੀਤਾ ਕਿ ਹੋਰ ਸਮਾਨ ਐਪ-ਅਧਾਰਤ ਕੰਪਨੀਆਂ, ਜਿਵੇਂ ਕਿ ਡੋਂਗ ਵਾਕਰ ਐਪ ਵੈਗ ਨੂੰ AB5 ਤੋਂ ਛੋਟ ਦਿੱਤੀ ਗਈ।

ਫਿਰ ਵੀ, 11 ਜੱਜਾਂ ਦੇ ਪੈਨਲ ਨੇ ਫੈਸਲਾ ਕੀਤਾ ਕਿ ਆਪਣੇ ਫੈਸਲੇ ਵਿੱਚ ਵੱਖਰੇ ਮਿਆਰਾਂ ਲਈ "ਤਕਰੀਨੀ ਕਾਰਨ" ਜ਼ਰੂਰ ਹੋਣੇ ਚਾਹੀਦੇ ਹਨ। ਅਦਾਲਤ ਨੇ ਇਹ ਲਿਖਿਆ ਕਿ "ਜਦ ਤੱਕ ਕਾਨੂੰਨ ਨੂੰ ਸਹੀ ਠਹਿਰਾਉਣ ਲਈ ਸੋਚ ਵਿਚਾਰ ਕਰਨ ਯੋਗ ਜਾਇਜ਼ ਉਦੇਸ਼ ਹੈ, ਤਾਂ ਸਾਨੂੰ ਇਸਨੂੰ ਲਾਗੂ ਕਰਨ ਵਿੱਚ ਵਿਧਾਨ ਸਭਾ ਦੇ ਅਸਲ ਉਦੇਸ਼ ਬਾਰੇ ਪ੍ਰਫੁੱਲਤ ਕਰਨ ਦੀ ਲੋੜ ਨਹੀਂ ਹੈ।

ਇਹ ਫੈਸਲਾ ਅਮਰੀਕਾ ਦੇ ਦੱਖਣੀ ਜ਼ਿਲ੍ਹੇ ਲਈ ਕੈਲੀਫੋਰਨੀਆ ਜਿਲ੍ਹਾ ਅਦਾਲਤ ਦੇ ਜੱਜ ਰੋਜਰ ਬੇਨਿਟਜ਼ ਦੇ ਟਰਕਿੰਗ ਉਦਯੋਗ ਨੂੰ AB5 ਤੋਂ ਛੋਟ ਨਹੀਂ ਦਿੱਤੀ ਜਾਣ ਦੇ ਫੈਸਲੇ ਦੇ ਤਿੰਨ ਮਹੀਨੇ ਬਾਅਦ ਆਇਆ ਹੈ। ਕਿਉਂਕਿ ਮੁਆਵਲ, ਕੈਲੀਫੋਰਨੀਆ ਟਰਕਿੰਗ ਐਸੋਸੀਏਸ਼ਨ (ਫਠਅ), ਸਾਬਤ ਕਰਨ ਵਿੱਚ ਅਸਫਲ ਰਹੀ ਕਿ ਇਸ ਨੂੰ ਕਾਨੂੰਨ ਤੋਂ ਤਰਜੀਹ ਮਿਲਣੀ ਚਾਹੀਦੀ ਹੈ।

2020 ਵਿੱਚ ਅਭ5 ਲਾਗੂ ਹੋਇਆ ਸੀ, ਕੰਪਨੀਆਂ ਵੱਲੋਂ ਮਜ਼ਦੂਰਾਂ ਨੂੰ ਆਪਣੇ ਸਿੱਧੇ ਨਿਯੰਤਰਣ ਹੇਠ ਨਹੀਂ ਹੋਣ ਦਾ ਸਾਬਤ ਕਰਨ ਲਈ ਤਿੰਨ-ਪੱਖੀ ਟੈਸਟ ਪਾਸ ਕਰਨ ਲਈ ਜ਼ੋਰ ਦਿੰਦਾ ਹੈ। ਉਸੇ ਸਾਲ, ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਵੋਟਰਾਂ ਨੇ ਪ੍ਰਸਤਾਵ 22 ਪਾਸ ਕਰਕੇ, ਇਸ ਕਾਨੂੰਨ ਤੋਂ ਉਬਰ ਅਤੇ ਲਿਫਟ ਵਰਗੀਆਂ ਕੰਪਨੀਆਂ ਨੂੰ ਛੋਟ ਦੇਣ ਦਾ ਫੈਸਲਾ ਕੀਤਾ।

ਪ੍ਰਸਤਾਵ 22 ਦੇ ਆਉਣ ਵਾਲੇ ਸਮੇਂ ਬਾਰੇ ਹਾਲ ਹੀ ਵਿੱਚ ਕੈਲੀਫੋਰਨੀਆ ਸੁਪਰੀਮ ਕੋਰਟ ਵਿੱਚ ਵਿਚਾਰ ਚਰਚਾ ਕੀਤੀ ਜਾ ਰਹੀ ਹੈ। ਮਜ਼ਦੂਰ

ਯੂਨੀਅਨ ਅਤੇ ਚਾਰ ਡਰਾਈਵਰ ਇਹ ਦਲੀਲ ਦੇ ਰਹੇ ਹਨ ਕਿ ਇਹ ਕਦਮ ਗੈਰ-ਸੰਵਿਧਾਨਕ ਹੈ। ਕੈਲ ਮੈਟਰਜ਼ ਦੇ ਅਨੁਸਾਰ "ਲਗਦਾ ਹੈ ਕਿ ਜੱਜਾਂ ਨੇ ਗਿਗ ਵਰਕਰਾਂ ਨੂੰ ਸੁਤੰਤਰ ਵਰਕਰ ਜਾਂ ਕਰਮਚਾਰੀ ਮੰਨਣ ਦੇ ਲੰਮੇ ਚੱਲ ਰਹੇ ਕਾਨੂੰਨੀ ਸੰਗਰਾਮ ਵਿੱਚ ਅੱਜ ਮੌਖਿਕ ਦਲੀਲਾਂ ਸੁਣਦਿਆਂ ਸਮਝੋਤੇ ਦੀ ਕੋਸ਼ਿਸ਼ ਕੀਤੀ ਸੀ।"

ਉਸ ਮਾਮਲੇ ਨੂੰ ਮੰਨਦੇ ਹੋਏ, 11 ਜੱਜਾਂ ਦੇ ਪੈਨਲ ਨੇ ਲਿਖਿਆ, "ਕਿ AB5 ਦੇ ਕਥਿਤ ਉਲੰਘਣਾਂ ਲਈ ਉਬਰ ਅਤੇ ਪੋਸਟਮੇਟਸ ਸਿਵਲ ਜੁਰਮਾਨਿਆਂ ਸਹਿਤ ਪਿੱਛਲੇ ਰਾਹਤ ਦੀ ਮੰਗ ਕਰਨ ਲਈ ਰਾਜ ਲਾਗੂ ਕਰਨ ਦੀਆਂ ਕਾਰਵਾਈਆਂ ਜਾਰੀ ਹਨ।"

ਇਸ ਦੇ ਨਾਲ ਹੀ, ਸੀਟੀਏ ਅਤੇ ਮਾਲਕ ਆਪਰੇਟਰਾਂ ਦੀ ਸੁਤੰਤਰ ਡਰਾਈਵਰਾਂ ਦੀ ਐਸੋਸੀਏਸ਼ਨ ਨੇ ਜੱਜ ਬੇਨਿਟਜ਼ ਦੇ ਫੈਸਲੇ ਨੂੰ ਚੁਣੌਤੀ ਦਿੱਤੀ ਹੈ, ਪਰ ਓਲਸਨ ਕੇਸ ਵਿੱਚ ਫੈਸਲੇ ਨੂੰ ਟਰਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ AB5 ਨੂੰ ਚੁਣੌਤੀ ਦੇਣ ਵਾਲਿਆਂ ਲਈ ਚੰਗੀ ਖ਼ਬਰ ਨਹੀਂ ਸਮਝੀ ਜਾ ਸਕਦੀ।

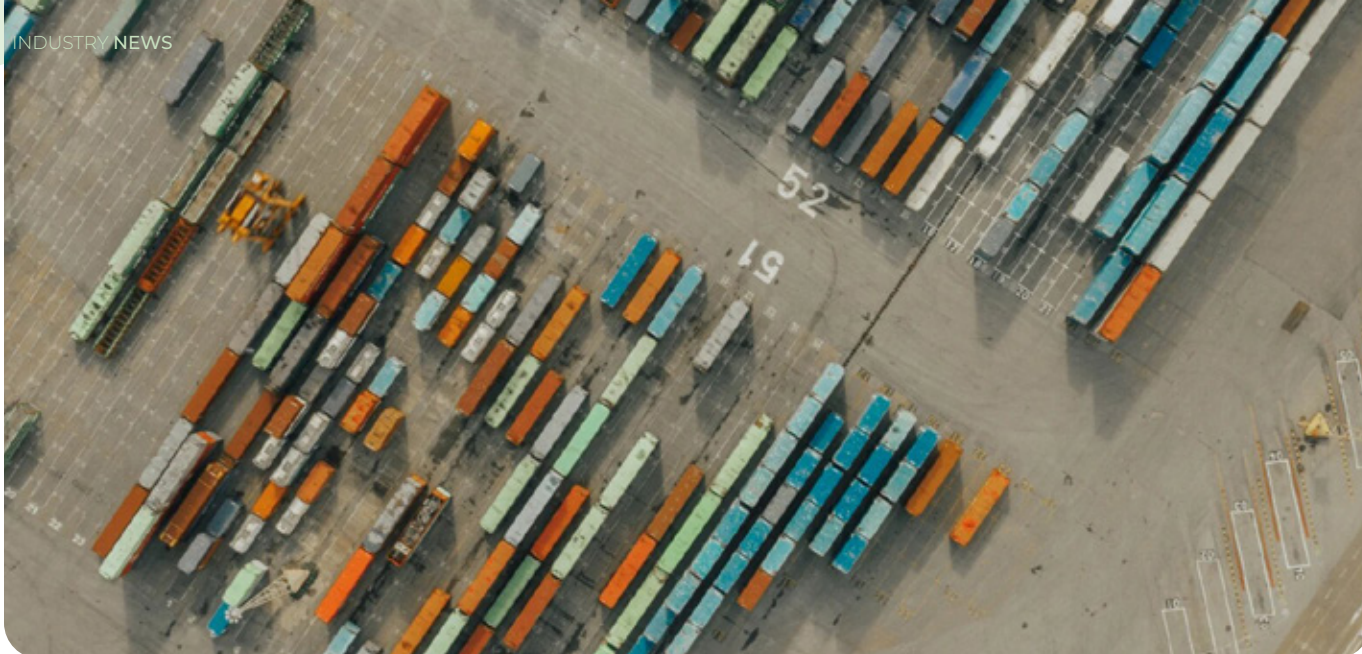


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Samsara's New Asset Tag Helps Track Tools and Inventory

San Francisco-based transportation solutions provider Samsara recently introduced its new Asset Tag tracking tool at the company's annual Beyond Conference held in Chicago. It is an improved version of a traditional Bluetooth tag.

According to the Samsara website Asset Tag "is a compact tracking device built to locate, manage, and safeguard small, mission-critical tools and equipment." Asset Tag also offers real-time visibility with Bluetooth capabilities. It helps drivers to communicate asset locations in case of breakdown or service disruption.

Customers can use the device to track warehouse items, toolboxes, or other asset locations. Items are easily viewed over the devices interface.

"These are the gateways that are in your vehicles, your trailers, your power equipment. Collectively, they're recording GPS locations millions of times every single minute. And these are everywhere that you operate," said David Gal, vice president of product and engineering at Samsara at the

Beyond Conference.

Asset Tag runs on a high-capacity lithium-ion battery that is designed to last four years, depending on environmental conditions such as temperature, and is not replaceable. Its rugged design does allow for use in severe environments.

"There are no moving parts, there's no battery door, there's no button, there is nothing to see, and that is very intentional. This thing's a tank," Gal said.

It features Samsara cloud software such as GPS, developer API's (application performance interface), alerts, inventory reports and geofence (a virtual perimeter around a physical location).

Asset Tag also provides inventory management to "prevent service interruptions by maintaining clear visibility of asset inventory with detailed reports." This ability allows a carrier to keep track of high-value assets that should be tracked, managed, and frequently inspected

to stay compliant with company and government standards

"About a year ago, the Asset Tag was born from a radical idea that we could use the millions of Samsara Gateways [a GPS enabled device with ELD capabilities] we have out in the field to create a network, enabling 'tags' to ping off those devices," said Gal.

In addition, the device, through the Gateway, can communicate with any nearby device on the Samsara network. It can help users prevent loss and recover missing items. It can manage inventory and reduce downtime by sharing locations with GPS.

"With this, we'd unlock a level of asset tracking that was previously impossible and solve even more real-world problems for our customers. After months of rigorous testing and customer feedback, I'm excited to see this vision become a reality. As we further connect every aspect of physical operations, we can turn massive amounts of data into valuable insights and drive real results," said Gal.



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RXO Becomes Third Largest Brokerage in North America with Purchase of Coyote

RXO, a leader in brokered transportation, recently announced it has “entered into a definitive agreement to acquire Chicago-based Coyote Logistics” from UPS for \$1.025 billion. The acquisition makes Coyote the third-largest truckload brokerage in North America.

With a network of over 10,000 carriers, Coyote manages about 10,000 loads a day. According to the RXO website, the acquisition “expands RXO’s market position with increased capacity for customers and

increased access to freight carriers.”

RXO CEO Drew Wilkerson told CNBC, “This is a transformational deal for RXO, and I think it will be a transformational deal for the industry.” Market shares were up with the announcement, and the purchase vaulted RXO from the seventh largest brokerage to the third largest.

RXO plans to pay for Coyote with a mixture of equity and debt with “fully committed equity from two of RXO’s largest shareholders.”

representing half of the purchase price. UPS had acquired Coyote in 2015 for \$1.8 billion.

“As UPS positions itself to become the premium small package provider and logistics partner in the world, the decision to sell our Coyote Logistics business allows an even greater focus on our core business,” said Carol B. Tomé, the chief executive officer at UPS.

New Survey Shows Pandemic Did Not Cause Significant Delays in CDL Testing

Commercial Driver’s License (CDL) testing delays caused by the COVID pandemic were far less severe than once thought, according to a new survey released by the Federal Motor Carrier Safety Administration (FMCSA).

A requirement of Congress, the study, covering the years 2017-2020, reported that the pandemic “did not appear to seriously impact delays experienced in scheduling CDL skills tests through 2020.”

The report also found that wait times from year to year for the skills tests were not seriously impacted by the pandemic with most states having “fairly consistent wait times.”

According to the survey, the only real changes were in scheduling retests if an initial test had been failed. The report said, “However, most states saw fluctuations in both directions (e.g., an increase in a year followed by a decrease the following year), indicating that states are working to minimize wait times when possible.”

States that had the largest decrease in average wait times to take a test included Delaware (15 days faster), North Dakota (12 days faster) and Wisconsin (12 days faster).

Federal regulations requires that a driving candidate have a Commercial Learner’s Permit for a minimum of 14

days before taking the first CDL skills test. While each state decides whether to require only the federal minimum or impose a longer waiting period, most states comply with the federal minimum.

Some delays can be experienced after a failed initial test because of state regulations. Third-party tests need to be scheduled within two business days according to federal law. Any other waiting periods are caused by the states and may vary.

42 states contributed to this survey, utilizing both state licensing and state law enforcement agencies to provide data.

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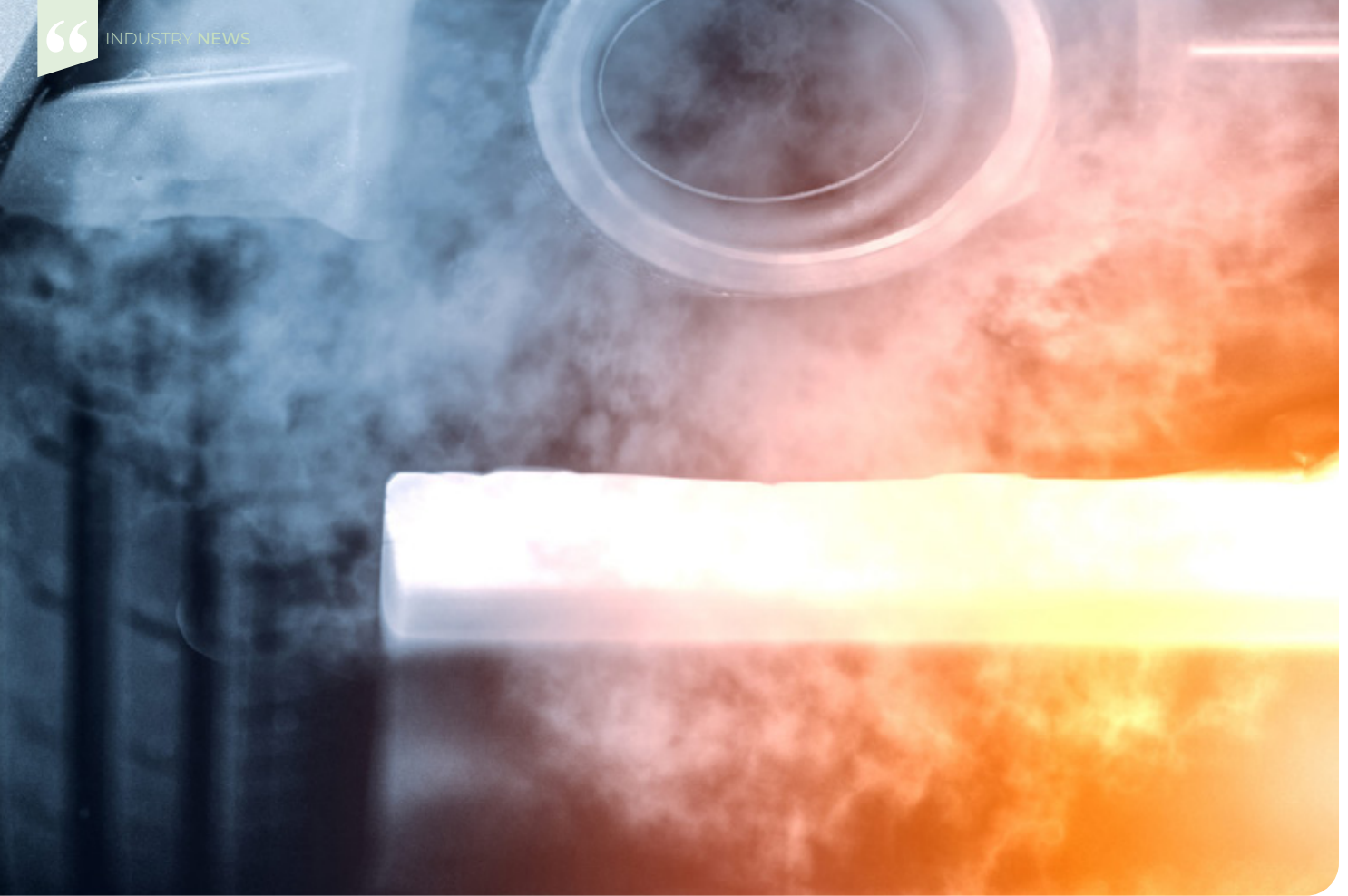
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Congress Members Ask EPA to Withdraw New Phase 3 Emissions Rule

Arguing the new EPA Phase 3 emissions standards would disrupt the trucking industry, raise prices for consumers and put unneeded burdens on farmers and small businesses, 150 members of the U.S. Congress have called for the Environmental Protection Agency (EPA) to rescind the new rule.

The “Greenhouse Gas Emissions (GHG) Standards for Heavy-Duty Vehicles—Phase 3” requires manufacturers to gradually phase in an increasing number of zero-emission

vehicles (ZEVs) vehicles for sale by 2032 with 60% for light-heavy vocational vehicles, 40% for medium-heavy vocational vehicles, 30% for heavy-heavy vocational vehicles, 40% for day cab tractors, and 25% for sleeper cab tractors.

Letter to EPA

In a letter to EPA Administrator Michael Regan, lawmakers wrote, “This de facto mandate does not consider the realities of the commercial zero-emission vehicle (ZEV) marketplace or consider the ability for rural America to

purchase these vehicles. Trucks must be affordable and reliable, otherwise the intended benefits will not be realized. This rule will harm our families and businesses, increase our gas prices, and make us more dependent on foreign supply chains—particularly China. Therefore, we urge you to withdraw your final rule that is both unrealistic and burdensome.”

Analysts predict that full electrification of the U.S. commercial fleet would cost about \$1 trillion in infrastructure investments and billions

more for trucking carriers to convert to either battery-electric or hydrogen fuel cell trucks. Groups such as Clean Fuel Alliance have argued the new regulations did not even consider the benefits of renewable diesel fuel in the transition.

ATA Applauds Letter

The letter, spearheaded by Sen. Mike Crapo (R-Idaho) and Rep. Randy Feenstra (R-Iowa), drew support from the American Trucking Associations (ATA).

"ATA remains opposed to EPA's current GHG3 rule. The current state of available zero-emission technology, very limited heavy-duty charging and refueling infrastructure, and an unstable power grid make the post-2030 targets entirely unachievable," said American Trucking Associations Senior Vice President of Legislative Affairs Henry Hanscom.

ATA further argues the trucking industry has been very supportive of the effort to lower the emissions generated by heavy-duty trucks and have helped cut nitrogen oxide and particulate matter tailpipe emissions significantly over the decades. They supported the EPA's Phase 1 and Phase 2 regulations but say the Phase 3 rule is an unrealistic goal and would detrimentally impact the industry.

ATD Opposes Phase 3

The American Truck Dealers (ATD), a subsidiary of the National Automobile Dealers Association, also supported the letter.

"Apart from the greater cost of ZEV trucks, the U.S. lacks a national commercial vehicle charging network which makes customer adoption of heavy-duty ZEVs and their day-to-day use impractical," said ATD Chairman Scott Pearson. "EPA rushed this rule and did not consider its impact on jobs

at all."

Democratic Congress Members Prompted Rule

The Phase 3 rules were originally supported by Sen. Alex Padilla (D-California) Sen. Edward Markey (D-Massachusetts), Sen. Martin Heinrich (D-New Mexico), Sen. Thomas Carper (D-Delaware), Rep. Doris Matsui (D-California), Yvette Clarke (D-New York).

In a letter from this group to Regan last year, they said, "In the United States, transportation is the leading source of greenhouse gas emissions and air pollution, exacerbating the climate crisis and severely harming public health. The transportation sector accounts for 27 percent of greenhouse gas emissions—more than any other sector in the US—and is the fastest-growing sector emitting GHG emissions."



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New Electric Truck Deployments Help States Meet Emissions Goals

Mack Delivers First Electric Refuse Truck to Portland, Maine

A new Class 8 Mack LR Electric truck is the first of its type to be deployed for public use in Maine. A grant from the Environmental Protection Agency's Diesel Emissions Reduction Act and the Maine EPA funded the purchase of the new truck.

"The City of Portland's choice to purchase the Mack LR Electric refuse truck to help meet its sustainability goals speaks to the partnership approach that allowed Mack and the city to implement the needed ecosystem of service and support for electric vehicles," said Jonathan Randall, president of Mack Trucks North America.

"Mack is excited to deliver the first electrified refuse vehicle to Maine," Randall continued.

The new truck will be equipped with a Heil 25 cubic-yard rear loader and will be supported by Portland-based O'Conner Motor Company. It has a standard 376-kilowatt-hour battery with twin electric motors that produce 448 continuous horsepower and 4,051 pounds per foot of torque output from zero revolutions per

minute.

It utilizes four lithium-ion batteries with charging achieved through a 150-kilowatt SAE J1772-compliant charging system with all onboard accessories powered through 12-volt, 24-volt and 600-volt circuits. The truck's two-stage regenerative braking system helps recapture energy from the stops the vehicle makes each day.

"This is a significant step forward in electrifying the city's vehicle fleet," said City Manager Danielle West. "It represents a bold leap forward in sustainable transportation, offering an electric solution that significantly reduces carbon emissions and environmental impact."

City of Los Angeles Unveils New Electric Trucks at Port of Long Beach

Earlier this year, Los Angeles Mayor Karen Bass teamed with officials from the Biden Administration to introduce Amazon's largest fleet of heavy-duty electric trucks at the Ports of Los Angeles and Long Beach. The new fleet will help the city and the state achieve emissions reductions and improve air quality throughout the area.

"We are locking arms with our partners in the private sector, which we know is required to confront the climate crisis, eliminate emissions from the transportation sector, and boost our local economy," said Mayor Karen Bass.

Amazon has been investing in electric vehicles across the nation, but this 50-truck fleet is their largest deployment so far. The Class 8 Volvo VNR trucks have a range of up to 275 miles with a gross weight of 82,000 pounds.

According to Amazon, the trucks include safety features such as active collision mitigation, blind-spot detection, lane departure warning, lane keeping assist, and adaptive cruise control.

"Air pollution has long impacted our port adjacent communities here in Wilmington, Harbor City and San Pedro, not to mention all our neighbors in Long Beach and along the 710 freeway. Today, we continue to change that impact with a significant down payment in the clean goods movement thanks to our private partners coming together to invest in and advance new technology," said Bass.

New Acting Administrator at FMCSA Makes Seven in Five Years

The U.S. Department of Transportation (DOT) recently named Vinn White as the new Acting Administrator of the Federal Motor Carrier Safety Administration (FMCSA). The position has been a revolving door in recent years with White representing the seventh administrator in the last five years, with only outgoing administrator Robin Hutcheson having been confirmed by the Senate.

White has been involved in the Biden Administration from the beginning and was most recently DOT's Acting Chief Artificial Intelligence (AI) Officer. He is tasked with carrying out the administration's priorities toward AI and will also continue in that position.

"It is an honor to take on this role, and I thank Secretary Buttigieg [current DOT Secretary Pete Buttigieg] for his trust and confidence in my ability to lead the important work of FMCSA," said White. "Our agency is focused on enhancing safety for all roadway users, and I am

committed to working with safety partners across the commercial motor vehicle industry to get this work done."

White replaces Sue Lawless who will stay with the agency as Executive Director and Chief Safety Officer. Lawless had been named acting administrator with the departure of Hutcheson who had been the only administrator with Senate Confirmation since Ray Martinez left the agency in 2019. Hutcheson is now a consultant for infrastructure and supply chain projects.

Of the most recent administrators, Hutcheson is the only one to work in the position longer than a year. When she left, she drew praise from industry stakeholders such as the American Trucking Associations and Owner Operator Independent Drivers Association.

Before working in the Biden Administration, White also worked for

several years in the Obama Administration and was the designer of DOT's 30-year transportation plan, Beyond Traffic, which came out in 2016. White has 15 years of experience in transportation but has never worked in trucking. Before that, White served several years as a senior adviser to New Jersey Gov. Phil Murphy.

In recent years the agency has been primarily focused on safety as heavy-duty truck crashes involving fatalities are up nearly 50% in the last ten years.

"Our agency is focused on enhancing safety for all roadway users, and I am committed to working with safety partners across the commercial motor vehicle industry to get this work done," said White.

Obviously, White may have a short tenure as acting administrator given the closeness of the U.S. presidential election which could send the White House back to former president Donald Trump.

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Nebraska Leads Several States in Opposition to New California Emissions Rules

A coalition of states, spearheaded by Nebraska and the Nebraska Trucking Association, has filed a lawsuit in the U.S. District Court for the Eastern District of California against California's Advanced Clean Fleets (ACF) rule, naming Steven Cliff, the executive officer of the California Air Resources Board (CARB), as the primary defendant. The action follows a similar lawsuit filed by most of the same states last year against California's Advanced Clean Trucks (ACT) rule.

The ACF was already on hold after a lawsuit filed by the California Trucking Association forced CARB to seek a waiver from the Environmental Protection Agency (EPA) to implement the rule because it goes beyond federal law on curbing greenhouse gas emissions. The ACT already received a waiver from the EPA and has taken effect despite the lawsuit.

Commercial trucks comprise only about 10 percent of all vehicles on the road, yet they generate more than 25 percent of emissions. Scientists have called 2023 the hottest year on record with temperatures rising about two degrees above average.

ACT and ACF

The ACT regulates sales of trucks in California, ranging in size from delivery vans to big rigs. By 2035, 55% of delivery vans and small trucks, 75% of buses and larger trucks, and 40% of tractor-trailers and other big rigs sold in the state need to be all-electric.

The ACF would regulate trucking companies and fleets, stipulating that over a series of years they would convert to all-electric vehicles. The CARB goal is to achieve a zero-emissions environment within 25 years. Both the ACT and the ACF are unique to California but would affect any companies that do business in the state.

States involved in the lawsuit include Alabama, Arizona, Arkansas, Georgia, Idaho, Indiana, Iowa, Kansas, Louisiana, Missouri, Montana, Nebraska, Oklahoma, South Carolina, Utah, West Virginia, and Wyoming.

'Nebraska Lawsuit'

The new lawsuit, labeled the Nebraska lawsuit, makes familiar arguments against California's emissions rules, claiming that a state cannot take unilateral action that goes beyond federal laws such as the Clean Air Act.

The lawsuit also cites the Federal Aviation Administration Authorization Act (F4A) as a federal law which restricts states from implementing regulations that could impact a "price, route, or service" of a motor carrier. The F4A has also been cited in trucking lawsuits against California's AB5 gig-worker law.

"California's regulation, which is called Advanced Clean Fleets, masquerades as a rule for in-state conduct," the states write in the suit against the ACF. "But by leveraging

California's large population and access to international ports on the West Coast, Advanced Clean Fleets exports its 'in-state' ban nationwide, creating harms which are certain to reach Plaintiffs' States."

Arguments Similar to Those Against AB5

And, also similar to the argument against AB5, the states have cited the Commerce Clause of the Constitution which gives Congress the ability to regulate commerce among states.

"Advanced Clean Fleets is barred by the Constitution, the CAA, and the FAAAA," the lawsuit notes. "And Defendants' enforcement of this unlawful rule has injured and will continue to injure Plaintiffs."

The lawsuit also lists several negative outcomes which could be caused by the ACF. For example, the rule will increase the number of overweight vehicle licenses and will place a burden on the state's electrical grid with increased demand for electricity.

In addition, Nebraska's ethanol-powered trucks would be prohibited from doing business in California. Constant recharging of batteries would hinder trucking efficiency and out-of-state truckers would suffer damage from the costs of complying with California's rules if they want to do business with the state's large economy.

House Transportation Funding Bill Moves Toward Passage

Money for truck parking and a prohibition on speed limiters for heavy-duty trucks are both part of the recently released transportation funding bill from the U.S. House of Representatives' Transportation, Housing and Urban Development Subcommittee.

The bill provides \$200 million for truck parking projects under the INFRA (the Nationally Significant Multimodal Freight & Highway Projects) program. It blocks any location from receiving a grant if they also charge truck drivers to park.

Another provision of the bill prohibits the Federal Motor Carrier Safety Administration (FMCSA) from requiring big trucks that are involved in interstate commerce and with a gross weight of over 26,000 pounds from being outfitted with a speed limiter.

ATA and OOIDA Support Truck Parking Money

The American Trucking Association (ATA) and the Owner-Operator Independent Drivers Association (OOID) praised the funding for truck parking. ATA President Chris Spear has frequently complained over the lack of safe and affordable parking for big rigs.

"The truck parking shortage places an enormous burden on truck drivers, who often don't know if they will be able to find a safe place to sleep when they finish their shift. This significant investment to expand parking capacity would help alleviate stress on truck drivers, move freight more efficiently, and make roads safer for all motorists," said Spear.

According to the American Transportation Research Institute, a lack of safe truck parking has been a major obstacle in recruiting more women to enter the trucking industry as drivers.

Speed Limiters Banned

The decision to ban speed limiters was signaled at last year's House Transportation Subcommittee's hearings last December.

During those hearings, several Congressmen grilled then FMCSA administrator Robin Hucheson about limitations on hours-of-service rules and speed limiters. Rep. Eric Burlison (R-Missouri) called it a no-win situation for drivers, saying, "Now you're telling them they'll have to reach their destinations at a slower pace."

Burlison also pointed out that limiters on open roads would prevent drivers from making up any time if they

and truck safety organizations.

OOIDA President Todd Spencer applauded the ban on speed limiters. He said the new bill "prevents FMCSA from pursuing a dangerous speed limiter mandate on large trucks. Such a mandate would result in drastic speed differentials on America's roadways, increased crash rates, and would put innocent lives of all road users at risk."

Meanwhile, FMCSA has done very little lately to advance speed limiter rulemaking with no update on the process since February. Now summer, no limiter proposal has yet reached White House's Office of Management and Budget for approval, a needed first step for such a

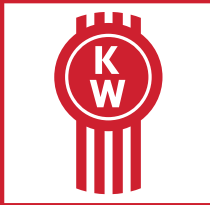


were running behind. He said, "The only place to make up time is on city streets, in suburbs or construction zones."

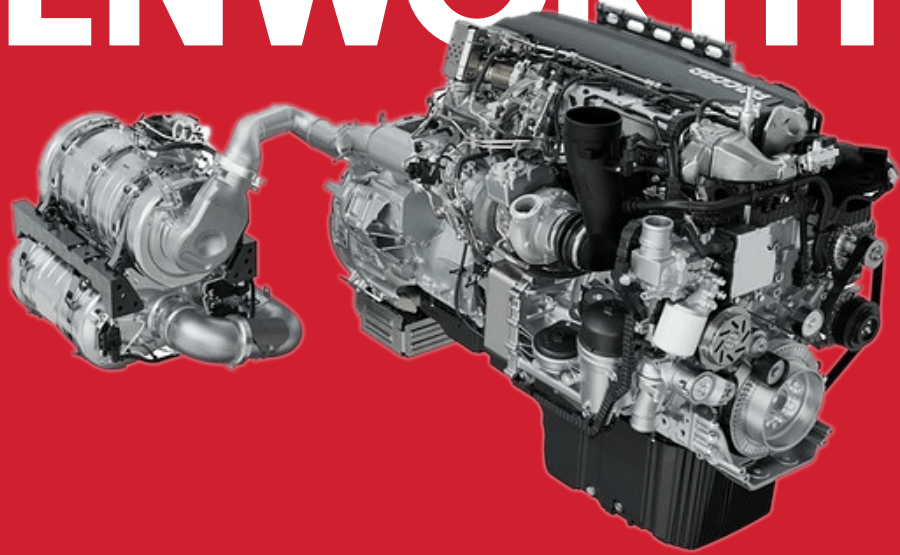
At the same hearing, Rep. Troy Nehls (R-Texas) questioned the credibility of the FMCSA process in fashioning a speed-limiter rule. He accused Hucheson of selling out labor unions

rule to go into effect.

Another important provision that was welcomed by the trucking industry keeps in place the exemption for requiring the use of electronic logging devices (ELDs) by commercial vehicles transporting livestock or insects.



KENWORTH®



Kenworth's New Engine Complies With CARB Emissions Rules

To answer new lower emissions regulations in California, Kenworth Truck Co. is introducing its new California Air Resources Board (CARB) compliant Paccar MX-13 diesel engine, which is available for the T680, T880 and W990 Class 8 trucks.

A subsidiary of Paccar since 1945, Kirkland, Washington-based Kenworth indicated that the period to order the new trucks is now open with production scheduled to begin later this year. New rules from CARB aim for a 90% reduction in greenhouse gas emissions for any new diesel engines sold in the state over previous models.

“Our customers are looking for better options to successfully navigate the complexities of the evolving regulatory landscape and Kenworth models equipped with Paccar’s MX-13 CARB-compliant engine achieve compliance with stringent emissions

regulations while also delivering a solution that drives increased engine efficiency and enhanced fuel economy,” said Kevin Haygood, assistant general manager for sales and marketing for Kenworth.

The new engines are available in two configurations, a 510-horsepower rating with 1,850 pound-feet of torque and a 455-horsepower rating with 1,650 pound-feet of torque. The engines feature redesigned crankshaft, pistons, fuel injectors and an all-new exhaust aftertreatment system to comply with the CARB mandate.

Another Paccar subsidiary, Peterbilt Co. also announced that the Paccar MX-13 will be available for the company’s Model 579, Model 567, and Model 589 trucks.

The new engine is a product of the 2023 Clean Truck Partnership involving CARB and members of the Truck and

Engine Manufacturers Association, which includes Paccar, Daimler Truck North America, Hino, Navistar and Volvo Group North America, the parent company of Volvo Trucks, Mack Trucks, and engine maker Cummins.

Under the partnership, CARB returned emissions standards to federal levels with truck makers agreeing to meet California’s zero-emission vehicle and air pollution goals which seek to cut emissions levels over a series of years.

The new engines are primarily intended to meet California rules, although other states are also adopting California’s stringent regulations over the next few years. Massachusetts and Oregon are set to adopt the rules next year with New York, Vermont and Washington following suit in 2026 and a further four states set to adopt the regulations in 2027.

ਕੈਨਵਰਥ ਦਾ ਨਵਾਂ ਇੰਜਣ CARB ਨਿਯਮਾਂ ਦੇ ਨਿਰਧਾਰਤ ਅਧਾਰ 'ਤੇ ਹੈ

ਕੈਲੇਫੋਰਨੀਆ ਦੇ ਨਵੇਂ ਘੱਟੋ-ਘੱਟ ਨਿਯਮਾਂ ਦੇ ਜਵਾਬ ਵਜੋਂ, ਕੈਨਵਰਥ ਟਰੱਕ ਕੰਪਨੀ ਆਪਣੇ ਨਵੇਂ ਕੈਲੇਫੋਰਨੀਆ ਏਅਰ ਰਿਸੋਰਸਿਜ਼ ਬੋਰਡ (CARB) ਅਨੁਸਾਰ ਸੁਧਾਰਤ ਪੈਕਾਰ ਐਮਐਕਸ-13 ਡੀਜ਼ਲ ਇੰਜਣ ਲਾ ਰਿਹਾ ਹੈ, ਜੋ 680, 880 ਅਤੇ 990 ਕਲਾਸ 8 ਟਰੱਕਾਂ ਲਈ ਉਪਲਬਧ ਹੈ।

ਪੈਕਾਰ ਦੀ ਇਕ ਕੰਪਨੀ 1945 ਤੋਂ, ਕਰਕਲੈਂਡ, ਵਾਸ਼ਿੰਗਟਨ ਵਿੱਚ ਸਥਿਤ ਕੈਨਵਰਥ ਨੇ ਦਿਖਾਇਆ ਕਿ ਨਵੇਂ ਟਰੱਕਾਂ ਦੀ ਆਰਡਰ ਕਰਨ ਦੀ ਮਿਆਦ ਹੁਣ ਖੁੱਲ੍ਹੀ ਹੈ ਅਤੇ ਉਤਪਾਦਨ ਇਸ ਸਾਲ ਦੇ ਆਖਰੀ ਭਾਗ 'ਚ ਸ਼ੁਰੂ ਹੋਣ ਦੀ ਯੋਜਨਾ ਬਣਾਈ ਗਈ ਹੈ। ਛਾਊਥ ਤੋਂ ਨਵੇਂ ਨਿਯਮਾਂ ਅਨੁਸਾਰ, ਪਹਿਲਾਂ ਦੇ ਮਾਡਲਾਂ ਨਾਲ ਤੁਲਨਾ ਵਿੱਚ ਨਵੇਂ ਗ੍ਰੀਨਹਾਊਸ ਗੈਸ ਵਿੱਚ 90% ਦਾ ਘਾਟਾ ਹੋਇਆ ਹੈ ਜਿਸ ਕਰਕੇ ਇਸ ਸਾਲ ਰਹੀ ਵਿਕਰੀ ਲਈ ਨਵੇਂ ਡੀਜ਼ਲ ਇੰਜਣ ਵਾਲੇ ਹਰ ਨਵੇਂ ਟਰੱਕ ਲਈ ਧਿਆਨ ਰੱਖਿਆ ਜਾ ਰਿਹਾ ਹੈ।

ਕੈਨਵਰਥ ਦੀ ਵਿਪਣਨ ਅਤੇ ਮਾਰਕੀਟਿੰਗ ਲਈ ਸਹਾਇਕ ਜਨਰਲ ਮੈਨੇਜਰ ਕੇਵਿਨ ਹੇਗੂਡ ਨੇ ਕਿਹਾ ਕਿ “ਸਾਡੇ ਗਾਹਕ ਵਿਕਸਿਤ ਹੋ ਰਹੇ ਰੈਗੂਲੇਟਰੀ ਲੈਂਡਸਕੇਪ ਦੀਆਂ ਗੁੰਝਲਾਂ ਨੂੰ ਕੱਢਣ ਲਈ ਬਿਹਤਰ ਵਿਕਲਪਾਂ ਦੀ ਤਲਾਸ਼ ਕਰ ਰਹੇ ਹਨ। ਕੈਨਵਰਥ ਮਾਡਲ ਜਿੰਨ੍ਹਾਂ ਨੂੰ ਪੈਕਾਰ ਦੇ

ਐਮਐਕਸ-13 ਕਰਬ -ਅਨੁਸਾਰ “ਇੰਜਣ ਸਖਤ ਨਿਕਾਸੀ ਨਿਯਮਾਂ ਦੀ ਪਾਲਣਾ ਨੂੰ ਪ੍ਰਾਪਤ ਕਰਦਾ ਹੈ ਅਤੇ ਨਾਲ ਹੀ ਅਜਿਹਾ ਹੱਲ ਪ੍ਰਦਾਨ ਕਰਦਾ ਹੈ ਜੋ ਇੰਜਣ ਦੀ ਕੁਸ਼ਲਤਾ ਅਤੇ ਬਾਲਣ ਦੀ ਆਰਥਿਕਤਾ ਨੂੰ ਵਧਾਉਂਦਾ ਹੈ।”

ਨਵੇਂ ਇੰਜਣਾਂ ਦੇ ਦੋ ਰੂਪਰੇਖਾਂ ਵਿੱਚ ਉਪਲਬਧ ਹਨ: ਪਹਿਲੇ ਦਾ 510 ਹਾਰਸਪਾਵਰ ਦਾ ਰੇਟਿੰਗ ਅਤੇ 1,850 ਪਾਊਂਡ-ਫੀਟ ਟਾਰਕ, ਤੇ ਦੂਜੇ ਦਾ 455 ਹਾਰਸਪਾਵਰ ਦਾ ਰੇਟਿੰਗ ਅਤੇ 1,650 ਪਾਊਂਡ-ਫੀਟ ਟਾਰਕ ਹੈ। ਇੰਜਣ ਵਿੱਚ ਮਾਡਲ ਦੇ ਕ੍ਰੈਂਕਸ਼ਾਫਟ, ਪਿਸਟਨ, ਫਿਊਲ ਇੰਜੈਕਟਰਾਂ ਨੂੰ ਮੁੜ ਡਿਜ਼ਾਇਨ ਕੀਤਾ ਗਿਆ ਹੈ ਅਤੇ ਛਾਊਥ ਦੇ ਹੁਕਮਾਨੇ ਨੂੰ ਪੂਰਾ ਕਰਨ ਲਈ ਇੱਕ ਨਵਾਂ ਇਕਜੇਸਟ ਐਫਟਰਟ੍ਰੀਟਮੈਂਟ ਸਿਸਟਮ ਹੈ।

ਦੂਜੀ ਪੈਕਾਰ ਦੀ ਸਹਾਇਕ ਕੰਪਨੀ, ਪੀਟਰਬਿਲਟ ਕੰਪਨੀ ਵੀ ਐਲਾਨ ਕੀਤਾ ਹੈ ਕਿ ਪੈਕਾਰ ਐਮਐਕਸ-13 ਉਨ੍ਹਾਂ ਦੀਆਂ ਕੰਪਨੀਆਂ ਦੇ ਮਾਡਲ 579, ਮਾਡਲ 567, ਅਤੇ ਮਾਡਲ 589 ਟਰੱਕਾਂ ਲਈ ਉਪਲਬਧ ਰਹੇਗਾ।

ਨਵਾਂ ਇੰਜਣ ਛਾਊਥ ਟਰੱਕ ਅਤੇ ਇੰਜਣ ਮੈਨੂਫੈਕਚਰਰਜ਼ ਐਸੋਸੀਏਸ਼ਨ ਦੇ ਸੰਗ ਨੂੰ ਸ਼ਾਮਲ ਕਰਦੇ ਹੋਏ 2023 ਦਾ ਕਲੀਨ ਟਰੱਕ ਪਾਰਟਨਰਸ਼ਿਪ ਦਾ ਉਤਪਾਦ ਹੈ, ਜਿਸ ਵਿੱਚ ਪੈਕਾਰ, ਡੈਮਲਰ ਟਰੱਕ ਨਾਰਥ ਅਮਰੀਕਾ,

ਹੀਨੋ, ਨਾਵੀਸਟਰ ਅਤੇ ਵੋਲਵੋ ਗਰੁੱਪ ਨਾਰਥ ਅਮਰੀਕਾ ਵੀ ਸ਼ਾਮਲ ਹਨ, ਜੋ ਵੋਲਵੋ ਟਰੱਕ, ਮੈਕ ਟਰੱਕ ਅਤੇ ਇੰਜਣ ਬਣਾਉਣ ਵਾਲੇ ਕਮਿਸ਼ਨ ਦੀ ਮੁੱਖ ਕੰਪਨੀ ਹੈ।

ਇਸ ਪਾਰਟਨਰਸ਼ਿਪ ਦੇ ਅਧੀਨ, ਛਾਊਥ ਨੇ ਐਮਿਸ਼ਨ ਮਿਆਰਾਂ ਨੂੰ ਫੈਡਰਲ ਸੰਤੁਲਨ 'ਤੇ ਵਾਪਸ ਕੀਤਾ ਅਤੇ ਟਰੱਕ ਨਿਰਮਾਤਾਵਾਂ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਜ਼ਰੋ-ਐਮਿਸ਼ਨ ਵਾਹਨ ਅਤੇ ਹਵਾ ਪ੍ਰਦੂਸ਼ਣ ਦੇ ਉਦੇਸ਼ਾਂ ਨੂੰ ਪੂਰਾ ਕਰਨ ਲਈ ਸਹਿਮਤੀ ਦਿੱਤੀ ਹੈ, ਜੋ ਕਿ ਕਈ ਸਾਲਾਂ ਦੌਰਾਨ ਐਮਿਸ਼ਨ ਪੱਧਰਾਂ ਨੂੰ ਕੱਟਣ ਦੀ ਕੋਸ਼ਿਸ਼ ਕਰਦੇ ਹਨ।

ਨਵੇਂ ਇੰਜਣ ਮੁੱਖ ਤੌਰ ਤੇ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਨਿਯਮਾਂ ਨੂੰ ਪੂਰਾ ਕਰਨ ਲਈ ਬਣਾਏ ਗਏ ਹਨ, ਜਿਵੇਂ ਕਿ ਆਉਣ ਵਾਲੇ ਕੁਝ ਸਾਲਾਂ ਵਿੱਚ ਹੋਰ ਰਾਜ ਵੀ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਖਾਸ ਨਿਯਮਾਂ ਨੂੰ ਅਪਨਾ ਰਹੀਆਂ ਹਨ।

ਮੈਸਾਚਿਉਸੇਟਸ ਅਤੇ ਓਰੇਗਨ ਅਗਲੇ ਸਾਲ ਇਹ ਨਿਯਮਾਂ ਨੂੰ ਅਪਨਾਉਣ ਲਈ ਤਿਆਰ ਹਨ, ਜਦੋਂ ਕਿ ਨਿਊਯਾਰਕ, ਵਰਮੋਂਟ ਅਤੇ ਵਾਸ਼ਿੰਗਟਨ 2026 ਵਿੱਚ ਇਸ ਨੂੰ ਅਪਨਾਉਣ ਲਈ ਤਿਆਰ ਹੈ ਅਤੇ ਹੋਰ ਚਾਰ ਸੰਸਥਾਵਾਂ 2027 ਵਿੱਚ ਨਿਯਮਾਂ ਅਨੁਸਾਰ ਅਪਨਾਉਣਗੇ।



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Daimler and Volvo Ramp Up Production of Hydrogen Fuel Cells in New Joint Venture

Just as more electric Class 8 trucks hit the road, two major truck manufacturers have begun to produce hydrogen fuel cells at facilities in Germany. The new joint venture, named Cellcentric, is a partnership between Daimler Truck and Volvo Group.

Combined, these companies supply nearly 60% of the Class 8 trucks sold in the U.S.

The project will develop, produce, and distribute fuel cell systems on an industrial scale at plants in Esslingen, Baden-Wuerttemberg and Stuttgart-Untertuerkheim.

“Fuel cell technology is a well-proven solution for CO₂-neutral long-distance heavy-duty transportation. However, it has not yet been produced on an industrial scale, which is precisely the key to achieving economies of scale, optimizing the total cost of ownership (TCO) and putting Cellcentric in a solid competitive position in the long term,” says Lars Johansson, Chief Commercial Officer and Chief Organizational Officer of Cellcentric GmbH & Co. KG.

Esslingen Factory

The first factory in Esslingen opened in June with a ceremony attended by German political figures,

businesspeople, and scientists. The factory employs more than 100 workers at a site with over 10,300 square meters of production, logistics and office space.

The Esslingen opening will ultimately lead toward the building of Europe’s largest fuel cell production factory in Wellheim.

“The opening of our pilot production facility in Esslingen today is not the end point of large-scale production, but rather the blueprint for the next step. In the coming years, we will continue to consistently drive forward the industrialization and scaling of production of fuel cell systems at the Weilheim site,” said Johansson.

Production Goals

Cellcentric’s first product, the BZA150 generation fuel cell, is nearing production with pilot versions already having been tested. The goal is to refine and reduce the size of fuel cells while making them more powerful. The NextGen cells are slated to begin production toward the end of this decade.

The NextGen fuel cell will have power in excess of 350 kilowatts and is expected to provide fuel consumption savings of 20% more than the BZA150 generation cell. It is expected to have

a lifespan of approximately 25,000 operating hours.

New Hydrogen Trucks

Both Daimler and Volvo are testing their new fuel cell trucks with mass production expected to get under way very soon. Daimler will soon test the Mercedes-Benz GenH2 Truck using Cellcentric fuel cells later this year. The trucks will move freight for Amazon, Air Products, Ineos, Holcim and Wiedmann & Winz.

Concurrently, Daimler is working with industrial gas producer Linde to build a common refueling standard for hydrogen fuel cell trucks. The first such refueling station will open near Daimler’s manufacturing plant in Wörth am Rhein.

Future Plans

Daimler plans to roll out a full lineup of zero emissions vehicles in Europe, the U.S. and Japan by 2039. Volvo will offer hydrogen fuel cell and hydrogen-powered internal combustion engines in its Class 8 trucks on a similar timeframe.

Volvo has already unveiled its first battery-electric prototype VNL at its plant in Dublin, Virginia. In addition, the company has tested its fuel cell trucks on roads and will be distributing test vehicles to customers by the end of next year.

Freight Recession Leads to Opportunity for Companies to Acquire New Assets

The recent sale of Coyote Logistics from UPS to RXO for \$775 billion less than UPS purchased the company for in 2015 highlights the prolonged freight recession which has gripped the nation's largest shippers for nearly two years now.

In fact, UPS Inc. had its annual revenue drop below \$91 billion last year after seeing it rise to over \$100 billion for the first time in 2022. It joins a large list of companies that reported declining revenue streams and weaker profits in 2023 as too much hauling capacity (a product of the boom caused by the pandemic) restricted freight rates and provided shippers with the upper hand in setting those rates.

That so-called freight recession is plaguing every segment of the trucking industry, from full truckload to parcel. The recession led directly to the collapse of less-than-truckload carrier

Yellow Corp. which closed and filed for bankruptcy in 2023 after 99 years in business.

As in the case of Coyote and RXO, one company's misfortune has led to others expanding their reach. RXO vaulted from the number seven largest transport brokerage firm in North America to the third largest with its acquisition of Coyote.

Likewise, Canada-based trucking giant TFI International expanded its capacity with the acquisition of Daseke Inc., the biggest flatbed and heavy specialized carrier in North America, for \$1.1 billion.

Another major acquisition saw truck leasing and logistics company Ryder System Inc. expand its carriage business by purchasing Cardinal Logistics resulting in the addition of 2,900 power

units, 3,400 drivers and 200 operating locations to Ryder's current network.

Cardinal primarily hauls consumer packaged goods, grocery, building products, automotive and industrial goods. It also provides last-mile and contract logistics services.

Not to be left out, Knight-Swift Transportation Holdings acquired U.S. Xpress Enterprises last year with Knight gaining 7,200 tractors and 14,400 trailers with revenues expected to increase by over \$2 billion.

Meanwhile, Heartland Express has raised its game in the last two years after acquiring Smith Transport and CFI in 2022. It was the largest deal that Heartland has ever entered into. It added 2,000 tractors, 7,800 trailers and 2,800 employees.

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Lawsuits Intend to Roll Back Phase 3 Emissions Regulations

A lawsuit against the Environmental Protection Agency (EPA) contends the agency failed to properly evaluate the use of biodiesel and renewable diesel fuels to help meet new emission standards in the recent heavy-duty truck regulation.

The Clean Fuels Alliance America (CFAA) claims EPA favored battery-electric trucks to the exclusion of other potential fuels that would lower green-house gas (GHG) emissions. In particular, the lawsuit says the EPA's final Phase 3 emissions rule should come under more scrutiny.

“In the final rule, EPA evaluated a range of potential alternative fuel and engine configurations for 2027-2032 heavy duty vehicles. However, the agency specifically declined to consider biodiesel and renewable diesel in combination with existing engines that are already widely available,” the CFAA said in the lawsuit.

The CFAA represents companies which produce biodiesel, renewable diesel, sustainable aircraft fuel, and bioheat fuel.

Phase 3 Standards are Strictest Ever Imposed on Trucking

As part of the Biden Administration's goal to combat climate change the Phase 3 standard imposed strict GHG emissions limits on heavy-duty vehicles. The standard was set to be phased for commercial vehicles in 2027 through

2032.

In light of scientist's warnings about emissions levels and a planet that continues to experience record-breaking heat, the EPA's new regulations are obviously meant to put an end to traditional gas and diesel burning combustion engines.

Second Lawsuit from Oil Interests and OOIDA

Another lawsuit, also recently filed, was on behalf of consumers who use commercial trucks to move freight across the nation. This lawsuit came from the American Petroleum Institute (API) and the Owner-Operator Independent Drivers Association (OOIDA), National Corn Growers Association and American Farm Bureau Federation.

“The EPA is forcing a switch to technology that simply does not presently exist for these kinds of vehicles—and even if it were someday possible, it will almost certainly have consequences for your average American. This is sadly yet another example of this administration pushing unpopular policy mandates that lack statutory authority, and we look forward to holding them accountable in court,” said Ryan Meyers, API senior vice president and general counsel.

Electric Trucks Would Cost More than a Switch to Renewable

The trucking industry is rightly worried about the EPA decision. The American Transportation Research Institute (ATRI) estimated that buying

enough electric trucks to replace conventional trucks would cost the industry over \$1 trillion over the next 15 years. ATRI also estimated that using trucks running on renewable diesel could cut that cost by 75%.

“Farmers rely on heavy-duty trucks to transport livestock long distances, and they choose the most efficient routes to ensure the animals in their care remain on the vehicle for as little time as possible,” said Zippy Duvall, president of the American Farm Bureau.

“Unfortunately, heavy-duty vehicles that are powered by batteries have short ranges and require hours to charge. Impractical regulations will extend the amount of time on the road, putting the health and safety of drivers and livestock at risk if they need to stop for long periods of time to charge,” concluded Duvall.

OOIDA President Todd Spencer predicted the rule “would devastate the reliability of America's supply chain and ultimately increase costs for consumers.”

Supreme Court Ruling Could Help Lawsuits

Lawsuits such as these seemingly now have a very good likelihood of succeeding in light of the U.S. Supreme Court's Chevron decision which will roll back much of the power of federal agencies such as the EPA to impose tough regulations on private industry.



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Charging Infrastructure Lags Behind Zero-Emission Truck Deployment

At the Advanced Clean Transportation Expo held earlier this year in Anaheim, Volvo Trucks North America (VTNA) announced that as part of its three-pillar strategy to lower emissions, it will produce heavy trucks with combustion engines that run on hydrogen. Road testing is slated to begin in two years.

Volvo's three-pillar strategy includes battery electric, hydrogen fuel cell and renewable fuels—such as hydrogen—in trucks using internal combustion engines. Hydrogen combustion has been the forgotten option for those seeking to attain zero-emission goals.

Lack of Hydrogen Infrastructure

The major problem, however, is that hydrogen refueling is virtually non-existent and Volvo hopes the government, which has been slow to build battery electric infrastructure, will ramp up infrastructure and hydrogen fueling options.

Keith Brandis, vice president of system solutions and partnerships for VTNA recently said, “Charging infrastructure is the long pole in the tent. We need to get that right.”

One of Volvo's competitors is already making moves to build hydrogen infrastructure. HYL

A subsidiary of Nikola Motors, is planning to build hydrogen refueling stations for its own Class 8 trucks as well as other customers.

HYLA to Build Nine Stations

The network will be located mostly in California and Arizona with nine stations open and ready this summer and a total of 14 by the end of the year. HYL

Despite two large infrastructure bills passed in recent years, the federal government is lagging behind the pace set by private companies such as HYL

Some states, particularly California, Oregon and Washington are providing incentives for trucking companies to switch over to low-emissions vehicles. Experts view hydrogen combustion options as a near term solution for those states to meet their carbon reduction goals.

Tesla BEV Goes 1,000 Miles

California has also seen the introduction of battery electric big rigs in the state with PepsiCo hauling its products in the Central Valley

using Tesla trucks. The company is even reaching 1,000 miles on a single charge. Although Tesla has built charging stations, the state and federal government need to increase their capacity.

A major problem with building infrastructure is that many states are dragging their feet on lowering emissions with a lack of incentives and failure to build infrastructure. Without cooperation, infrastructure remains a “patchwork,” according to Brandis.

Future Goals

For its part, the federal government is making slow progress in building hydrogen infrastructure. The Department of Energy (DOE) has allocated \$7 billion for future distribution hubs in 16 states. A major goal is to reduce hydrogen costs. Currently the cost of a kilogram of hydrogen goes for between \$5 and \$12. The Department calculates that a Class 8 truck can travel about nine miles on one kilogram.

DOE is also expecting to see over \$40 billion in private investment toward hydrogen infrastructure. It may take quite some time, however, for this infrastructure to come online. Ultimately, DOE hopes the price of hydrogen will drop to about \$3/kg within ten years.



ਕੀ ਤੁਸੀਂ ਨਾਪਟਾ ਦੇ ਫਿਊਲ ਕਾਰਡ ਦਾ ਪੂਰਾ ਫਾਇਦਾ ਲੈ ਰਹੇ ਹੋ?



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Interest Rate Cuts Expected Later This Year as Inflation Eases

A key economic metric tracked by the Federal Reserve indicates that inflation is easing in the U.S. A recent Personal Consumption Expenditures Price Index (PCE) showed consumer prices had flattened between April and May, marking the first time that has happened in four years.

While not a measure of food or energy prices, so-called core inflation, which includes health care, housing, and transportation, among others, rose just 0.1% from April to May, the smallest increase since April 2020, which was right about the time the nation was in the grip of the COVID pandemic, and the economy had shut down.

Consumer Prices Down

Prices for physical goods, such as those delivered by the trucking industry, fell 0.4% in May. Gasoline prices dropped 3.4%. Furniture and recreational goods dipped 1% and the cost of a new car also dropped 1.6%. Services, however, were up slightly 0.2%.

The Federal Reserve is in charge of setting interest rates and these numbers show that inflation has dropped to a low enough level that they may consider cutting rates as the economy continues to remain stable.

Rate Cuts Could Happen in September

Experts believe that interest rate

cuts could come as soon as September, which could be significant encouragement for carriers to purchase new equipment and Americans in general to borrow. The inflation targets of about 2% a month are in view.

Commenting in early June, Paul Ashworth, Chief North America Economist for Capital Economics, said, "Overall, there's nothing here that rules out a September rate cut. It all depends on the incoming data. If employment growth edges down again and the May price data prove to be the start of a renewed disinflationary trend, as we expect, then two rate cuts this year is still the most likely outcome."

Interest Rate Highest in 23 Years

Today the Federal Reserve short-term interest rate is 5.25%, a 23-year high. They have hiked the rate 11 times from near zero since the start of the pandemic. Most economists believed at the time that the rate hikes would throw the economy into recession, but that didn't happen as wage growth continued and has outpaced inflation for the last year.

Estimates expect the overall inflation rate to drop to about 2.4% by the end of the year, nearly three times

lower than its high point in 2022 when it climbed to 8.0%.

Inflation Rate Could Sink Biden

Prices, however, remain higher than they were before the pandemic with many Americans blaming President Joe Biden. It has been historically very difficult for a sitting president to win re-election when inflation is high. In 1976, Gerald Ford could not overcome a 5.8% inflation rate when he was defeated by Jimmy Carter. In turn, Carter could not survive a 13.5% rate in 1980 when he was crushed at the polls by Ronald Reagan.

In Biden's defense, the U.S. inflation rate has dropped faster and is much lower than most other nations in the world. Biden may have been a victim of how fast the economy recovered after the pandemic with American consumers in a buying mood.

The Federal Reserve prefers the PCE index as an inflation gauge which was released on June 28 over other price indicators.





ਮੁੱਲ ਸੂਚਕ ਵਿੱਚ ਕਮੀ ਕਾਰਨ ਇਸ ਸਾਲ ਦੇ ਅਖੀਰ ਵਿੱਚ ਵਿਆਜ ਦਰਾਂ ਵਿੱਚ ਕਟੌਤੀ ਦੀ ਉਮੀਦ

ਫੈਡਰਲ ਰਿਜ਼ਰਵ ਦੁਆਰਾ ਟਰੈਕ ਕੀਤਾ ਜਾਣ ਵਾਲਾ ਇੱਕ ਮਹੱਤਵਪੂਰਨ ਆਰਥਿਕ ਮਾਪਦੰਡ ਦੱਸਦਾ ਹੈ ਕਿ ਸੰਯੁਕਤ ਰਾਜ ਅਮਰੀਕਾ ਵਿੱਚ ਮਹਿੰਗਾਈ ਵਿੱਚ ਕਮੀ ਆ ਰਹੀ ਹੈ। ਹਾਲ ਹੀ ਦੇ ਨਿੱਜੀ ਖਪਤ ਖਰਚੇ ਮੁੱਲ ਸੂਚਕ (ਪੀਸੀਈ) ਨੇ ਦਿਖਾਇਆ ਕਿ ਅਪ੍ਰੈਲ ਅਤੇ ਮਈ ਦੇ ਵਿਚਕਾਰ ਖਪਤਕਾਰ ਮੁੱਲ ਸੰਤੁਲਿਤ ਰਹੇ, ਜੋ ਕਿ ਚਾਰ ਸਾਲਾਂ ਵਿੱਚ ਪਹਿਲੀ ਵਾਰ ਇਸ ਤਰ੍ਹਾਂ ਹੋਇਆ ਹੈ।

ਹਾਲਾਂਕਿ ਇਹ ਭੋਜਨ ਜਾਂ ਊਰਜਾ ਦੀਆਂ ਕੀਮਤਾਂ ਦਾ ਮਾਪ ਨਹੀਂ ਹੈ, ਇਨ੍ਹਾਂ ਵਿੱਚ ਸਿਰਫ ਸਿਹਤ ਸੰਭਾਲ, ਆਵਾਸ, ਅਤੇ ਆਵਾਜਾਈ ਸਿਹਤ ਹੋਰ ਖਰਚੇ ਸ਼ਾਮਲ ਹਨ। ਅਪ੍ਰੈਲ ਤੋਂ ਮਈ ਤੱਕ ਅਜਿਹੀ ਕਹੀ ਜਾਣ ਵਾਲੀ ਕੋਰ ਮਹਿੰਗਾਈ ਸਿਰਫ 0.1% ਵਧੀ, ਜੋ ਅਪ੍ਰੈਲ 2020 ਤੋਂ ਬਾਅਦ ਸਭ ਤੋਂ ਛੋਟੀ ਵਾਧੂ ਦਰ ਹੈ, ਇਹ ਉਹ ਸਮਾਂ ਸੀ ਜਦੋਂ ਦੇਸ਼ ਕੋਵੀਡ ਮਹਾਂਮਾਰੀ ਦੇ ਪੰਜੇ ਵਿੱਚ ਸੀ ਅਤੇ ਜਿਸ ਕਰਕੇ ਅਰਥਵਿਵਸਥਾ ਬੰਦ ਹੋ ਗਈ ਸੀ।

ਖਪਤਕਾਰ ਕੀਮਤਾਂ ਵਿੱਚ ਕਮੀ

ਟਰਾਂਕਿੰਗ ਉਦਯੋਗ ਦੁਆਰਾ ਡਿਲੀਵਰ ਕੀਤੇ ਜਾਣ ਵਾਲੇ ਭੌਤਿਕ ਸਾਮਾਨਾਂ ਦੇ ਮੁੱਲ ਦੀ 0.4% ਦੇ ਦਰ ਨਾਲ ਮਈ ਵਿੱਚ ਕਮੀ ਹੋਈ ਹੈ। ਪੈਟਰੋਲ ਦੀਆਂ ਕੀਮਤਾਂ 3.4% ਘੱਟ ਗਈਆਂ। ਫਰਨੀਚਰ ਅਤੇ ਮਨੋਰੰਜਨ ਸਮਾਨਾਂ ਦੇ ਮੁੱਲ 1% ਘਟੇ ਅਤੇ ਨਵੀਂ ਕਾਰ ਦੀ ਕੀਮਤ ਵੀ 1.6% ਦੇ ਦਰ ਨਾਲ ਘੱਟ ਗਈ। ਹਾਲਾਂਕਿ, ਸੇਵਾਵਾਂ ਦੇ ਮੁੱਲ ਥੋੜ੍ਹੇ ਜੇਹੇ 0.2% ਵਧੇ।

ਬਿਆਜ ਦਰਾਂ ਨੂੰ ਸੈੱਟ ਕਰਨ ਦਾ ਜ਼ਿੰਮੇਵਾਰ ਫੈਡਰਲ ਰਿਜ਼ਰਵ ਹੈ ਅਤੇ ਇਹ ਅੰਕ ਦਰਸਾਉਂਦੇ ਹਨ ਕਿ ਮਹਿੰਗਾਈ ਏਨੀ ਹੇਠਲੇ ਪੱਧਰ ਤੱਕ ਘਟ ਗਈ ਹੈ ਜਿਸ ਕਰਕੇ ਉਹ ਦਰਾਂ ਵਿੱਚ ਕਟੌਤੀ ਕਰਨ ਬਾਰੇ ਸੋਚ ਸਕਦੇ ਹਨ ਜਿਵੇਂ ਕਿ ਅਰਥਵਿਵਸਥਾ ਕਿਸ ਤਰ੍ਹਾਂ ਨਾਲ ਸਥਿਰ ਰਹਿ

ਸਕਦੀ ਹੈ।

ਸਤੰਬਰ ਵਿੱਚ ਦਰ ਕਟੌਤੀਆਂ ਹੋਣ ਦੀ ਸੰਭਾਵਨਾ

ਵਿਸ਼ੇਸ਼ਕ ਮੰਨਦੇ ਹਨ ਕਿ ਵਿਆਜ ਦਰਾਂ ਵਿੱਚ ਕਟੌਤੀ ਜਲਦੀ ਹੀ ਸਤੰਬਰ ਵਿੱਚ ਹੋ ਸਕਦੀ ਹੈ, ਜੋ ਕਿ ਕੈਰੀਅਰਾਂ ਲਈ ਨਵੇਂ ਸਾਜੇ-ਸਮਾਨ ਖਰੀਦਣ ਲਈ ਅਤੇ ਆਮ ਤੌਰ 'ਤੇ ਅਮਰੀਕੀਆਂ ਲਈ ਕਰਜ਼ਾ ਲੈਣ ਲਈ ਮਹੱਤਵਪੂਰਨ ਸਾਧਨ ਹੋ ਸਕਦੀ ਹੈ। ਮਹਿੰਗਾਈ ਦੇ ਵੱਧਣ ਦੇ ਨਿਸ਼ਾਨ 2% ਪ੍ਰਤੀ ਮਹੀਨਾ ਦੇ ਨੇੜੇ ਹਨ।

ਕੈਪੀਟਲ ਇਕਨਾਮਿਕਸ ਲਈ ਉੱਤਰੀ ਅਮਰੀਕਾ ਦੇ ਮੁੱਖ ਆਰਥਿਕ ਵਿਦਵਾਨ ਪੌਲ ਐਸਵਰਥਜੂਨ ਨੇ ਜੂਨ ਦੇ ਸ਼ੁਰੂ ਵਿੱਚ ਟਿੱਪਣੀ ਕਰਦੇ ਹੋਏ ਇਹ ਕਿਹਾ ਹੈ ਕਿ "ਕੁੱਲ ਮਿਲਾ ਕੇ, ਇੱਥੇ ਕੁਝ ਵੀ ਐਸਾ ਨਹੀਂ ਹੈ ਜੋ ਸਤੰਬਰ ਦੀ ਦਰ ਕਟੌਤੀ ਨੂੰ ਅਸੰਭਵ ਬਣਾਉਂਦਾ ਹੋਵੇ। ਸਭ ਕੁਝ ਆਉਣ ਵਾਲੇ ਡਾਟੇ 'ਤੇ ਨਿਰਭਰ ਕਰਦਾ ਹੈ। ਜੇਕਰ ਰੋਜ਼ਗਾਰ ਵਾਧਾ ਫਿਰ ਤੋਂ ਘੱਟ ਸਕਦਾ ਅਤੇ ਮਈ ਦੇ ਕੀਮਤ ਦੇ ਅੰਕੜੇ ਮਹਿੰਗਾਈ ਦੇ ਰੁਝਾਨ ਦੀ ਸ਼ੁਰੂਆਤ ਸਾਬਤ ਹੁੰਦੇ ਹਨ, ਜਿਵੇਂ ਕਿ ਅਸੀਂ ਉਮੀਦ ਕਰਦੇ ਹਾਂ, ਕਿ ਇਸ ਸਾਲ ਵਿੱਚ ਵੀ ਦੋ ਵਿਆਜ ਦਰਾਂ ਦੀ ਕਟੌਤੀ ਦੇ ਨਾਲ ਨਤੀਜੇ ਅਜੇ ਵੀ ਸੰਭਾਵੀ ਹਨ।"

23 ਸਾਲਾਂ ਵਿੱਚ ਸਭ ਤੋਂ ਜ਼ਿਆਦਾ ਵਿਆਜ ਦਰ

ਅੱਜ ਫੈਡਰਲ ਰਿਜ਼ਰਵ ਦੀ ਛੋਟੀ ਮਿਆਦ ਵਿਆਜ ਦਰ 5.25% ਹੈ, ਜੋ 23 ਸਾਲਾਂ ਵਿੱਚ ਸਭ ਤੋਂ ਉੱਚੀ ਹੋਈ ਹੈ। ਉਨ੍ਹਾਂ ਨੇ ਮਹਾਂਮਾਰੀ ਦੇ ਸ਼ੁਰੂ ਤੋਂ ਲਗਭਗ ਜ਼ੀਰੋ ਦੇ ਪੱਧਰ ਤੋਂ 11 ਵਾਰ ਇਹ ਦਰ ਵਧਾਈ ਹੈ। ਜ਼ਿਆਦਾਤਰ ਆਰਥਿਕ ਵਿਦਵਾਨਾਂ ਨੇ ਉਸ ਸਮੇਂ ਵਿਸ਼ਵਾਸ ਕੀਤਾ ਸੀ ਕਿ ਦਰ ਵਧੇ ਨਾਲ ਅਰਥਵਿਵਸਥਾ ਮੰਦਭਾਗ ਵਿੱਚ ਚਲੀ ਜਾਵੇਗੀ, ਪਰ ਇਸ ਤਰ੍ਹਾਂ ਨਹੀਂ ਹੋਇਆ

ਕਿਉਂਕਿ ਤਨਖਾਹ ਵਿੱਚ ਵਾਧਾ ਜਾਰੀ ਰਿਹਾ ਅਤੇ ਪਿਛਲਾ ਸਾਲ ਮਹਿੰਗਾਈ ਨੂੰ ਪਿੱਛੇ ਛੱਡ ਗਿਆ।

ਇਹ ਅਨੁਮਾਨ ਲਗਾਇਆ ਗਿਆ ਹੈ ਕਿ ਕੁੱਲ ਮਹਿੰਗਾਈ ਦਰ ਇਸ ਸਾਲ ਦੇ ਅਖੀਰ ਤੱਕ ਲਗਭਗ 2.4% ਤੱਕ ਘਟ ਜਾਵੇਗੀ, ਜੋ 2022 ਵਿੱਚ ਇਸਦੇ ਉੱਚੇ ਪੱਧਰ 8.0% ਤੋਂ ਲਗਭਗ ਤਿੰਨ ਗੁਣਾ ਘੱਟ ਹੈ।

ਬਾਇਡਨ ਨੂੰ ਮਹਿੰਗਾਈ ਦਰ ਦੇ ਖਤਰੇ ਮਹਿੰਗਾਈ ਦਰ, ਹਾਲਾਂਕਿ, ਮਹਾਂਮਾਰੀ ਤੋਂ ਪਹਿਲਾਂ ਦੀ ਸਥਿਤੀ ਨਾਲੋਂ ਵੱਧ ਰਹੇ ਹਨ ਜਿਸ ਕਰਕੇ ਕਈ ਅਮਰੀਕੀ ਰਾਸ਼ਟਰਪਤੀ ਜੋ ਬਾਇਡਨ ਨੂੰ ਦੇਸ਼ ਦੇ ਰਹੇ ਹਨ। ਇਤਿਹਾਸਕ ਤੌਰ 'ਤੇ ਬੈਠੇ ਹੋਏ ਪ੍ਰਧਾਨ ਨੂੰ ਉੱਚੀ ਮਹਿੰਗਾਈ ਦੇ ਸਮੇਂ ਵਿੱਚ ਦੁਬਾਰਾ ਚੋਣ ਜਿੱਤਣ ਵਿੱਚ ਬਹੁਤ ਮੁਸ਼ਕਿਲ ਹੁੰਦੀ ਹੈ। 1976 ਵਿੱਚ, ਜਰਾਲਡ ਫੋਰਡ 5.8% ਮਹਿੰਗਾਈ ਦਰ ਦਾ ਸਾਹਮਣਾ ਨਹੀਂ ਕਰ ਸਕੇ ਤਾਂ ਓਦੋਂ ਉਨ੍ਹਾਂ ਨੂੰ ਜਿਮੀ ਕਾਰਟਰ ਦੁਆਰਾ ਹਾਰ ਦਾ ਸਾਹਮਣਾ ਕਰਨਾ ਪਿਆ। ਬਦਲੇ ਵਿੱਚ, ਕਾਰਟਰ 1980 ਵਿੱਚ 13.5% ਦਰ ਨਾਲ ਨਹੀਂ ਬਚ ਸਕੇ ਅਤੇ ਉਨ੍ਹਾਂ ਨੂੰ ਰੋਨਾਲਡ ਰੇਗਨ ਦੁਆਰਾ ਚੋਣਾਂ ਵਿੱਚ ਹਰਾਇਆ ਗਿਆ ਸੀ।

ਬਾਇਡਨ ਦੀ ਰੱਖਿਆ ਵਿੱਚ, ਸੰਯੁਕਤ ਰਾਜ ਅਮਰੀਕਾ ਦੀ ਮਹਿੰਗਾਈ ਦਰ ਹੋਰ ਬਹੁਤ ਸਾਰੀਆਂ ਰਾਸ਼ਟਰਾਂ ਨਾਲੋਂ ਜਲਦੀ ਘਟੀ ਹੈ ਅਤੇ ਬਹੁਤ ਹੀ ਘੱਟ ਹੈ। ਮਹਾਂਮਾਰੀ ਤੋਂ ਬਾਅਦ ਅਮਰੀਕੀ ਖਪਤਕਾਰਾਂ ਦੇ ਖਰੀਦ ਮਿਜ਼ਾਜ ਕਾਰਨ ਬਾਇਡਨ ਸ਼ਾਇਦ ਅਰਥਵਿਵਸਥਾ ਦੀ ਜਲਦੀ ਬਹਾਲੀ ਦਾ ਸ਼ਿਕਾਰ ਹੋ ਸਕਦੇ ਹਨ।

ਫੈਡਰਲ ਰਿਜ਼ਰਵ ਮਹਿੰਗਾਈ ਨੂੰ ਮਾਪਣ ਲਈ ਪੀਸੀਈ ਸੂਚਕ ਨੂੰ ਹੋਰ ਮੁੱਲ ਸੂਚਕਾਂ ਨਾਲੋਂ ਵਧੇਰੇ ਤਰਜੀਹ ਦਿੰਦਾ ਹੈ ਜੋ ਕਿ 28 ਜੂਨ ਨੂੰ ਜਾਰੀ ਕੀਤਾ ਗਿਆ।



New ATRI Study on Women Drivers Cites Problems and Suggests Solutions

A new research study identifying ways to get more women behind the wheels of the nation's commercial trucks was recently released by the American Transportation Research Institute (ATRI). The study identifies six key challenges for women attempting to enter the industry as well as steps to mitigate those issues.

ATRI's research involved surveying industry stakeholders including drivers, owners, and truck driver trainers. Nearly 1,500 drivers and 82 motor carriers participated. In addition, women driver focus groups from ten different trucking companies

provided strategies for overcoming problems that stand in the way of women becoming successful drivers.

"ATRI's research gives a voice to the thousands of women truck drivers who have found successful and satisfying careers in this industry and encouragement to other women to consider truck driving jobs," said Emily Plummer, a professional driver for Prime Inc. and one of America's Road Team Captains.

Women are naturally attracted to trucking because pay rates are usually more equal for men and women. A shipper doesn't check a driver's sex

when they hire them to move a load of freight.

The report noted that statistics show that only 6.9% of drivers were women in 2023, down from 8.1% the year before. Sources are fluid and some studies show the number to anywhere between 5% and 14%.

Although usually considered a man's job, women have been driving trucks for over 100 years. Luella Bates was the first woman who was licensed to drive a commercial truck. In recent years more women have gone into the industry in a variety of roles such as managers, technicians, dispatchers,

and executives as well as drivers.

Six key challenges were identified by the study:

1. Negative Industry Image and Perception: inequitable social norms, misuse of social media and a lack of younger drivers amid an aging workforce.

2. Unable to Complete Truck Driver Training: inability to pay for training, lack of driving skills, ability, or knowledge, none, or limited access to childcare and excessive travel to and from school.

3. Unsatisfactory Motor Carrier Company Culture: unclear and inconsistent communication with drivers and absence of recognition and appreciation initiatives.

4. Inability to Acclimate to the OTR Lifestyle: insufficient home-time and inability to establish and sustain healthy habits.

5. Limited Parking and Restroom Facilities: shortage of available safe parking and lack of

clean restrooms.

6. Excessive Gender Harassment and Discrimination: discrimination during training and concern over personal safety.

Recommendations for strategies to overcome these issues include (see the report for the full list):

Challenge 1: highlight income potential, focus on women drivers in marketing materials, share positive stories and posts on social media, training on improper use of social media, connect with high school students, and emphasize trucking as lucrative alternative to college.

Challenge 2: increase financial assistance awareness, promote motor carrier sponsored CDL programs, incentivize well performing/attentive students, encourage continuous practice of difficult skills, identify, and promote childcare resources, timely communication with students, consider all available training program options, and facilitate housing accommodations.

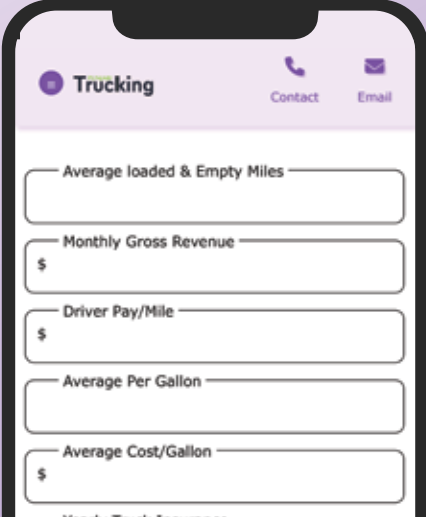
Challenge 3: develop mentorship programs, establish women-specific groups, implement an open-door policy, articulate clear expectations of employees, institute regular virtual learning sessions, and design a professional development curriculum.

Challenge 4: develop reasonable schedules and routes, educate students on job opportunities for CDL holders, establish exercise programs, prioritize rest, and minimize fatigue, maintain good hygiene.

Challenge 5: educate drivers on personal safety strategies, utilize technology to assist drivers in locating parking, advocate on behalf of drivers to ensure driver access at customer facilities, and utilize crowd-sourced information to locate clean restrooms.

Challenge 6: research motor carrier culture, evaluate same-sex training policies, improve situational awareness when parked, bring a dog on the road, and operate as a team driver

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Trucking

Chevron

Chevron Decision Could Help Trucking Industry Fight Unfair Regulations

A recent decision by the U.S. Supreme Court which overturned 40 years of precedent could help trucking companies fight what they see as unfair rules and regulations handed down by government agencies.

In a 6-3 vote on the case of *Loper Bright Enterprises v. Raimondo*, the court ruled to throw out the Chevron doctrine, which had been decided in 1984 and gave federal agencies first right to interpret the laws passed down by Congress rather than the courts.

EPA vs. Environmental Groups 40 Years Ago

In 1984, the Reagan Administration's Environmental Protection Agency (EPA) was being sued by environmental groups for weakening regulations on clean air. The Natural Resource Defense Council claimed the EPA was allowing polluters to skirt federal law.

The EPA, then run by Anne Gorsuch, argued that the agency was best equipped to interpret the laws of Congress because it employed many experts and scientists who understood the issues. She said the courts did not have the time or resources to interpret every ambiguity in a law and that should limit their ability to review an agency's interpretation of that law.

Chevron Doctrine

In a 6-0 decision (two judges were ill

and one had recused) the court ruled that if Congress left an ambiguity in a law, then it was up to the executive branch to explain what it meant. It was called the Chevron deference. It has been a bedrock of federal law ever since.

Fast forward to today and a ruling in which the court has totally reversed itself in proclaiming that the courts alone can interpret any ambiguity in the laws written by Congress rather than executive agencies.

Gorsuch vs. Gorsuch

In an amazing irony, the judge who wrote the majority's opinion in *Loper* was Neil Gorsuch, son of former EPA director Anne Gorsuch. What the mother had argued was now being thrown out by the son.

In his opinion, Gorsuch wrote that the doctrine “forces judges to abandon the best reading of the law in favor of views of those presently holding the reins of the Executive Branch. It requires judges to change, and change again, their interpretations of the law as and when the government demands. Rather than insulate adjudication from power and politics to ensure a fair hearing, Chevron deference requires courts to ‘place a finger on the scales of justice in favor of the most powerful of litigants, the federal government.’”

Responses from the trucking industry were tentative. The Owner-Operator Independent Drivers Association said, “The U.S. Supreme Court's overturning of the Chevron Doctrine will undoubtedly have significant ramifications on federal regulations that affect the trucking industry.”

The added, “OOIDA's legal team is in the process of conducting a thorough analysis of the decision and will provide our members and the larger trucking community clarity on how this could potentially affect their business operations.”

New Court Cases Could Test Decision

Two important cases regarding new EPA regulations on greenhouse gas emissions could be the first proving ground for the new Supreme Court decision. One of the lawsuits, filed by the Clean Fuels Alliance America, argues the EPA did not perform due diligence in examining the value of renewable fuels when it handed down its Phase 3 emissions standards.

A second lawsuit aimed at EPA rules from oil and trucking industries, including the OOIDA, argues the move to stricter emissions standards hurts consumers. They claim that federal agencies are once again “pushing unpopular policy mandates that lack statutory authority.”

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V O L V O



ਇੱਸ ਵਾਰ, ਅਸੀਂ ਉਤਸ਼ਾਹਿਤ ਹਾਂ ਤੁਹਾਡੇ ਲਈ ਘੱਟ ਖੱਪਤ ਵਾਲਾ ਟਰੱਕ ਲੈ ਕੇ ਆਉਣ ਲਈ

ਜਦੋਂ ਅਸੀਂ ਇਸ ਗੱਲ 'ਤੇ ਮੁੜ ਵਿਚਾਰ ਕਰਨ ਲਈ ਤਿਆਰ ਹੋਏ ਕਿ ਇੱਕ ਟਰੱਕ ਵਿੱਚ ਕੀ ਹੋ ਸਕਦਾ ਹੈ, ਅਸੀਂ ਹਵਾ ਪ੍ਰਤੀਰੋਧ ਨੂੰ ਘੱਟ ਤੋਂ ਘੱਟ ਕਰਨ ਲਈ ਡਿਜ਼ਾਈਨ ਨੂੰ ਸੁਚਾਰੂ ਬਣਾਇਆ ਹੈ, ਸਾਡੇ ਪੁਰਾਤਨ ਮਾਡਲ ਦੇ ਮੁਕਾਬਲੇ ਬਾਲਣ ਕੁਸ਼ਲਤਾ ਵਿੱਚ ਇੱਕ ਹੈਰਾਨਕੁਨ 10% ਵਾਧਾ ਹੈ। ਬਿਲਕੁਲ ਨਵੀਂ ਵੋਲਵੋ VNL. ਹਰ ਚੀਜ਼ ਨੂੰ ਬਦਲਣ ਲਈ ਤਿਆਰ ਕੀਤਾ ਗਿਆ ਹੈ।