

# T **PUNJABI** Trucking

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## FROM THE EDITOR

**Raman S. Dhillon**

### EVEN AFTER A HARSH WINTER, THE RIGHT CONDITIONS CAN LEAD TO A FRUITFUL HARVEST

The trucking industry is facing some tough times lately. Rising costs, driver shortages, and supply chain issues have made it harder for many trucking companies to stay afloat. However, there's a light at the end of the tunnel. Let's explore the bumps in the road and the silver linings that could pave the way for growth in the coming year.

Have you noticed how prices for just about everything are going up? Fuel prices have taken a wild ride, climbing higher than many truckers anticipated. This affects not just the gas tanks but also the bottom line for many trucking companies.

Then there are maintenance costs. Trucks need regular check-ups, just like our bodies. But with parts becoming more expensive and harder to find, expenses are stacking up. This cost crunch forces

many companies to think twice before hitting the road. Despite current hurdles, many industry experts believe the trucking industry is on the brink of a revival. With the economy expected to grow, demand for goods will rise, creating new opportunities for carriers. Think of it like planting seeds in a garden; even after a harsh winter, the right conditions can lead to a fruitful harvest.

Moreover, the push for e-commerce shows no signs of slowing down. As more people shop online, the need for trucking services will continue to grow. Companies that adapt quickly will likely see their fortunes rise in the coming year.

Safe Trucking!!



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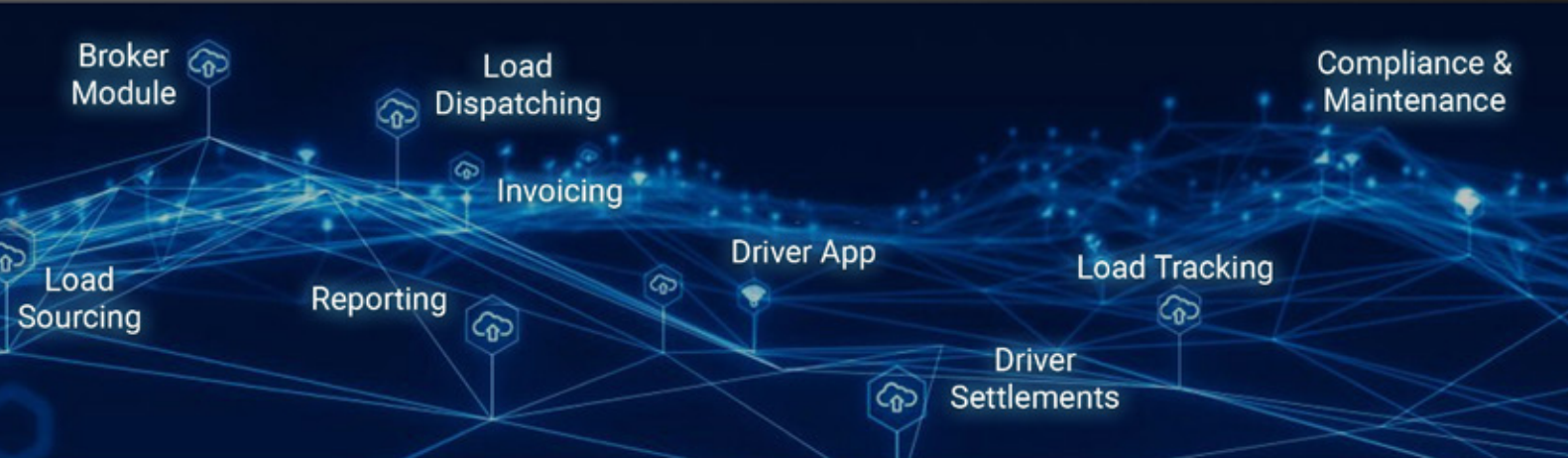
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# 15 ਅਕਤੂਬਰ ਨੂੰ ਫਰੇਟਲਾਈਨਰ ਵਲੋਂ ਅਗਲੀ ਪੀੜੀ ਦਾ ਕੈਸਕੇਡੀਆ ਪੇਸ਼ ਕੀਤਾ ਗਿਆ

ਡੈਮਲਰ ਟਰੱਕ ਨਾਰਥ ਅਮਰੀਕਾ (ਡੀ. ਟੀ. ਐੱਨ. ਏ.) ਦੀ ਸਹਾਇਕ ਕੰਪਨੀ ਫ੍ਰੇਟਲਾਈਨਰ ਨੇ 15 ਅਕਤੂਬਰ ਨੂੰ ਆਪਣੇ ਨਵੇਂ ਫਲੈਗਸ਼ਿਪ ਕਲਾਸ 8 ਆਨ-ਹਾਈਵੇਅ ਕੈਸਕੇਡੀਆ ਮਾਡਲ ਦਾ ਉਦਘਾਟਨ ਕੀਤਾ। 1 ਅਕਤੂਬਰ ਨੂੰ, ਇਸ ਨੇ ਇੱਕ ਲਿੰਕਡਇਨ ਪੋਸਟ ਉੱਤੇ ਨਵੇਂ ਟਰੱਕ ਦਾ ਇੱਕ ਚਿੱਤਰ ਦਿਖਾਇਆ। ਇਹ ਪ੍ਰਸਿੱਧ ਟਰੱਕ ਦੀ ਪੰਜਵੀਂ ਪੀੜ੍ਹੀ ਹੋਵੇਗੀ।

ਫਰੇਟਲਾਈਨਰ ਦੇਸ਼ ਦਾ ਵਪਾਰਕ ਟਰੱਕਾਂ ਦਾ ਪ੍ਰਮੁੱਖ ਮੂਲ ਉਪਕਰਣ ਨਿਰਮਾਤਾ ਹੈ, ਅਤੇ ਕੈਸਕੇਡੀਆ ਅਮਰੀਕਾ ਵਿੱਚ ਸਭ ਤੋਂ ਵੱਧ ਵਿਕਣ ਵਾਲਾ ਸੈਮੀ-ਟਰੱਕ ਹੈ। ਕੈਸਕੇਡੀਆ ਦਾ ਆਖਰੀ ਸੰਸਕਰਣ 2019 ਵਿੱਚ ਪੇਸ਼ ਕੀਤਾ ਗਿਆ ਸੀ।

ਨਵੇਂ ਮਾਡਲ ਨੂੰ ਪੋਰਟਲੈਂਡ, ਓਰੇਗਨ ਸਭਕ ਦੇ ਨਕਸ਼ੇ ਦੇ ਪਿਛੋਕੜ ਉੱਤੇ ਦਰਸਾਇਆ ਗਿਆ ਸੀ। ਪੋਰਟਲੈਂਡ ਫਰੇਟਲਾਈਨਰ ਦਾ ਹੈੱਡਕੁਆਰਟਰ ਹੈ। ਨਵੇਂ ਟਰੱਕ ਦਾ ਡਿਜ਼ਾਈਨ ਇਸ ਦੇ ਹੈੱਡਲੈੱਪਸ ਨੂੰ ਉਜਾਗਰ ਕਰਦਾ ਹੈ, ਜਿਸ ਨਾਲ ਇਸ ਨੂੰ ਵਧੇਰੇ ਐਰੋਡਾਇਨਾਮਿਕ ਦਿੱਖ ਮਿਲਦੀ ਹੈ। ਕੰਪਨੀ ਬਿਹਤਰ ਸੁਰੱਖਿਆ ਅਤੇ ਖੁਦਮੁਖਤਿਆਰ ਡਰਾਈਵਿੰਗ ਵਿਸ਼ੇਸ਼ਤਾਵਾਂ ਦਾ ਵਾਅਦਾ ਕਰਦੀ ਹੈ।

"ਪੀੜ੍ਹੀ ਦਰ ਪੀੜ੍ਹੀ। ਨਵੀਨਤਾ ਤੋਂ ਬਾਅਦ ਨਵੀਨਤਾ। ਅਸੀਂ ਆਪਣੇ ਗਾਹਕਾਂ ਨੂੰ ਪ੍ਰਦਾਨ ਕਰਨ 'ਤੇ ਧਿਆਨ ਕੇਂਦਰਤ ਕਰਦੇ ਹਾਂ। ਇਹ ਉਨ੍ਹਾਂ ਲਈ ਹੈ ਜੋ ਜਾਣਦੇ ਹਨ ਕਿ ਭਵਿੱਖ ਉਨ੍ਹਾਂ ਨਾਲ ਸ਼ੁਰੂ ਹੁੰਦਾ ਹੈ! 15 ਅਕਤੂਬਰ ਨੂੰ ਸਾਡੇ ਨਾਲ ਸ਼ਾਮਲ ਹੋਵੋ ਜਦੋਂ ਅਸੀਂ ਪੰਜਵੀਂ ਪੀੜ੍ਹੀ ਦੇ ਕੈਸਕੇਡੀਆ ਦਾ ਉਦਘਾਟਨ ਕਰਾਂਗੇ।" ਡੀਟੀਐਨਏ ਨੇ ਇੱਕ ਪ੍ਰੈਸ ਬਿਆਨ ਵਿੱਚ ਕਿਹਾ।

2019 ਮਾਡਲ ਕੈਸਕੇਡੀਆ ਵਿੱਚ ਲੈਟਰਲ ਸਟੀਅਰਿੰਗ, ਹਰੀਜ਼ੈਂਟਲ ਐਕਸਲਰੇਸ਼ਨ ਅਤੇ ਡੀਸਲਰੇਸ਼ਨ ਦੇ ਸਮਰੱਥ ਸਾਫਟਵੇਅਰ ਦੇ ਨਾਲ ਆਟੋਨੋਮਸ ਲੈਵਲ 2 ਫੰਕਸ਼ਨ ਸ਼ਾਮਲ ਸਨ। ਟਰੱਕ ਨੇ ਲੇਨ ਰਵਾਨਗੀ ਅਤੇ ਲੇਨ ਸਹਾਇਤਾ ਸੁਰੱਖਿਆ ਲਈ ਰਾਡਾਰ ਅਤੇ ਕੈਮਰਾ ਜਾਣਕਾਰੀ ਦੇ ਨਾਲ ਫਰੇਟਲਾਈਨਰ ਦੇ ਡੈਟਰਾਇਟ ਐਸੋਰੀਏਸ ਪਲੇਟਫਾਰਮ ਦੀ ਵਰਤੋਂ ਕੀਤੀ। ਪਹਿਲਾ ਕੈਸਕੇਡੀਆ 2007 ਵਿੱਚ ਪੇਸ਼ ਕੀਤਾ ਗਿਆ ਸੀ, ਜਿਸ ਨੇ 40 ਕਰੋੜ ਡਾਲਰ ਦੀ ਵਿਕਾਸ ਲਾਗਤ ਨਾਲ ਸੈਂਚੁਰੀ ਅਤੇ ਕੋਲੰਬੀਆ ਮਾਡਲਾਂ ਦੀ ਥਾਂ ਲਈ ਸੀ।

ਫਰੇਟਲਾਈਨਰ ਨੇ 2022 ਵਿੱਚ ਆਪਣੀ ਬੈਟਰੀ-ਇਲੈਕਟ੍ਰਿਕ ਈ-ਕੈਸਕੇਡੀਆ ਪੇਸ਼ ਕੀਤੀ ਸੀ। ਇਸ ਸਾਲ ਦੇ ਸ਼ੁਰੂਆਤ ਵਿੱਚ, ਟਰੱਕ ਨਿਰਮਾਤਾ ਨੇ ਟਾਰਕ ਰੇਬੋਟਿਕਸ ਦੇ ਆਟੋਨੋਮਸ

ਡਰਾਈਵਿੰਗ ਸਾਫਟਵੇਅਰ ਪਲੱਸ ਲੈਵਲ 4 ਸੈਂਸਰ ਅਤੇ ਕੰਪਿਊਟਿੰਗ ਟੈਕਨੋਲੋਜੀ ਦੇ ਨਾਲ ਇੱਕ ਆਟੋਨੋਮਸ, ਬੈਟਰੀ-ਇਲੈਕਟ੍ਰਿਕ ਈ-ਕੈਸਕੇਡੀਆ ਪ੍ਰਦਰਸ਼ਨ ਟਰੱਕ ਦੀ ਯੋਜਨਾ ਦੀ ਘੋਸ਼ਣਾ ਕੀਤੀ।

ਲੈਵਲ 4 ਨੂੰ ਸੰਪੂਰਨ ਖੁਦਮੁਖਤਿਆਰੀ ਕਿਹਾ ਜਾਂਦਾ ਹੈ, ਜਿਸ ਨਾਲ ਡਰਾਈਵਰ ਨੂੰ ਲੋੜ ਪੈਣ 'ਤੇ ਕੰਟਰੋਲ ਲੈਣ ਦੀ ਯੋਗਤਾ ਹੁੰਦੀ ਹੈ। ਟਾਰਕ ਰੇਬੋਟਿਕਸ ਡੈਮਲਰ ਟਰੱਕ ਦੀ ਸੁਤੰਤਰ ਸਵੈ-ਡਰਾਈਵਿੰਗ ਤਕਨਾਲੋਜੀ ਡਿਵੀਜ਼ਨ ਹੈ।

ਆਪਣੀ ਵੈੱਬਸਾਈਟ 'ਤੇ, ਫਰੇਟਲਾਈਨਰ ਦਾ ਕਹਿਣਾ ਹੈ ਕਿ ਈ-ਕੈਸਕੇਡੀਆ "ਉੱਤਮ ਪ੍ਰਦਰਸ਼ਨ, ਬੇਮਿਸਾਲ ਡਰਾਈਵਰ ਆਰਾਮ, ਸਮਾਰਟ ਅਤੇ ਸਵੈਚਾਲਿਤ ਸੁਰੱਖਿਆ ਪ੍ਰਣਾਲੀਆਂ" ਦੀ ਪੇਸ਼ਕਸ਼ ਕਰਦਾ ਹੈ। ਫਰੇਟਲਾਈਨਰ ਈ-ਕੈਸਕੇਡੀਆ ਇਲੈਕਟ੍ਰਿਕ ਸੈਮੀ-ਟਰੱਕ ਇਸ ਸਭ ਨੂੰ ਇੱਕ ਡਿਜ਼ਾਈਨ ਵਿੱਚ ਇਕੱਠਾ ਕਰਦਾ ਹੈ ਜੋ ਸਾਬਤ ਹੋਏ, ਐਰੋਡਾਇਨਾਮਿਕ ਕੈਸਕੇਡੀਆ ਪਲੇਟਫਾਰਮ 'ਤੇ ਬਣਾਇਆ ਗਿਆ ਹੈ-ਅਤੇ ਕਿਸੇ ਵੀ ਛੋਟੀ ਦੂਰੀ ਦੇ ਰਸਤੇ ਲਈ ਤਿਆਰ ਹੈ। ਇਹ ਇੱਕ ਟਰੱਕ ਹੈ ਜੋ ਅੱਗੇ ਵਧਣ ਲਈ ਬਣਾਇਆ ਗਿਆ ਹੈ। ਅਤੇ ਇਸ ਦੇ ਨਾਲ ਇੱਕ ਪੂਰੀ ਇੰਡਸਟਰੀ ਨੂੰ ਵੀ ਖਿੱਚੇਗਾ।





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# Freightliner Introduced Next Generation Cascadia on Oct. 15

**F**reightliner, a subsidiary of Daimler Truck North America (DTNA), unveiled its new flagship Class 8 on-highway Cascadia model on Oct. 15. On Oct. 1, it showed a silhouette of the new truck on a LinkedIn post. It will be the fifth generation of the popular truck.

Freightliner is the nation's leading original equipment manufacturer of commercial trucks, and Cascadia is the largest-selling big rig in the U.S. The last version of the Cascadia was introduced in 2019.

The new model was outlined on the background of a Portland, Oregon street map. Portland is Freightliner's headquarters. The glimpse of the new truck reveals a more aerodynamic style with a design emphasis on the headlights. The company promises enhanced safety and autonomous driving features.

"Generation after generation. Innovation after innovation. We focus on delivering for our customers. Here's to those who know the future starts with them! Join us on October 15th as we unveil the fifth generation Cascadia," said DTNA in a press release.

The 2019 Cascadia featured autonomous level 2 functions with software capable of lateral steering, horizontal acceleration, and deceleration. The truck used Freightliner's Detroit Assurance platform with radar and camera information for lane departure and lane assist protection. The first Cascadia was introduced in 2007, replacing the Century and Columbia models at a development cost of \$400 million.

Freightliner introduced its battery-electric eCascadia in 2022. Earlier this year, the truck maker announced plans for an autonomous, battery-electric

eCascadia demonstration truck with Torc Robotics' autonomous driving software plus Level 4 sensor and computing technology.

Level 4 is considered full autonomy with the ability of a driver to take over if needed. Torc Robotics is Daimler Truck's independent self-driving technology division.

On its website, Freightliner says the eCascadia offers, "Superior performance. Exceptional driver comfort. Smart, automated safety systems. The Freightliner eCascadia electric semi-truck brings it all together in a design that's built on the proven, aerodynamic Cascadia platform—and ready for any short-haul route. It's a truck that's built to move forward. And pull an entire industry along with it."

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# ਟਰੱਕ ਸੈਕਟਰ ਵੱਲੋਂ ਧੋਖਾਧੜੀ ਵਿਰੁੱਧ ਲੜਾਈ ਦੌਰਾਨ ਮਾਲ ਚੋਰੀ ਵਧੀ

ਤੀਜੀ ਧਿਰ ਦੀ ਲੌਜਿਸਟਿਕਸ ਕੰਪਨੀ ਟ੍ਰਾਂਸਪੋਰਟੇਸ਼ਨ ਇੰਟਰਮੀਡੀਅਰੀਜ਼ ਐਸੋਸੀਏਸ਼ਨ (ਟੀਆਈਏ) ਦੀ ਇੱਕ ਤਾਜ਼ਾ ਰਿਪੋਰਟ ਦਰਸਾਉਂਦੀ ਹੈ ਕਿ ਨਵੰਬਰ 2022 ਅਤੇ ਮਾਰਚ 2023 ਦੇ ਵਿਚਕਾਰ ਮਾਲ ਦੀ ਚੋਰੀ 600% ਵਧੀ ਹੈ। ਟਰੱਕਿੰਗ ਉਦਯੋਗ ਵਿੱਚ ਵਿੱਤੀ ਚੋਰੀ ਅਤੇ ਪਛਾਣ ਦੀ ਚੋਰੀ ਵਿੱਚ ਵੀ ਵਾਧਾ ਹੋਇਆ ਹੈ। ਕੁੱਲ ਮਿਲਾ ਕੇ, ਮਾਲ ਢੁਆਈ ਧੋਖਾਧੜੀ ਟਰੱਕਿੰਗ ਕੰਪਨੀਆਂ ਲਈ ਇੱਕ ਵੱਡੀ ਸਮੱਸਿਆ ਬਣ ਗਈ ਹੈ।

ਰਿਪੋਰਟ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ, "ਲੌਜਿਸਟਿਕਸ ਅਤੇ ਆਵਾਜਾਈ ਉਦਯੋਗ ਵੱਧ ਰਹੀਆਂ ਅਤਿ ਆਧੁਨਿਕ ਅਤੇ ਸੰਗਠਿਤ ਧੋਖਾਧੜੀ ਸਕੀਮਾਂ ਦੀ ਘੇਰਾਬੰਦੀ ਵਿੱਚ ਹੈ। ਤੀਜੀ ਧਿਰ ਦੀਆਂ ਲੌਜਿਸਟਿਕਸ ਕੰਪਨੀਆਂ

ਦੁਆਰਾ ਰਿਪੋਰਟ ਕੀਤੀਆਂ ਗਈਆਂ ਘਟਨਾਵਾਂ ਵਿੱਚ ਨਾਟਕੀ ਵਾਧੇ ਦੇ ਨਾਲ, ਵਧੇਰੇ ਜਾਗਰੂਕਤਾ ਅਤੇ ਮਜ਼ਬੂਤ ਜਵਾਬੀ ਉਪਾਵਾਂ ਦੀ ਜ਼ਰੂਰਤ ਕਦੇ ਵੀ ਵਧੇਰੇ ਜ਼ਰੂਰੀ ਨਹੀਂ ਰਹੀ।"

**ਇੱਕ ਔਸਤ ਲੋਡ ਨੁਕਸਾਨ ਦੀ ਲਾਗਤ \$40,760 ਹੈ**

ਟੀ. ਆਈ. ਏ. ਦੇ ਅਨੁਸਾਰ, ਧੋਖਾਧੜੀ ਦੀ ਹਰੇਕ ਘਟਨਾ ਵਿੱਚ ਔਸਤਨ 402,340 ਡਾਲਰ ਦਾ ਖਰਚਾ ਆਉਂਦਾ ਹੈ ਅਤੇ 40,760 ਡਾਲਰ ਦਾ ਔਸਤ ਲੋਡ ਘਾਟਾ ਹੁੰਦਾ ਹੈ ਜੋ ਕਿ ਟੀ. ਆਈ. ਏ. ਦੇ ਸਰਵੇਖਣ ਦਾ ਜਵਾਬ ਦੇਣ ਵਾਲਿਆਂ ਦੁਆਰਾ ਰਿਪੋਰਟ ਕੀਤਾ ਗਿਆ ਹੈ। ਬਹੁਤ ਸਾਰੇ ਉੱਤਰਦਾਤਾਵਾਂ ਨੇ ਕਿਹਾ ਕਿ ਗੈਰ ਕਾਨੂੰਨੀ ਦਲਾਲੀ ਘੁਟਾਲੇ ਉਨ੍ਹਾਂ ਦੀ ਮੁੱਖ ਚਿੰਤਾ

ਹਨ। ਸਰਵੇਖਣ ਕੀਤੇ ਗਏ ਲਗਭਗ 70% ਲੋਕਾਂ ਨੇ ਕਿਹਾ ਕਿ ਉਹ ਧੋਖਾਧੜੀ ਦੀ ਰੋਕਥਾਮ 'ਤੇ ਦਿਨ ਵਿੱਚ ਦੋ ਜਾਂ ਵਧੇਰੇ ਘੰਟੇ ਬਿਤਾਉਂਦੇ ਹਨ।

ਰਿਪੋਰਟ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ ਕਿ ਉਨ੍ਹਾਂ ਦੇ ਯਤਨਾਂ ਵਿੱਚ ਕੈਰੀਅਰ ਦੀ ਜਾਇਜ਼ਤਾ ਦੀ ਨਿਗਰਾਨੀ ਅਤੇ ਤਸਦੀਕ ਕਰਨ ਲਈ ਨਵੀਂ ਟੈਕਨੋਲੋਜੀ ਅਤੇ ਪ੍ਰਣਾਲੀਆਂ ਵਿੱਚ ਨਿਵੇਸ਼ ਸ਼ਾਮਲ ਹਨ। ਦੇਸ਼ ਦੇ ਵਧੇਰੇ ਆਬਾਦੀ ਵਾਲੇ ਰਾਜਾਂ ਜਿਵੇਂ ਕਿ ਕੈਲੀਫੋਰਨੀਆ, ਟੈਕਸਾਸ, ਇਲੀਨੋਇਸ, ਨਿਊ ਯਾਰਕ, ਜਾਰਜੀਆ ਅਤੇ ਫਲੋਰਿਡਾ ਵਿੱਚ ਧੋਖਾਧੜੀ ਹੋਣ ਦੀ ਸੰਭਾਵਨਾ ਹੈ, ਜਿਸ ਵਿੱਚ 48% ਧੋਖਾਧੜੀ ਕੈਲੀਫੋਰਨੀਆ ਤੋਂ ਸ਼ੁਰੂ ਹੁੰਦੀ ਹੈ।

ਸਭ ਤੋਂ ਵੱਧ ਨਿਸ਼ਾਨਾ ਬਣਾਈਆਂ ਗਈਆਂ

ਵਸਤਾਂ ਵਿੱਚ ਇਲੈਕਟ੍ਰੋਨਿਕਸ ਅਤੇ ਉਪਕਰਣ, ਸੋਲਰ ਪੈਨਲ, ਘਰੇਲੂ ਸਮਾਨ, ਜੰਮੇ ਹੋਏ ਅਤੇ ਰੈਫ੍ਰਿਜਰੇਟਿਡ ਭੋਜਨ, ਰਬੜ ਦੇ ਉਤਪਾਦ ਅਤੇ ਟਾਇਰ, ਸੁੱਕੇ ਭੋਜਨ, ਮਸ਼ੀਨਰੀ, ਉਤਪਾਦ, ਧਾਤ, ਗੈਰ-ਅਲੋਹ ਧਾਤ ਅਤੇ ਸਮੁੰਦਰੀ ਭੋਜਨ ਸ਼ਾਮਲ ਸਨ।

**ਧੋਖਾਧੜੀ ਹਰ ਕਿਸੇ ਲਈ ਲਾਗਤ ਵਧਾਉਂਦੀ ਹੈ**

ਟੀ. ਆਈ. ਏ. ਨੇ ਲਿਖਿਆ, "ਧੋਖਾਧੜੀ ਵਿੱਚ ਵਾਧਾ ਸਿਰਫ ਇੱਕ ਵਿੱਤੀ ਬੋਝ ਨਹੀਂ ਹੈ—ਇਹ ਚੀਜ਼ਾਂ ਦੀ ਲਾਗਤ ਨੂੰ ਵੀ ਵਧਾਉਂਦਾ ਹੈ, ਸਮੁੱਚੀ ਸਪਲਾਈ ਚੇਨ ਨੂੰ ਪ੍ਰਭਾਵਤ ਕਰਦਾ ਹੈ ਅਤੇ ਆਖਰਕਾਰ ਖਪਤਕਾਰਾਂ ਨੂੰ ਪ੍ਰਭਾਵਤ ਕਰਦਾ ਹੈ।

ਜਵਾਬ ਵਿੱਚ, ਦਲਾਲਾਂ ਨੇ ਸਖ਼ਤ ਨਵੇਂ ਮਾਪਦੰਡਾਂ ਦੇ ਨਾਲ ਇੱਕ ਕੈਰੀਅਰ ਨੂੰ ਕਿਰਾਏ 'ਤੇ ਲੈਣ ਦੀ ਪ੍ਰਕਿਰਿਆ ਵਿੱਚ ਵਧੇਰੇ ਜਾਂਚ ਕਰਨ ਦੀ ਕੋਸ਼ਿਸ਼ ਕੀਤੀ ਹੈ ਜਿਸ ਨਾਲ ਕੈਰੀਅਰਾਂ ਲਈ ਸਿਰ ਦਰਦ ਪੈਦਾ ਹੋਇਆ ਹੈ ਜਿਨ੍ਹਾਂ ਨੂੰ ਹੁਣ ਮਾਲ ਲਿਜਾਣ ਲਈ ਵਧੇਰੇ ਹੁਪਾਂ ਵਿੱਚੋਂ ਛਾਲ ਮਾਰਨ ਦੀ ਜ਼ਰੂਰਤ ਹੈ।

**ਬ੍ਰੋਕਰ ਅਕਸਰ ਕੈਰੀਅਰਾਂ ਦੀ ਜਾਂਚ ਕਰਨ ਲਈ ਬਾਹਰੀ ਕੰਪਨੀਆਂ ਦੀ ਵਰਤੋਂ ਕਰਦੇ ਹਨ**

ਬ੍ਰੋਕਰਾਂ ਨੇ ਸਮਾਂ ਬਚਾਉਣ ਲਈ ਕੈਰੀਅਰ ਅਸ਼ੋਰ ਵਰਗੀਆਂ ਤੀਜੀ ਧਿਰ ਦੀਆਂ ਕੰਪਨੀਆਂ ਨੂੰ ਆਊਟਸੋਰਸਿੰਗ ਕੈਰੀਅਰ ਪਿਛੋਕੜ ਦੀ ਜਾਂਚ ਦਾ ਵੀ ਸਹਾਰਾ ਲਿਆ ਹੈ। ਬਦਕਿਸਮਤੀ ਨਾਲ, ਇਹ ਵੈਟਿੰਗ ਕੰਪਨੀਆਂ ਵੀ ਮੌਕੇ 'ਤੇ ਘੱਟ ਆ ਗਈਆਂ ਹਨ। ਕੈਰੀਅਰ ਐਸੋਸ਼ਰ ਦੇ ਸੀ. ਈ. ਓ. ਕੈਸੈਂਡਰਾ ਗੇਨੇਸ ਨੇ ਆਪਣੀ ਕੰਪਨੀ ਦੇ ਪਲੇਟਫਾਰਮ ਦੀਆਂ ਸੀਮਾਵਾਂ ਨੂੰ ਸਵੀਕਾਰ ਕੀਤਾ ਹੈ।

"ਅਸੀਂ ਕਈ ਵੈਟਿੰਗ ਸੇਵਾਵਾਂ ਦੀ ਗਾਹਕੀ ਲੈਂਦੇ ਹਾਂ। ਸਾਨੂੰ ਸਾਰੀਆਂ ਦਰਾਂ ਦੀ ਪੁਸ਼ਟੀ ਉੱਤੇ ਈ-ਦਸਤਖਤਾਂ ਦੀ ਲੋੜ ਹੁੰਦੀ ਹੈ। ਅਸੀਂ ਈਮੇਲ ਪਤਿਆਂ 'ਤੇ ਦਰ ਦੀ ਪੁਸ਼ਟੀ ਭੇਜਣ' ਤੇ ਪਾਬੰਦੀ ਲਗਾਉਂਦੇ ਹਾਂ ਜੋ ਸਾਡੀ ਜਾਂਚ ਸੇਵਾਵਾਂ ਦੁਆਰਾ ਪ੍ਰਮਾਣਿਤ ਨਹੀਂ ਹਨ, "ਇੱਕ ਸਰਵੇਖਣ ਜਵਾਬਦੇਹ ਨੇ ਕਿਹਾ ਜੋ ਇੱਕ ਦਲਾਲ ਦੀ ਨੁਮਾਇੰਦਗੀ ਕਰਦਾ ਹੈ।

**ਵਾਪਸ ਲੜਨ ਦੀਆਂ ਰਣਨੀਤੀਆਂ**

ਟੀ. ਆਈ. ਏ. ਦੀ ਰਿਪੋਰਟ ਮਾਲ ਢੁਆਈ ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਣ ਲਈ ਕੁਝ ਰਣਨੀਤੀਆਂ ਦਾ ਸੁਝਾਅ ਦਿੰਦੀ ਹੈ। ਉਹ ਸਿਫਾਰਸ਼ ਕਰਦੇ ਹਨ ਕਿ ਕੰਪਨੀਆਂ "ਰੋਕਥਾਮ ਲਈ ਬਹੁ-ਪੱਧਰੀ ਪਹੁੰਚ" ਦੀ ਵਰਤੋਂ ਕਰਨ। ਜੀ. ਪੀ. ਐੱਸ. ਟਰੈਕਿੰਗ ਅਤੇ ਵਧੀਆਂ ਤਸਦੀਕ ਪ੍ਰਕਿਰਿਆਵਾਂ ਜਿਹੀ ਟੈਕਨੋਲੋਜੀ ਦੀ ਵਾਧੂ ਵਰਤੋਂ ਦੀ ਸਿਫਾਰਸ਼ ਕੀਤੀ ਜਾਂਦੀ ਹੈ। ਨਵੀਂ ਟੈਕਨੋਲੋਜੀ ਵਿੱਚ ਨਿਵੇਸ਼ ਕਰਨਾ ਵੀ ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਣ ਦੀ ਕੁੰਜੀ ਹੈ।

ਟੀ. ਆਈ. ਏ. ਕਹਿੰਦਾ ਹੈ, "ਕੰਪਨੀਆਂ ਨੂੰ

ਅਤਿ-ਆਧੁਨਿਕ ਸਾਧਨਾਂ ਵਿੱਚ ਨਿਵੇਸ਼ ਕਰਨਾ ਜਾਰੀ ਰੱਖਣਾ ਚਾਹੀਦਾ ਹੈ ਜੋ ਧੋਖਾਧੜੀ ਦਾ ਪਤਾ ਲਗਾਉਣ ਅਤੇ ਰੋਕਣ ਦੀ ਉਨ੍ਹਾਂ ਦੀ ਯੋਗਤਾ ਨੂੰ ਵਧਾਉਂਦੇ ਹਨ। ਇਸ ਵਿੱਚ ਉੱਨਤ ਤਸਦੀਕ ਪ੍ਰਕਿਰਿਆਵਾਂ, ਰੀਅਲ-ਟਾਈਮ ਟਰੈਕਿੰਗ ਪ੍ਰਣਾਲੀਆਂ ਅਤੇ ਸ਼ੱਕੀ ਗਤੀਵਿਧੀ ਦੀ ਪਛਾਣ ਕਰਨ ਅਤੇ ਫਲੈਗ ਕਰਨ ਲਈ ਆਰਟੀਫਿਸ਼ਲ ਇੰਟੈਲੀਜੈਂਸ ਸ਼ਾਮਲ ਹਨ।

ਸ਼ਿਪਰਾਂ ਨਾਲ ਨੇਤਲਾ ਸਹਿਯੋਗ ਵੀ ਮਹੱਤਵਪੂਰਨ ਹੈ। ਕੰਪਨੀਆਂ ਨੂੰ ਨਿਰੰਤਰ ਸਿਖਲਾਈ ਅਤੇ ਸਿੱਖਿਆ ਵਿੱਚ ਨਿਵੇਸ਼ ਕਰਨਾ ਚਾਹੀਦਾ ਹੈ ਤਾਂ ਜੋ ਇਹ ਸੁਨਿਸ਼ਚਿਤ ਕੀਤਾ ਜਾ ਸਕੇ ਕਿ ਸਾਰੇ ਕਰਮਚਾਰੀ ਧੋਖਾਧੜੀ ਦੀਆਂ ਨਵੀਨਤਮ ਰਣਨੀਤੀਆਂ ਅਤੇ ਰੋਕਥਾਮ ਦੀਆਂ ਰਣਨੀਤੀਆਂ ਨੂੰ ਜਾਣਦੇ ਹਨ।

ਰਿਪੋਰਟ ਧੋਖਾਧੜੀ ਦਾ ਮੁਕਾਬਲਾ ਕਰਨ ਲਈ ਇੱਕ ਸੰਯੁਕਤ ਮੋਰਚੇ ਦਾ ਸੁਝਾਅ ਦਿੰਦੀ ਹੈ। ਟੀ. ਆਈ. ਏ. ਕਹਿੰਦਾ ਹੈ, "ਸ਼ਿਪਰਾਂ, ਕੈਰੀਅਰਾਂ ਅਤੇ ਦਲਾਲਾਂ ਨੂੰ ਜਾਣਕਾਰੀ ਸਾਂਝੀ ਕਰਨ ਅਤੇ ਧੋਖਾਧੜੀ ਦੀ ਰੋਕਥਾਮ ਲਈ

ਸਰਬੋਤਮ ਅਭਿਆਸਾਂ ਨੂੰ ਵਿਕਸਤ ਕਰਨ ਲਈ ਸਹਿਯੋਗ ਕਰਨਾ ਚਾਹੀਦਾ ਹੈ। ਟੀਆਈਏ ਇਸ ਸਹਿਯੋਗ ਨੂੰ ਸੁਵਿਧਾਜਨਕ ਬਣਾਉਣ, ਮੈਂਬਰਾਂ ਨੂੰ ਘਟਨਾਵਾਂ ਦੀ ਰਿਪੋਰਟ ਕਰਨ, ਅੰਤਰਦ੍ਰਿਸ਼ਟੀ ਸਾਂਝੀ ਕਰਨ ਅਤੇ ਇੱਕ ਦੂਜੇ ਦੇ ਤਜਰਬਿਆਂ ਤੋਂ ਸਿੱਖਣ ਲਈ ਇੱਕ ਪਲੇਟਫਾਰਮ ਪ੍ਰਦਾਨ ਕਰਨ ਵਿੱਚ ਮਹੱਤਵਪੂਰਨ ਹੈ।

ਅੰਤ ਵਿੱਚ, ਵਿਧਾਨਕ ਅਤੇ ਰੈਗੂਲੇਟਰੀ ਨਿਗਰਾਨੀ ਦੀ ਜ਼ਰੂਰਤ ਹੈ। ਫੈਡਰਲ ਮੋਟਰ ਕੈਰੀਅਰ ਸੇਫਟੀ ਐਡਮਿਨਿਸਟ੍ਰੇਸ਼ਨ ਨੂੰ ਸ਼ਿਕਾਇਤਾਂ ਦੀ ਜਾਂਚ ਅਤੇ ਉਨ੍ਹਾਂ ਕਮੀਆਂ ਨੂੰ ਬੰਦ ਕਰਨ ਨੂੰ ਤਰਜੀਹ ਦੇਣ ਦੀ ਜ਼ਰੂਰਤ ਹੈ ਜੋ ਇਸ ਵੇਲੇ ਚੋਰਾਂ ਨੂੰ ਕਾਨੂੰਨਾਂ ਦਾ ਸੋਸ਼ਣ ਕਰਨ ਦੀ ਆਗਿਆ ਦਿੰਦੀਆਂ ਹਨ।

ਰਿਪੋਰਟ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ, "ਟੀਆਈਏ ਇਨ੍ਹਾਂ ਤਬਦੀਲੀਆਂ ਦੀ ਵਕਾਲਤ ਕਰਨਾ ਜਾਰੀ ਰੱਖਦੀ ਹੈ, ਇਹ ਮੰਨਦਿਆਂ ਕਿ ਸਪਲਾਈ ਚੇਨ ਦੀ ਅਖੰਡਤਾ ਨੂੰ ਬਣਾਈ ਰੱਖਣ ਲਈ ਮਜ਼ਬੂਤ ਨਿਯਮ ਮਹੱਤਵਪੂਰਨ ਹਨ।"



**ਆਪਣੀ ਰਿਪੋਰਟਿੰਗ ਅਤੇ ਨਿਕਾਸ ਦੀਆਂ ਲੋੜਾਂ ਬਾਰੇ ਜਾਣੋ**

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# Cargo Theft Soars as Trucking Industry Battles Fraud

A recent report from the third-party logistics company Transportation Intermediaries Association (TIA) indicates that cargo theft was up 600% between November 2022 and March 2023. There were also increases in financial theft and identity theft within the trucking industry. Overall, freight fraud has become a major problem for trucking companies.

"The logistics and transportation industry is under siege from increasingly sophisticated and organized fraud schemes," the report said. "With a dramatic rise in incidents reported by third-party logistics companies, the need for heightened

awareness and robust countermeasures has never been more urgent."

## **An average load loss costs \$40,760**

According to TIA, each incident of fraud costs an average of \$402,340 and an average load loss of \$40,760 as reported by those who responded to a TIA survey. Many respondents said unlawful brokerage scams are their chief concern. Nearly 70% of those surveyed said they spend two or more hours a day on fraud prevention.

The report said their "efforts include investments in new technology and systems to monitor and verify carrier legitimacy." Fraud is most

likely to happen in the nation's more populous states such as California, Texas, Illinois, New York, Georgia, and Florida with a whopping 48% of fraud originating in California.

Commodities most targeted included electronics and appliances, solar panels, household goods, frozen and refrigerated foods, rubber products and tires, dry food, machinery, produce, metal, non-ferrous metal, and seafood.

## **Fraud increases costs for everyone**

"The rise in fraud is not just a financial burden—it also increases the cost of goods, affecting the entire supply chain and ultimately impacting

consumers," TIA wrote.

In response, brokers have attempted to add more vetting to the process of hiring a carrier with tough new standards which has caused headaches for carriers who now need to jump through more hoops to move freight.

### Brokers often use outside companies to vet carriers

Brokers have also resorted to outsourcing carrier background checks to third-party companies such as Carrier Assure to save time. Unfortunately, even these vetting companies have come up short on occasion. Carrier Assure's CEO Cassandra Gaines has acknowledged the limitations of her company's platform.

"We subscribe to multiple vetting services. We require e-signatures on all rate confirmations. We prohibit sending rate confirmations to email addresses that are not validated by our vetting services," said a survey respondent

who represents a broker.

### Strategies to fight back

TIA's report does suggest some strategies to fight freight fraud. They recommend that companies use a "multilayered approach to prevention." Added use of technology such as GPS tracking and enhanced verification procedures are recommended. Investing in new technology is also a key to fighting fraud.

TIA says, "Companies should continue to invest in cutting-edge tools that enhance their ability to detect and prevent fraud. This includes advanced verification processes, real-time tracking systems, and artificial intelligence to identify and flag suspicious activity."

Close collaboration with shippers is also important. Companies should invest in continuous training and education to ensure all employees know the latest fraud tactics and

prevention strategies.

The report suggests a united front in combating fraud. TIA says, "Shippers, carriers, and brokers must collaborate to share information and develop best practices for fraud prevention. TIA is crucial in facilitating this collaboration, providing a platform for members to report incidents, share insights, and learn from each other's experiences."

Finally, legislative and regulatory oversight is needed. The Federal Motor Carrier Safety Administration needs to prioritize investigating complaints and closing of loopholes that currently allow thieves to exploit the laws.

The report said, "TIA continues to advocate for these changes, recognizing that robust regulation is key to maintaining the integrity of the supply chain."



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# ATRI Report: Detention Time Causes Drivers to Go Faster

A new study from the American Transportation Research Institute (ATRI) indicates that truck drivers who spend extra time waiting for cargo to be loaded or unloaded tend to drive faster than drivers who experience no wait times.

Wait time is referred to as detention and it can sometimes take several hours for a driver to get back on the road after delivering or picking up freight. Data from GPS trackers on large trucks was gathered from a variety of customer facilities.

Data from previous studies showed that the average detention time is 1.4 hours per stop beyond the two hours of presumed active operations. In addition, the average driver loses about \$1,500 in income caused by detention, and traffic crashes rose by 4.7% for drivers who spent excess time in detention.

“Detention is so common that many industry professionals have accepted it as inevitable without realizing the true extent of its costs,” Chad England, CEO of trucking company C.R. England, said in a press release. “ATRI’s report puts real-world numbers to the true impact that truck driver detention has on trucking and the broader economy.”

A main component of the study found that drivers who were in detention often increased their speeds both coming to and leaving facilities where they knew they would experience significant detention time.

According to the study, “truck drivers know which firms and facilities will likely detain them.” Truckers were detained for some amount of time 39% of the time and for drivers operating refrigerated trucks that frequency soared to 56%.

Average speeds increased by about 6 mph for drivers who experienced detention time while waiting at freight facilities over drivers who experienced no wait time.

According to the report, “The average moving speeds were compared across three periods: 1) the 24 hours before a visit; (2) 24 hours before and 24 hours after a facility visit (48 hours); and (3) the 24 hours after a visit...Detained trucks drive faster than non-detained trucks across all three of these periods, and the difference in these average speeds is statistically significant. In the full 48-hour period, all truck drivers have 14.6 percent higher average speeds when detained than when not detained.”

The report gave five strategies for drivers to avoid detention time. Those include negotiating detention fees. Unfortunately, most companies have little leverage for doing this. Another strategy is arriving early and being first in line for loading or unloading.

The study also recommended using “Drop-and-hook or ‘no-touch’ shipments, in which a trailer is simply picked up or dropped off at a customer facility, are less susceptible to detention. Communication was another important factor. Drivers should make sure they know if there may be delays at facilities that may cause detention time.

Finally, the report recommends that companies refuse to move freight for customers who consistently cause detention time and do nothing to address the situation.

However, the report said, “this course of action is often untenable; truckload and refrigerated carrier respondents reported that detention would need to take place on a median 50 percent of stops or more before refusing service, and specialized carrier respondents reported 30 percent of stops detained as their threshold for refusing service.”





ਅਮਰੀਕਨ ਟਰਾਂਸਪੋਰਟੇਸ਼ਨ ਰਿਸਰਚ ਇੰਸਟੀਚਿਊਟ (ਏ.ਟੀ.ਆਰ.ਆਈ.) ਦੇ ਇੱਕ ਨਵੇਂ ਅਧਿਐਨ ਤੋਂ ਇਹ ਸੰਕੇਤ ਮਿਲਦਾ ਹੈ ਕਿ ਜਿਹੜੇ ਟਰੱਕ ਡਰਾਈਵਰ ਮਾਲ ਦੇ ਲੋਡ ਜਾਂ ਅਨਲੋਡ ਹੋਣ ਦੀ ਉਡੀਕ ਵਿੱਚ ਵਾਧੂ ਸਮਾਂ ਬਿਤਾਉਂਦੇ ਹਨ, ਉਹ ਉਹਨਾਂ ਡਰਾਈਵਰਾਂ ਨਾਲੋਂ ਤੇਜ਼ ਗੱਡੀ ਚਲਾਉਂਦੇ ਹਨ ਜਿਨ੍ਹਾਂ ਨੂੰ ਕੋਈ ਉਡੀਕ ਦਾ ਸਮਾਂ ਨਹੀਂ ਹੁੰਦਾ।

ਇੰਤਜ਼ਾਰ ਦੇ ਸਮੇਂ ਨੂੰ ਡਿਟੈਂਸ਼ਨ ਕਿਹਾ ਜਾਂਦਾ ਹੈ ਅਤੇ ਕਈ ਵਾਰ ਡਰਾਈਵਰ ਨੂੰ ਮਾਲ ਪਹੁੰਚਾਉਣ ਜਾਂ ਚੁੱਕਣ ਤੋਂ ਬਾਅਦ ਸੜਕ 'ਤੇ ਵਾਪਸ ਆਉਣ ਲਈ ਕਈ ਘੰਟੇ ਲੱਗ ਸਕਦੇ ਹਨ। ਵੱਡੇ ਟਰੱਕਾਂ 'ਤੇ GPS ਟਰੈਕਰਾਂ ਤੋਂ ਡਾਟਾ ਵੱਖ-ਵੱਖ ਗਾਹਕ ਦੀਆਂ ਸਹੂਲਤਾਂ ਤੋਂ ਇਕੱਠਾ ਕੀਤਾ ਗਿਆ ਸੀ।

ਪਿਛਲੇ ਅਧਿਐਨਾਂ ਦੇ ਡੇਟਾ ਨੇ ਦਿਖਾਇਆ ਹੈ ਕਿ ਔਸਤ ਡਿਟੈਂਸ਼ਨ ਦਾ ਸਮਾਂ ਅਨੁਮਾਨਿਤ ਸਰਗਰਮ ਓਪਰੇਸ਼ਨਾਂ ਦੇ ਦੋ ਘੰਟਿਆਂ ਤੋਂ ਪਰੇ 1.4 ਘੰਟੇ ਪ੍ਰਤੀ ਸਟਾਪ ਹੈ। ਇਸ ਤੋਂ ਇਲਾਵਾ, ਔਸਤ ਡਰਾਈਵਰ ਨੂੰ ਡਿਟੈਂਸ਼ਨ ਕਾਰਨ ਹੋਣ ਵਾਲੀ ਆਮਦਨ ਵਿੱਚ ਲਗਭਗ \$1,500 ਦਾ ਨੁਕਸਾਨ ਹੁੰਦਾ ਹੈ, ਅਤੇ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਜ਼ਿਆਦਾ ਸਮਾਂ ਬਿਤਾਉਣ ਵਾਲੇ ਡਰਾਈਵਰਾਂ ਲਈ ਟ੍ਰੈਫਿਕ ਕਰੈਸ਼ਾਂ ਵਿੱਚ 4.7% ਦਾ ਵਾਧਾ ਹੋਇਆ ਹੈ।

ਟਰੱਕਿੰਗ ਕੰਪਨੀ ਸੀ. ਆਰ. ਇੰਗਲੈਂਡ ਦੇ ਸੀ ਈ ਓ ਚੈਡ ਇੰਗਲੈਂਡ ਨੇ ਇੱਕ ਪ੍ਰੈਸ ਰਿਲੀਜ਼ ਵਿੱਚ ਕਿਹਾ, “ਡਿਟੈਂਸ਼ਨ ਇੰਨੀ ਆਮ ਹੈ ਕਿ ਬਹੁਤ ਸਾਰੇ ਉਦਯੋਗ ਪੇਸ਼ੇਵਰਾਂ ਨੇ ਇਸਦੀ ਲਾਗਤ ਦੀ ਅਸਲ ਸੀਮਾ ਨੂੰ ਸਮਝੇ ਬਿਨਾਂ ਇਸਨੂੰ ਮੰਨਿਆ ਹੋਇਆ ਹੈ। “ਏਟੀਆਰਆਈ ਦੀ ਰਿਪੋਰਟ ਅਸਲ-ਸੰਸਾਰ ਦੇ ਅੰਕੜਿਆਂ ਨੂੰ ਅਸਲ ਪ੍ਰਭਾਵ ਬਾਰੇ ਦੱਸਦੀ ਹੈ ਜੋ ਟਰੱਕ ਡਰਾਈਵਰ ਦੀ ਡਿਟੈਂਸ਼ਨ ਦਾ ਟਰੱਕਿੰਗ ਅਤੇ ਵਿਆਪਕ ਆਰਥਿਕਤਾ 'ਤੇ ਪੈਂਦਾ ਹੈ।”

ਅਧਿਐਨ ਦੇ ਇੱਕ ਮੁੱਖ ਹਿੱਸੇ ਨੇ ਪਾਇਆ ਕਿ ਜੋ ਡਰਾਈਵਰ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਸਨ, ਉਹਨਾਂ ਨੇ ਅਕਸਰ ਉਹਨਾਂ ਸਹੂਲਤਾਂ ਵਿੱਚ ਆਉਣ ਅਤੇ ਛੱਡਣ ਦੀ ਗਤੀ ਵਧਾ ਦਿੱਤੀ ਜਿਥੇ ਉਹਨਾਂ ਨੂੰ ਪਤਾ ਸੀ ਕਿ ਉਹਨਾਂ ਨੂੰ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਬਹੁਤ ਸਮਾਂ ਬਿਤਾਉਣਾ ਪਵੇਗਾ।

ਅਧਿਐਨ ਦੇ ਅਨੁਸਾਰ, “ਟਰੱਕ ਡਰਾਈਵਰ ਜਾਣਦੇ ਹਨ ਕਿ ਕਿਹੜੀਆਂ ਫਰਮਾਂ ਅਤੇ ਸਹੂਲਤਾਂ ਉਨ੍ਹਾਂ ਨੂੰ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਲੈਣਗੀਆਂ।” ਟਰੱਕਰਾਂ ਨੂੰ ਕੁਝ ਸਮੇਂ ਲਈ ਤਕਰੀਬਨ 39% ਸਮੇਂ ਲਈ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਲਿਆ ਗਿਆ ਸੀ ਅਤੇ ਫਰਿੱਜ ਵਾਲੇ ਟਰੱਕਾਂ ਨੂੰ ਚਲਾਉਣ ਵਾਲੇ ਡਰਾਈਵਰਾਂ ਲਈ ਇਹ ਵੱਧ ਕੇ 56% ਤੱਕ ਹੋ ਗਈ ਸੀ।

ਜਿਨ੍ਹਾਂ ਡਰਾਈਵਰਾਂ ਨੇ ਮਾਲ ਦੀ ਉਡੀਕ ਕਰਦੇ ਹੋਏ ਡਿਟੈਂਸ਼ਨ ਦੇ ਸਮੇਂ ਦਾ ਅਨੁਭਵ ਕੀਤਾ ਹੈ। ਉਹਨਾਂ ਡਰਾਈਵਰਾਂ ਦੀ ਔਸਤ ਸਪੀਡ ਕੋਈ ਵੀ ਉਡੀਕ ਸਮੇਂ ਦਾ ਅਨੁਭਵ ਨਾ ਕਰਨ ਵਾਲੇ ਡਰਾਈਵਰਾਂ ਦੇ ਮੁਕਾਬਲੇ ਲਗਭਗ 6 ਮੀਲ ਪ੍ਰਤੀ ਘੰਟਾ ਵਧ ਗਈ ਹੈ।



# ATRI ਰਿਪੋਰਟ: ਡਿਟੈਂਸ਼ਨ ਦਾ ਸਮਾਂ ਡਰਾਈਵਰਾਂ ਨੂੰ ਤੇਜ਼ੀ ਨਾਲ ਜਾਣ ਦਾ ਕਾਰਨ ਬਣਦਾ ਹੈ

ਰਿਪੋਰਟ ਦੇ ਅਨੁਸਾਰ, “ਔਸਤ ਚਲਣ ਦੀ ਗਤੀ ਦੀ ਤੁਲਨਾ ਤਿੰਨ ਸਮੇਂ ਵਿੱਚ ਕੀਤੀ ਗਈ ਸੀ: 1) ਦੌਰੇ ਤੋਂ 24 ਘੰਟੇ ਪਹਿਲਾਂ; (2) ਮਾਲ ਦੇ ਸਥਾਨ ਦੇ ਦੌਰੇ ਤੋਂ 24 ਘੰਟੇ ਪਹਿਲਾਂ ਅਤੇ 24 ਘੰਟੇ ਬਾਅਦ (48 ਘੰਟੇ); ਅਤੇ (3) ਫੇਰੀ ਤੋਂ 24 ਘੰਟੇ ਬਾਅਦ... ਇਹਨਾਂ ਤਿੰਨਾਂ ਪੀਰੀਅਡਾਂ ਵਿੱਚ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਲਏ ਟਰੱਕ ਗੈਰ-ਡਿਟੇਨ ਕੀਤੇ ਟਰੱਕਾਂ ਨਾਲੋਂ ਤੇਜ਼ੀ ਨਾਲ ਚਲਦੇ ਹਨ, ਅਤੇ ਇਹਨਾਂ ਔਸਤ ਸਪੀਡਾਂ ਵਿੱਚ ਅੰਤਰ ਅੰਕੜਾਤਮਕ ਤੌਰ 'ਤੇ ਮਹੱਤਵਪੂਰਨ ਹੈ। ਪੂਰੇ 48-ਘੰਟਿਆਂ ਦੀ ਮਿਆਦ ਵਿੱਚ, ਸਾਰੇ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਦੀ 14.6 ਪ੍ਰਤੀਸ਼ਤ ਵੱਧ ਔਸਤ ਸਪੀਡ ਜਦ ਡਿਟੇਨ ਕੀਤੇ ਹੁੰਦੇ ਹਨ।

ਰਿਪੋਰਟ ਨੇ ਡਿਟੈਂਸ਼ਨ ਦੇ ਸਮੇਂ ਤੋਂ ਬਚਣ ਲਈ ਡਰਾਈਵਰਾਂ ਲਈ ਪੰਜ ਰਣਨੀਤੀਆਂ ਦਿੱਤੀਆਂ ਹਨ। ਇਨ੍ਹਾਂ ਵਿੱਚ ਨਜ਼ਰਬੰਦੀ ਫੀਸਾਂ ਬਾਰੇ ਗੱਲਬਾਤ ਸ਼ਾਮਲ ਹੈ। ਬਕਿਸਮਤੀ ਨਾਲ, ਜ਼ਿਆਦਾਤਰ ਕੰਪਨੀਆਂ ਕੋਲ ਅਜਿਹਾ ਕਰਨ ਲਈ ਬਹੁਤ ਘੱਟ ਲਾਭ ਹੁੰਦਾ ਹੈ। ਹੋਰ ਇਕ ਰਣਨੀਤੀ ਜਲਦੀ ਪਹੁੰਚ ਰਹੀ ਹੈ ਅਤੇ ਲੋਡਿੰਗ ਜਾਂ ਅਨਲੋਡਿੰਗ ਲਈ ਲਾਈਨ ਵਿੱਚ ਸਭ ਤੋਂ ਪਹਿਲਾਂ ਹੈ।

ਅਧਿਐਨ ਨੇ “ਡ੍ਰੋਪ-ਐਂਡ-ਹੁੱਕ ਜਾਂ ‘ਨੋ-ਟਚ’ ਸ਼ਿਪਮੈਂਟਸ ਦੀ ਵਰਤੋਂ ਕਰਨ ਦੀ ਵੀ ਸਿਫਾਰਸ਼

ਕੀਤੀ ਹੈ, ਜਿਸ ਵਿੱਚ ਇੱਕ ਟ੍ਰੇਲਰ ਨੂੰ ਸਿਰਫ ਗਾਹਕ ਦੇ ਸਥਾਨ 'ਤੇ ਚੁੱਕਿਆ ਜਾਂ ਛੱਡਿਆ ਜਾਂਦਾ ਹੈ, ਡਿਟੈਂਸ਼ਨ ਲਈ ਘੱਟ ਸੰਵੇਦਨਸ਼ੀਲ ਹੁੰਦੇ ਹਨ। ਸੰਚਾਰ ਇਕ ਹੋਰ ਮਹੱਤਵਪੂਰਨ ਕਾਰਕ ਸੀ। ਡਰਾਈਵਰਾਂ ਨੂੰ ਇਹ ਯਕੀਨੀ ਬਣਾਉਣਾ ਚਾਹੀਦਾ ਹੈ ਕਿ ਉਹ ਜਾਣਦੇ ਹਨ ਕਿ ਮਾਲ ਦੇ ਸਥਾਨ ਤੇ ਦੇਰੀ ਡਿਟੈਂਸ਼ਨ ਦਾ ਕਾਰਨ ਬਣ ਸਕਦੀ ਹੈ।

ਅੰਤ ਵਿੱਚ, ਰਿਪੋਰਟ ਸਿਫਾਰਸ਼ ਕਰਦੀ ਹੈ ਕਿ ਕੰਪਨੀਆਂ ਉਹਨਾਂ ਗਾਹਕਾਂ ਲਈ ਮਾਲ ਢੋਣ ਤੋਂ ਇਨਕਾਰ ਕਰਦੀਆਂ ਹਨ ਜੋ ਲਗਾਤਾਰ ਡਿਟੈਂਸ਼ਨ ਦੇ ਸਮੇਂ ਦਾ ਕਾਰਨ ਬਣਦੇ ਹਨ ਅਤੇ ਸਥਿਤੀ ਨੂੰ ਹੱਲ ਕਰਨ ਲਈ ਕੁਝ ਨਹੀਂ ਕਰਦੇ ਹਨ।

ਹਾਲਾਂਕਿ, ਰਿਪੋਰਟ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ, “ਇਹ ਕਾਰਵਾਈ ਅਕਸਰ ਅਸਮਰੱਥ ਹੁੰਦੀ ਹੈ; ਟਰੱਕ ਲੋਡ ਅਤੇ ਫਰਿੱਜ ਵਾਲੇ ਕੈਰੀਅਰ ਉੱਤਰਦਾਤਾਵਾਂ ਨੇ ਰਿਪੋਰਟ ਕੀਤੀ ਕਿ ਸੇਵਾ ਤੋਂ ਇਨਕਾਰ ਕਰਨ ਤੋਂ ਪਹਿਲਾਂ 50 ਪ੍ਰਤੀਸ਼ਤ ਜਾਂ ਇਸ ਤੋਂ ਵੱਧ ਸਟਾਪਾਂ 'ਤੇ ਡਿਟੈਂਸ਼ਨ ਦੀ ਜ਼ਰੂਰਤ ਹੋਈ, ਅਤੇ ਵਿਸ਼ੇਸ਼ ਕੈਰੀਅਰ ਉੱਤਰਦਾਤਾਵਾਂ ਨੇ ਸੇਵਾ ਤੋਂ ਇਨਕਾਰ ਕਰਨ ਲਈ ਉਨ੍ਹਾਂ ਦੇ ਬ੍ਰੈਸ਼ਰਲਡ ਵਜੋਂ 30 ਪ੍ਰਤੀਸ਼ਤ ਸਟਾਪਾਂ ਨੂੰ ਡਿਟੈਂਸ਼ਨ ਵਿੱਚ ਲੈਣ ਦੀ ਰਿਪੋਰਟ ਕੀਤੀ।”



# Dock Workers Go Back to Work After Tentative Agreement with USMX

**W**orries of a prolonged dock workers strike at the nation's East and Gulf coast ports can be put aside temporarily as the International Longshoremen's Association (ILA) agreed to go back to work with assurances from the management group United States Maritime Alliance (USMX) that port employees will receive a 62% raise over six years.

"Effective immediately, all current job actions will cease, and all work covered by the Master Contract will resume," the ILA and USMX said in a joint statement on Oct. 3.

The union agreed to a temporary contract that is extended to Jan. 15. The agreement amounts to a \$4-per-hour raise for each year of the six-year contract which amounts to a first year raise of just over 10% of the current contract's top pay of \$39 an hour.

The deal still needs to be ratified by

the entire union membership before it is officially signed but with ships carrying goods stacked up in ports, workers went back on Friday, Oct. 4.

With five subsequent pay hikes wages would increase by a total of 62% over the six-year contract. The ILA, however, still has concerns about the rapid increase of automation by operators and port owners. Talks will be ongoing about these and other concerns by the ILA.

A statement from President Biden praised both sides on the tentative agreement. He said, "Today's tentative agreement on a record wage and an extension of the collective bargaining process represents critical progress towards a strong contract."

Biden continued, "I congratulate the dockworkers from the ILA, who deserve a strong contract after sacrificing so much to keep our ports open during the pandemic. And I applaud the port

operators and carriers who are members of the US Maritime Alliance for working hard and putting a strong offer on the table."

Vice President and current Democratic nominee for the presidency, Kamala Harris, also applauded the agreement. "This is about fairness—and our economy works best when workers share in record profits. Dock Workers deserve a fair share for their hard work getting essential goods out to communities across America," she said in a press release.

Even though Biden said he would not invoke the Taft-Hartley Act to stop the strike, his administration has been working behind the scenes to help negotiations. Acting Labor Secretary Julie Su went to New Jersey where the two sides were holding meetings. Su represented the ILA in the deal that resulted in a contract for West Coast longshoremen with a 32% pay raise over five years.

# House committee passes bill to fight freight fraud



# FRAUD

A U.S. House of Representatives transportation committee has passed legislation that would clarify the authority of the FMCSA to levy civil penalties for violations of laws about fraud involving freight shipments. It requires brokers, freight forwarders, and carriers to submit valid business addresses to FMCSA to be registered.

Todd Spencer, President of the Owner Operator Independent Drivers Association (OOIDA) applauded the bill, saying, "Freight fraud committed by criminals and scam artists has been devastating to many small business truckers simply trying to make a living in a tough freight market."

He continued, "OOIDA and the 150,000 small-business truckers we represent applaud the House Transportation and Infrastructure Committee for its bipartisan approach in providing FMCSA better tools to root out fraudulent actors, which are also harmful to consumers and highway safety."

The bill was sponsored by the Transportation Intermediaries Association, American Trucking Associations' Moving & Storage Conference, OOIDA, the National Association of Small Trucking Companies, Commercial Vehicle Safety Alliance, Institute for Safer Trucking and Road Safe America.

The legislation must now be voted on by the entire House and, if passing, would be sent to the Senate.

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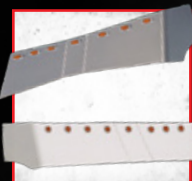
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# Insurance Rates Rise as Cargo Theft Increases

A recent report from the third-party logistics company Transportation Intermediaries Association (TIA) indicates that cargo theft was up 600% between November 2022 and March 2023. There were also increases in financial theft and identity theft within the trucking industry. Overall, freight fraud has become a major problem for trucking companies.

As a result, insurance industry analysts have noted that rates have risen between 8%-12% with increases usually dependent on the insured carrier's history of stolen or lost cargo.

However, some thieves will target the same broker or carrier multiple times within a short period of time which can lead to rate increases of between 20%-30% or more.

"The logistics and transportation industry are under siege from increasingly sophisticated and organized fraud schemes," the TIA report said. "With a dramatic rise in incidents reported by third-party logistics companies, the need for heightened awareness and robust countermeasures has never been more urgent."

According to TIA, each incident of fraud cost a carrier an average of \$402,340 and an average load loss of \$40,760 as reported by those who responded to a TIA survey. Many respondents said unlawful brokerage scams are their chief concern. Nearly 70% of those surveyed said they spend two or more hours a day on fraud prevention.

Trucking analysts said that recovery of lost goods is not impossible but very rare. Most thieves will ship stolen goods out of the area where they were taken. Thieves have been using more sophisticated and

often technologically savvy methods to rip off truckers.

Cybercrime and identity theft have been more prevalent in cargo thefts in recent years. Recently, thieves targeted cookware manufacturer Blackstone Griddles as part of a fictitious pickup scheme. The California Highway Patrol, Golden Gate Division Cargo Theft Interdiction Program said that Blackstone cargo was supposed to travel from Utah to Pennsylvania in a press release. But thieves convinced the carrier the load needed to be rerouted to Sacramento instead.

In a fictitious pickup scheme, the carrier or broker computer system will be hacked by scammers who tell drivers to divert freight loads, pretending to be legitimate brokers. Sometimes thieves will use forged documents but usually scams are done electronically over the internet.

In order to combat freight fraud TIA's report does suggest some strategies. They recommend that companies use a "multilayered approach to prevention." Added use of technology such as GPS tracking and enhanced verification processes is recommended. Investing in new technology is also a key to fighting fraud.

TIA says, "Companies should continue to invest in cutting-edge tools that enhance their ability to detect and prevent fraud. This includes advanced verification processes, real-time tracking systems, and artificial intelligence to identify and flag suspicious activity."

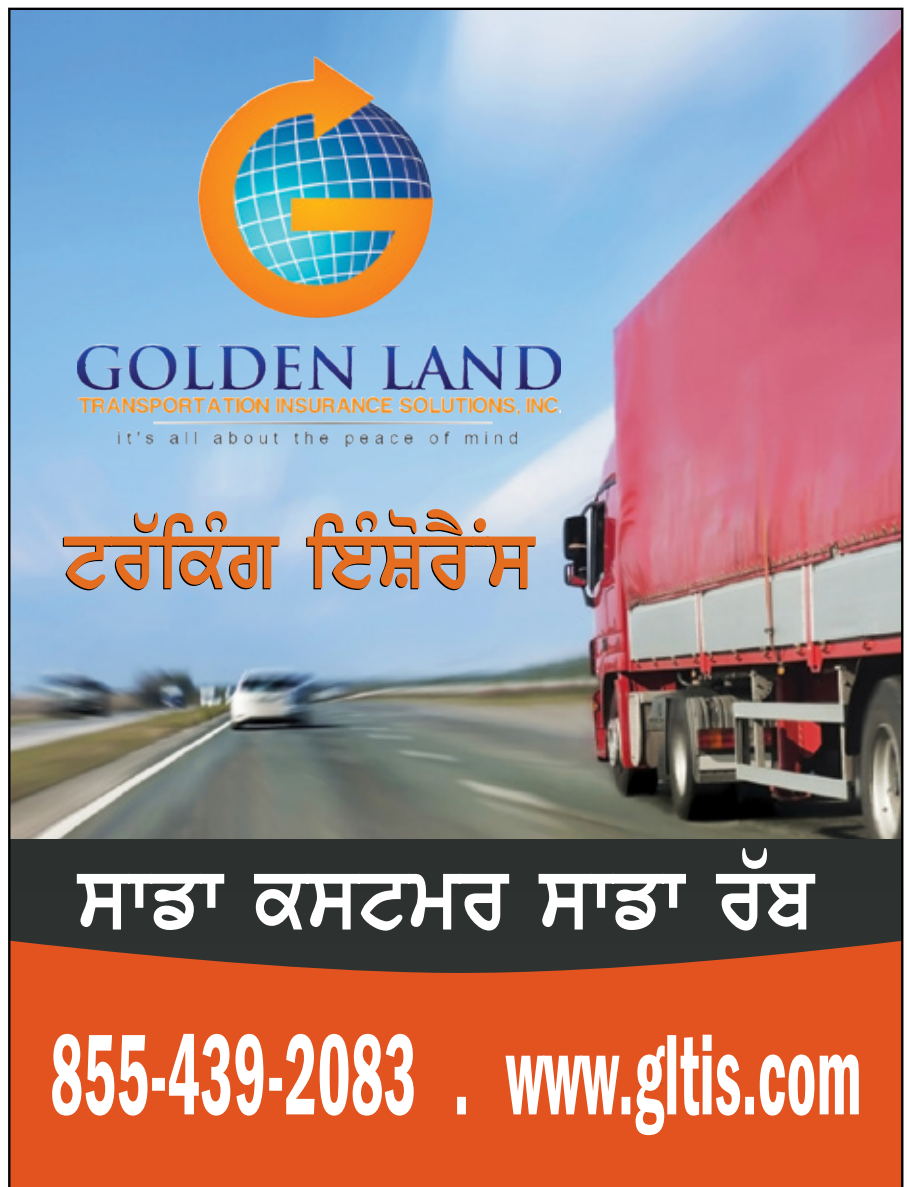
Some thieves have been caught. The FBI recently successfully prosecuted a ring of scammers who were targeting high-value goods in the Southeast with most of the stolen products routed to Florida. The FBI confiscated computers stolen from

Macon, Georgia, copper taken from Denmark, Tennessee and clothing from Kingsland, Georgia.

Insurance analysts recommend that carriers and shippers alike carry insurance for stolen goods. They say many people don't understand why they need to purchase their own insurance for products being shipped and they don't know exactly what they're insured for, or how the policies work. Thefts might be covered, or they might not, depending on the size and details of the load, how it was stolen, and the amount of coverage purchased.

Even with a rise in policy rates the increases aren't making up for the losses being incurred.

Insurance carriers have increasingly tried to limit risks. Policies often won't cover theft if loads are left unattended, are not properly secured or trucks not parked in areas with electronic surveillance. Some policies even require GPS tracking on trailers, or they may specify which routes a carrier can take. Many other policies simply will not cover some high-target loads such as automobiles, pharmaceuticals or electronics.



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# Utility offers Accuride brakes as standard equipment

California-based Utility Trailer Manufacturing Company recently announced it will feature Accuride Trident composite steel shell brake drums as standard equipment on all of its trailers. The company says the new brake drums are 24 pounds lighter per wheel than previous drums.

According to Accuride, the new drums reduce weight, allow fleets to lower costs, and maximize payloads. The utility has been using Trident on some of its trailers since



2020 but is now offering them on all models, including refrigerated trailers.

“Our continuous testing programs, both in the field and in the lab, have proven the Trident to be the highest quality drums on the market. It comes as no surprise that the Trident drum has been an overwhelming success on our flatbeds, and as an option on our reefers and dry vans,” Utility Chief of Sales Mark Glasgow said.

## New reefer complies with CARB emissions regulations

Carrier Transicold has introduced a new multi-temperature refrigeration unit for center-divide trailers that has lifetime compliance with reefer regulations from the California Air Resources Board (CARB). The new Vector 8811MT also has better fuel efficiency, according to Carrier.


The new unit is designed for trailers split lengthwise with a center-dividing wall to

create two separate refrigerated compartments. It features dual evaporators and fans which can be installed in two-zone setups.

The unit provides a 15-inch area between evaporators to place the trailer’s center wall which can increase cargo space because the wall doesn’t have to be placed in the exact middle of the trailer. Its all-electric design allows for independent management of both climate

zones.

“The Vector 8811MT brings the industry-leading efficiency and sustainability of our Vector trailer refrigeration platform to grocers, food distributors, and other fleets that use center-wall divided trailers,” said Bill Maddox, Senior Manager of Product Management, Truck Trailer Americas, Carrier Transicold.

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# Autonomous Vehicle Legislation

## Reintroduced in House of Representatives

Looking to establish federal assistance to various agencies and industry stakeholders to ensure safe and efficient development of autonomous vehicles across the nation, a Republican member of the U.S. House of Representatives has reintroduced the Safely Ensuring Lives Future Deployment and Research in Vehicle Evolution (SELF DRIVE) Act.

Rep. Bob Latta (R-Ohio) brought the bill to the House in June during the most recent session of Congress. He said, "Self-driving cars have the potential to reduce traffic accidents and deaths, increase mobility and improve quality of life."

Latta added, "Autonomous vehicle technology can protect millions of Americans, while at the same time, providing seniors and those living with disabilities a way to live their life outside of their homes. In order for the United States to lead on this cutting-edge technology, we need a framework that allows industry to innovate while ensuring high safety standards. I urge my colleagues in the House and Senate to work with me on this bill to better ensure that all Americans are safer while on the road and have increased access to mobility."

The law would give the National Highway Traffic Safety Administration's significant ability to guide the autonomous vehicle industry. It would also prevent individual states from putting into "effect any law or regulation regarding the design, construction, or performance of highly automated vehicles, automated driving systems, or components of automated driving systems unless such law or regulation is identical to a standard prescribed."

Proponents such as the Self-Driving Coalition praised the bill as a good step. The group's General Counsel Ariel Wolf said it demonstrated a "continued commitment to autonomous vehicles as a transformative technology that will dramatically improve safety, enhance mobility and spur economic growth."

"Recent developments in autonomous vehicle technology have prompted the real need for a national [autonomous vehicle] standard to ensure passenger safety and incentivize continued investment in driverless capabilities," said the bill's cosponsor Rep. Fred Upton (R-Mich.). The bill drew sponsorship from both Republicans and Democrats.

"As the auto capital of our nation, Michigan will play a pivotal role in

deploying driverless vehicles and propelling our autonomous fleets into the future. This critical technology requires a clear national standard, and I look forward to working with my colleagues to set up the necessary infrastructure to continue this important work," Upton continued.

In the Senate, both Gary Peters (D-Michigan) and John Thune (R-South Dakota) have said the U.S. needs to do more to develop self-driving vehicles.

In April, Peters said, "We know that autonomous vehicles save lives, since 90% of accidents are caused by human error. We know that these technologies are also rapidly emerging and are already impacting the workforce. And we know that our competitors on a global stage, especially China, are recognizing the benefits of these technologies. And let's be clear, let's be absolutely clear, these technologies are coming inevitably."



"The United States' regulatory framework has got to catch up with private sector innovation, in order for these technologies to advance," added Thune. The bill has already once passed the House but could not find enough support in the Senate.

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# House Passes bill making it easier for veterans to get CDLs

Streamlining the process for veterans to obtain commercial drivers' licenses (CDLs), the Veteran Improvement Commercial Driver License Act recently passed the U.S. House of Representatives and has already passed the Senate. It is now headed to President Biden's desk for signing.

The bipartisan bill would allow veterans to use their GI Bill benefits to get training and eventually become commercial drivers. The American Trucking Associations (ATA) applauded

passage of the new law.

Veterans must currently wait two years before using their benefits for the cost of commercial truck driving schools. The law gives veterans the ability to use benefits right away for entrance into approved schools.

"When the brave men and women in our armed forces return home, the last thing they should have to worry about is red tape preventing them from achieving the American dream

that they fought to defend," said ATA President Chris Spear. "Improving veterans' access to CDL programs will open the door of opportunity to good-paying, in-demand jobs in the trucking industry."

The bill was introduced by Sen. Deb Fischer R-Nebraska and Sen. Alex Padilla D-California in the Senate, with Rep. Chuck Edwards R-N.C. and Rep. Chris Pappas D-N.H. championing the bill in the House.

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# Major Trucking Stakeholders Oppose EPA Waiver for New CARB Rule

**T**he period to provide feedback to the Environmental Protection Agency (EPA) about the California Air Resources Board's (CARB) Advanced Clean Fleets (ACF) regulation is closed and while the majority of comments from individuals and environmental groups favor CARB's attempt at a waiver to make the rule law, most organizations representing the trucking industry oppose the waiver.

The ACF would require drayage and large fleets with more than 50 trucks to purchase and use zero-emission (ZEV) trucks. They need a Clean Air Act waiver to proceed. CARB previously received a waiver for its Advanced Clean Trucks (ACT) regulation which requires a set number of ZEVs to be offered for sale each year.

## **ATA strongly urges the EPA to deny the waiver**

EPA received 405 comments about the regulation with most of the comments from the likes of the American Trucking Associations (ATA), California Trucking Association (CTA), Owner-Operator Independent Drivers Association (OOIDA), and the Truckload Carriers Association (TCA).

Not only are leading organizations opposed to the ACF, but also several state attorney generals. Nebraska Attorney General Mike Hilgers said, "California is attempting to export its radical climate agenda to our states, using its large population, market share, and access to international ports on the West Coast to force nationwide compliance with its ban on internal-

combustion trucks."

## **State attorney generals also oppose the waiver**

In a letter to the EPA from AGs they argue their states' economies "depend on the logistics, farming, and biofuels sectors, and Advanced Clean Fleets threatens all three (and more). Our states are also connected to California via the interstate system. An electric-truck mandate in California means more battery-electric trucks traveling in our states—a mandate our states did not ask for and do not support."

The AGs make the argument, often used to oppose unilateral California trucking regulations, that the ACF violates the Federal Aviation Administration Authorization Act of

1994 because it makes rules beyond federal rules that interfere with interstate commerce.

### **CARB has not met waiver requirements according to ATA and CTA**

The ATA and CTA claim that CARB has not met the requirements for a waiver for three reasons. First, the rule is not like other CARB rules, such as the ATF, because it proposes mandates for fleets rather than just manufacturers. Second, the rule would have a different standard for fleets depending on their size.

In a statement, the ATA said, "CARB has not explain as to how vehicles require different emissions classifications merely as a function of their ownership. There is nothing in the emissions or operations of the selected vehicles that necessitates sub-classifications with different emissions standards."

Finally, the ATA contends the ACF is ineligible for a waiver since CARB has not done a "thorough assessment" of different emissions technologies "available for each class or category of vehicles in each model year."

### **OOIDA argues new rule could filter down to smaller carriers**

The OOIDA opposes the waiver because it is worried that future CARB regulations "will implement aspects of ACF for small carriers," and others outside the current rules.

At a recent EPA hearing, Jay Grimes, OOIDA Director of Federal Affairs, said, "Furthermore, purchasing zero-emissions heavy-duty vehicles is challenging for motor carriers in the absence of national and regional charging infrastructure networks. Professional drivers are skeptical of ZEV costs, mileage range, electric battery weight and safety, charging time, and availability."

### **TCA warns the rule will place an undue burden on companies**

The TCA is concerned about the price such a transition away from diesel would be and how the industry could afford it. The American Transportation Research Institute estimates it would cost the industry about \$1 trillion to implement ZEV fleets across the nation.

TCA said, "Despite growing interest in reducing emissions, the affordability, reliability, and achievability of electric trucks for nationwide fleets remain significant hurdles."

TCA also claims that CARB did not consider other fuel sources such as renewable diesel which, TCA says, "offers a seamless, flexible solution for long-haul operations, balancing sustainability and efficiency."

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# U.S. Economy Grows at a Healthy 3% Rate in Third Quarter

**D**espite fears of a potential recession and a slowing in job growth, the U.S. economy expanded at a 3% rate in the third quarter of this year, bouncing back from a lackluster 1.6% rate in the first quarter.

Most economic indicators point to a healthy economy, though many Americans have felt economically pinched in the last few years with inflation increasing prices across the board, especially on energy and food.

The gain represents the second straight quarter that the economy grew at a near 3% rate. In addition, inflation has slowed to under 3% and the Federal Reserve recently dropped interest rates by a half point, marking the first time the rates have decreased in five years.

Most importantly for the trucking industry is that Americans increased their retail spending and the pace of single-family home construction rose by a whopping 9% in August above last year's rate. This means more goods will be shipped in the coming months and trucking companies may begin to see shipping rates increase.

Oxford Economics deputy chief economist Michael Pearce told his clients that he is convinced “the US economy will continue to expand at a decent pace over the coming year, which suggests labor market conditions are unlikely to deteriorate markedly from here.”

According to a report from the University of Michigan, consumer confidence in the economy has been steadily rising since the depths of high inflation in 2022. Confidence was bolstered by “more favorable prices as perceived by consumers” for cars, appliances, furniture, and other goods.

For the first time since the pandemic, interest rates fell as the Federal Reserve declared victory on inflation. Rates had soared above 6% as the Fed attempted to tame inflationary prices.

Bill Adams, chief economist at Comerica Bank recently wrote, “The economy is in pretty good shape. After a big rate cut in September and considerable further cuts expected by early 2025, interest-rate-sensitive sectors like housing, manufacturing, auto sales, and retailing of other big-ticket consumer goods should pick up

over the next year. Lower rates will fuel a recovery of job growth and likely stabilize the unemployment rate around its current level in 2025.”

Both nominees for president, Democrat Kamala Harris, and Republican Donald Trump have focused on the economy. Harris has laid out plans for getting grocery prices under control by cracking down on corporations who are gouging consumers and by pledging to provide first-time home buyers with a \$25,000 tax credit. Some economists say her plan to curtail grocery prices could harm the economy.

Trump has responded by saying he would raise tariffs on imported goods across the board and would increase oil production. He claims tariffs will bring in billions of dollars to the U.S. Treasury, although some economists predict his tariffs would cause higher inflation.

Oil production analysts point out the U.S. is already producing more oil than when Trump was president and is now the leading oil producer in the world.

# Navistar to change name to International



Leading semi-truck manufacturer Navistar Inc. has announced it will rebrand as International Motors. Lisle, Illinois-based Navistar makes about 11% of the commercial trucks sold in the U.S. It is a subsidiary of Germany's Traton Group. The new name took effect on Oct. 1.

“After more than 120 years, we are choosing to return to our roots as International,” said Tobias Glitterstam, chief strategy, and transformation officer. “International

embodies determination, partnership, and collaboration in meeting every challenge with a solution. Our new name and look complement the strategic changes we are making to offer enhanced customer experiences.”

The name change is accompanied by the introduction of My International digital interface which replaces the OnCommand Connection and International 360 service. The company is also launching a

financial services division, labeled International Financial.

“The return to International is an acknowledgment of our rich heritage as much as it is an investment in our promising future,” said CEO Mathias Carlbaum. “The simplified brand structure, distinct visual identity, and clear strategy to more effectively engage with our customers ensure we can lay claim to another 200 years of success and signals a new phase of our company’s positioning.”

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# Focus on Technology

## Judge Dismisses Lawsuit Against Tesla

Tesla Inc. has won a victory from a district court with the dismissal of a stockholder's lawsuit claiming the company's lies about self-driving capabilities were inflating Tesla stock. The company still faces potentially damaging regulatory oversight from federal officials about its marketing operations. Tesla was already being investigated by the feds over the numerous crashes involving Tesla cars.

Last April, Tesla CEO Elon Musk said the company is "going balls to the wall for autonomy." He has consistently touted Tesla's Autopilot Full Self-Driving System (FSD) as state of the art in autonomy. This despite the fact that analysts say the system requires constant monitoring and has been involved in dozens of crashes, including one that killed a motorcyclist.

In their suit, investors argued that when the truth came out about Tesla's shortcomings, stock prices plummeted. They also claimed that Musk sold \$39 billion in stock before reports about Autopilot came out.

U.S. District Judge Araceli Martínez-Olguín rejected shareholders' complaints that Musk overstated Tesla's self-driving technology and that he once declared that drivers could sleep in their car by 2020. She found that some of the alleged statements concerned future plans, while others weren't necessarily false.

"Plaintiffs fail to connect Musk's hands-on management with any

information that he allegedly learned, rendering his statements false or misleading," the judge wrote. She did, however, give investors until Oct. 30 to file an updated version of their complaint.

In the meantime, a consumer class-action lawsuit has been filed over Tesla's misleading marketing information. And Tesla recently paid off a consumer lawsuit involving the fatal crash of the motorcyclist.

### Ford offers free chargers

In the hope of increasing the sales of its electric vehicles (EVs), Ford Motor Co. is offering free home chargers and installation to those who purchase a new EV from the automaker. The program began on Oct. 1 and will run through the end of the year. It will be available on the Mustang Mach-E, F-150 Lightning pickup truck and the E-transit cargo van.

Customers who buy or lease a Ford EV during the promotion period are eligible for a \$1,310 charger along with installation, which costs more than \$1,000. For buyers whose living conditions don't allow for a home charger, such as those living in apartments, Ford is offering a \$2,000 cash incentive through dealers.

Although up by about 58% year to year, Ford's overall sales of EVs makes up only about 4.4% of the company's total revenue. The lack of sales has caused Ford to cut both production and prices as well as delaying future models.

Ford believes that for many consumers, the idea of having enough

charge for the furthest range possible is a major concern for most potential buyers. Ford is trying to impress on customers that they should treat an EV more like a phone than a car, with overnight charging at home instead of going to a gas station.

"It's not range anxiety we're dealing with, it's change anxiety," said Martin Delonis, senior manager of strategy in Ford's EV unit. "An electric vehicle fills up when you're not paying attention—passive fueling overnight, like charging a smartphone."

### Truckstop releases new tech to fight freight fraud

With freight fraud on the rise in the trucking industry, load board and freight solutions service Truckstop is integrating automated security measures into its Truckstop Go platform. Estimates from researchers indicate that cargo theft has cost companies more than \$100 million already this year.

Fraudsters have used a variety of sophisticated techniques to rip off legitimate trucking companies, including creating fake companies, forging documents, and using computer schemes to access a company's sensitive information.

The new risk assessment system requires mandatory vetting of carriers and other companies to ensure only verified personnel can access the Truckstop network. It draws on real-time data and consistent updates from the Federal Motor Carrier Safety Administration and other government agencies and is designed to evolve as fraud tactics change.



## Mail Carrier EVO Acquires West Side Transport

In an effort to diversify its business model, Phoenix-based EVO Transportation and Energy Services has acquired Cedar Rapids, Iowa-based West Side Transport. Before now, EVO had primarily been a contractor for the United States Postal Service.

West Side brings 550 trucks for short haul truckloads, 2,300 trailers and 700 employees. The acquisition expands EVO's geographical reach with terminals across the Midwest in Indianapolis, Columbus, Ohio and Chattanooga, Tennessee. Despite the acquisition, nothing much is expected to change at West Side with existing management and routines still in place.

West Side Transport founder and current president Don Vogt will transition into a position as an advisor to the overall company. COO Ron Joseph will become the new president.

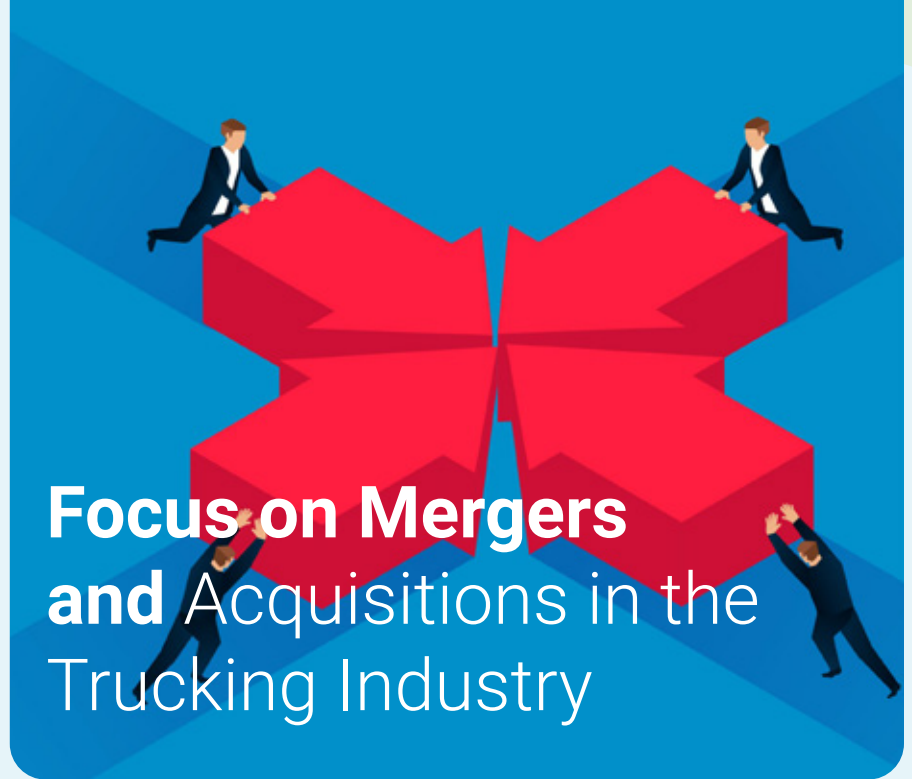
"We are excited about partnering with EVO and believe that our complementary strengths will help both companies grow and prosper," said Joseph.

"With the acquisition of West Side Transport, EVO transforms itself into a diversified truckload carrier servicing a portfolio of some of the largest shippers in the nation," said Kris Kohls, President and COO of EVO Transportation.

Kohls continued, "West Side Transport will continue to operate as its own separate and autonomous division under Ron Joseph and we are excited about the opportunity to improve costs and drive efficiencies and leverage our combined capabilities to ultimately provide a more compelling offering to our customers."

## Canada's Descartes Buys MyCarrierPortal for \$24 million

Canada-based Descartes System Groups, which specializes in logistics software, supply chain management and cloud-based services, has announced it is acquiring carrier onboarding and



risk monitoring solutions company MyCarrierPortal (MCP) in a \$24 million deal.

MCP provides freight brokers and shippers with help to set up an onboarding platform that gathers information on carriers and screens them for suitability to deliver loads based on the broker's standards. MCP helps to assess safety records and insurance compliance.

It's expected that MCP will be a valuable tool for Descartes as it will enhance the capability of the company's Macro Point real-time shipment visibility services.

"Carrier fraud and cargo theft is an ongoing problem in the transportation industry. This acquisition is another investment to help enable improved Know-Your-Carrier capabilities that are critical to improve supply chain performance and fraud reduction," said Descartes General Manager of Transportation Management Dan Cicerchi.

## Powerfleet Expands with Acquisition of Fleet Complete

New Jersey-based Powerfleet Inc. announced it is acquiring connected vehicle technology and fleet management solutions company Fleet

Complete. The total transaction value was \$200 million.

According to its website, "Powerfleet is a global leader of internet of things (IoT) software-as-a-service (SaaS) solutions that optimize the performance of mobile assets and resources to unify business operations." The acquisition of Fleet Complete will expand Powerfleet's digital presence in North America and the company estimates the merger will result in \$400 million of forecasted revenue.

"The agreement to acquire Fleet Complete is a transformative milestone for Powerfleet and is expected to significantly enhance our revenue quality and bolster our EBITDA [earnings before interest, taxes, depreciation, and amortization] by increasing our scale and operating presence across North America and Europe. It will also significantly extend our go-to-market reach through established channel partnerships with some of the world's largest telecommunications providers," said Steve Towe, CEO of Powerfleet in a press release.

"The disruptive and differentiated intent of Powerfleet's Unity strategy was a key factor in our decision to join forces," said Tony Lourakis, Fleet Complete's Chief Executive Officer.

# FMCSA Looks to Combat Rampant ELD Fraud

Ever since the federal government mandated electronic logging devices (ELD) to track hours-of-service for commercial truckers, companies and drivers have been attempting to skirt the rules.

Now the Federal Motor Carrier Safety Administration (FMCSA) is cracking down on increasingly sophisticated logging device fraud with a multipronged strategy that deals with drivers who have multiple ELD accounts, implements better monitoring of ELD performance data, and removes noncompliant ELD providers from the FMCSA-approved list. It is also doing more training of officials on how to identify fraud.

“FMCSA is committed to staying diligent with its fraud prevention efforts,” said the agency in a statement. “FMCSA continues to explore other methods to decrease ELD fraud in both the short and long term.”

Falsification of ELD records was in the news two years ago when a driver of a tractor-trailer for Illinois-based Triton Logistics crashed into a party bus on Interstate 64 near Williamsburg, Virginia, and killed three of the

passengers and injured 20 more. It was found that with the participation of Triton managers, the driver falsified his ELD records to extend his driving time. The National Transportation Safety Board (NTSB) ruled that fatigue was a factor in the crash.

“We found that the truck driver’s lack of response to the slow-moving vehicle in his travel lane was due to fatigue from excess driving time and lack of sleep opportunity,” said the NTSB report.

“The truck’s motor carrier, Triton Logistics, created fictitious driver accounts for some of its vehicles’ electronic logging device systems that enabled drivers to operate beyond federal regulations, creating an opportunity for fatigued driving,” continued the report.

Triton denied the allegations that it knew about the false logs and said it had conducted internal checks to determine how the accident happened. The driver, however, told NTSB that he sometimes worked past his 11-hour limit and would call the company’s hours-of-service department to add a fictitious co-driver to the log, opening

another 11-hour window of driving time. If questioned about the second driver he would say he dropped them off because of an emergency.

FMCSA later investigated Triton with an onsite review and issued violations to the carrier as well as giving Triton a conditional safety rating. Investigators recommended that FMCSA mandate that ELD providers create audit logs that include the date, driver login time, and the identity of the logger with CDL numbers and names of anyone who edits the log. The case could still result in FMCSA fines and potential criminal penalties if the state of Virginia decides to bring charges against Triton.

Highway safety advocates say they encounter false ELD logs regularly. Drivers will use “ghost drivers” like the Triton driver to extend hours-of-service time. Some drivers and carriers will also use tools available on the ELD device itself to falsify a record. If a driver makes an edit, it will show in the log, but if an office manager makes the edit it doesn’t always show up in the log.

# ਐਫਐਮਸੀਐਸਏ ELD ਧੋਖਾਧੜੀ ਨਾਲ ਲੜਨ ਲਈ ਕਦਮ ਚੁੱਕ ਰਿਹਾ ਹੈ

ਜਦੋਂ ਤੋਂ ਕੇਂਦਰੀ ਸਰਕਾਰ ਨੇ ਕਮਰਸ਼ਿਅਲ ਟਰੱਕ ਡਰਾਈਵਰਾਂ ਦੇ ਕੰਮ ਦੇ ਘੰਟੇ ਟਰੇਕ ਕਰਨ ਲਈ ਇਲੈਕਟ੍ਰੋਨਿਕ ਲੌਗਿੰਗ ਡਿਵਾਈਸ ਜ਼ਰੂਰੀ ਕੀਤੇ ਹਨ, ਕੰਪਨੀਆਂ ਅਤੇ ਡਰਾਈਵਰ ਨਿਯਮਾਂ ਦੇ ਨਾਲ ਖੇਡਣ ਦੀ ਕੋਸ਼ਿਸ਼ ਕਰ ਰਹੇ ਹਨ।

ਹੁਣ ਫੈਡਰਲ ਮੋਟਰ ਕੈਰੀਅਰ ਸੇਫਟੀ ਐਡਮਿਨਿਸਟ੍ਰੇਸ਼ਨ (FMCSA) ਤੇ ਵਧੇਰੇ ਤਕਨੀਕੀ ਤੌਰ ਤੇ ਉੱਨਤ ਲੌਗਿੰਗ ਡਿਵਾਈਸ ਦੇ ਝੂਠ ਨਾਲ ਸਖਤੀ ਕਰ ਰਿਹਾ ਹੈ। ਇਹ ਕਈ ਤਰੀਕਿਆਂ ਨਾਲ ਇਹ ਕੰਮ ਕਰ ਰਿਹਾ ਹੈ, ਜਿਹੜੇ ਕਿ ਡਰਾਈਵਰਾਂ ਦੇ ਕੋਲ ਬਹੁਤ ਈਐੱਲਡੀ ਖਾਤੇ ਹੁੰਦੇ ਹਨ, ਈਐੱਲਡੀ ਪ੍ਰਦਰਸ਼ਨ ਦੇ ਡੇਟਾ ਦੀ ਵਧੀਆ ਨਿਗਰਾਨੀ ਕੀਤੀ ਜਾਂਦੀ ਹੈ, ਅਤੇ ਨਾ-ਅਨੁਕੂਲ ਈਐੱਲਡੀ ਪ੍ਰਦਾਤਾ ਨੂੰ FMCSA ਦੀ ਮੰਜੂਰ ਕੀਤੀ ਲਿਸਟ ਤੋਂ ਹਟਾਇਆ ਜਾਂਦਾ ਹੈ। FMCSA ਨੇ ਝੂਠ ਦੀ ਪਛਾਣ ਕਰਨ ਵਾਸਤੇ ਅਧਿਕਾਰੀਆਂ ਦੀ ਵੀ ਵਧੇਰੇ ਤਰਬੀਅਤ ਦੇਣੀ ਸ਼ੁਰੂ ਕੀਤੀ ਹੈ।

"FMCSA ਆਪਣੇ ਧੋਖਾਧੜੀ ਰੋਕਥਾਮ ਦੇ ਪ੍ਰਯਾਸਾਂ ਵਿੱਚ ਸਜਗ ਰਹਿਣ ਦੀ ਪ੍ਰਤੀਬੱਧਤਾ ਦਿਖਾਇਆ ਹੈ," ਏਜੰਸੀ ਨੇ ਇੱਕ ਬਿਆਨ ਵਿੱਚ ਕਿਹਾ। "FMCSA ਇੱਲੈਕਟ੍ਰੋਨਿਕ ਧੋਖਾਧੜੀ ਨੂੰ ਘੱਟ ਅਤੇ ਵੱਡੇ ਪੱਧਰ ਤੇ ਘਟਾਉਣ ਲਈ ਹੋਰ ਵਿਧੀਆਂ ਦੀ ਖੋਜ ਕਰਦਾ ਰਹੇਗਾ।"

ਦੋ ਸਾਲ ਪਹਿਲਾਂ, ਇੱਕ ਟ੍ਰੈਕਟਰ-ਟ੍ਰੇਲਰ ਦੇ ਡਰਾਈਵਰ ਨੇ, ਜੋ ਕਿ ਇਲੀਨੋਇਸ ਦੀ ਟਰਾਇਟਨ ਲੌਜਿਸਟਿਕਸ ਕੰਪਨੀ ਤੋਂ ਸੀ, ਵਰਜੀਨੀਆ ਦੇ ਵਿਲਿਅਮਸਬਰਗ ਦੇ ਨੇੜੇ ਇੰਟਰਸਟੇਟ 64 'ਤੇ ਇੱਕ ਪਾਰਟੀ ਬੱਸ ਨੂੰ ਟੱਕਰ ਮਾਰ ਦਿੱਤੀ ਸੀ। ਇਸ ਹਾਦਸੇ ਵਿੱਚ ਤੀਨ ਯਾਤਰੀਆਂ ਦੀ ਮੌਤ ਹੋ ਗਈ ਅਤੇ 20

ਹੋਰ ਜਖਮੀ ਹੋ ਗਏ। ਜਾਂਚ ਵਿੱਚ ਪਤਾ ਲੱਗਾ ਕਿ ਡਰਾਈਵਰ ਨੇ ਟਰਾਇਟਨ ਦੇ ਮੈਨੇਜਰਾਂ ਦੀ ਸਹਿਯੋਗਤਾ ਨਾਲ ਆਪਣੇ ਇਲੈਕਟ੍ਰੋਨਿਕ ਲਾਗ ਡੀਵਾਈਸ (ELD) ਦੇ ਰਿਕਾਰਡਾਂ ਵਿੱਚ ਛੇੜਛਾੜ ਕੀਤੀ ਸੀ ਤਾਂ ਜੋ ਉਹ ਆਪਣੇ ਡਰਾਈਵਿੰਗ ਦਾ ਸਮਾਂ ਵਧਾ ਸਕੇ। ਨੈਸ਼ਨਲ ਟਰਾਨਸਪੋਰਟੇਸ਼ਨ ਸੇਫਟੀ ਬੋਰਡ (NTSB) ਨੇ ਇਹ ਫੈਸਲਾ ਸੁਣਾਇਆ ਕਿ ਹਾਦਸੇ ਵਿੱਚ ਥੱਕਾਵਟ ਇੱਕ ਕਾਰਨ ਸੀ।

ਐਨ ਟੀ ਐਸ ਬੀ ਦੀ ਰਿਪੋਰਟ ਵਿੱਚ ਕਿਹਾ ਗਿਆ ਹੈ, "ਅਸੀਂ ਪਾਏ ਕਿ ਟ੍ਰੱਕ ਡਰਾਈਵਰ ਨੇ ਆਪਣੇ ਰਸਤੇ ਵਿੱਚ ਧੀਮੇ ਚਲ ਰਹੇ ਵਾਹਨ ਨੂੰ ਜਵਾਬ ਨਦੀ ਦਿੱਤਾ ਕਿਉਂਕਿ ਉਹ ਜ਼ਿਆਦਾ ਸਮੇਂ ਤੋਂ ਡਰਾਈਵ ਕਰਨ ਅਤੇ ਨੀਂਦ ਪ੍ਰਾਪਤ ਕਰਨ ਦੀ ਕਮੀ ਕਰਕੇ ਥੱਕ ਗਿਆ ਸੀ।"

"ਟਰੱਕ ਦਾ ਮੋਟਰ ਕੈਰੀਅਰ, ਟਰਾਈਟਨ ਲਾਜਿਸਟਿਕਸ, ਨੇ ਕੁਝ ਵਾਹਨਾਂ ਦੀ ਇਲੈਕਟ੍ਰੋਨਿਕ ਲਾਗਿੰਗ ਡੀਵਾਈਸ ਸਿਸਟਮਾਂ ਲਈ ਝੂਠੇ ਚਾਲਕ ਖਾਤੇ ਬਣਾਏ ਜੋ ਚਾਲਕਾਂ ਨੂੰ ਫੈਡਰਲ ਵਿਧਾਨਾਂ ਤੋਂ ਉੱਪਰ ਚਲਾਉਣ ਦਾ ਮੋਕਾ ਦਿੰਦੇ ਸਨ, ਥੱਕਿਆ ਚਲਾਉਣ ਦੀ ਸਥਿਤੀ ਪੈਦਾ ਕਰਦੇ ਸਨ," ਰਿਪੋਰਟ ਵਿੱਚ ਜਾਰੀ ਰੱਖਿਆ ਗਿਆ।

ਟਰਾਈਟਨ ਨੇ ਖਾਰਜ ਕੀਤਾ ਕਿ ਉਹ ਝੂਠੇ ਲਾਗਸ ਬਾਰੇ ਜਾਣਦਾ ਸੀ ਅਤੇ ਕਿਹਾ ਕਿ ਉਸ ਨੇ ਹਾਦਸੇ ਦੀ ਜਾਂਚ ਲਈ ਅੰਦਰੂਨੀ ਜਾਂਚ ਕੀਤੀ। ਚਾਲਕ ਨੇ ਹਾਲਾਂਕਿ, NTSB ਨੂੰ ਦੱਸਿਆ ਕਿ ਉਹ ਕਈ ਵਾਰ ਆਪਣੀ 11-ਘੰਟੇ ਦੀ ਸੀਮਾ ਤੋਂ ਵੱਧ ਕੰਮ ਕਰਦਾ ਸੀ ਅਤੇ ਕੰਪਨੀ ਦੇ ਸੇਵਾਕਾਲ ਵਿਭਾਗ ਨੂੰ ਫੋਨ ਕਰਦਾ ਸੀ ਤਾਂ ਕਿ ਝੂਠੀ ਸਹ-ਚਾਲਕ ਨੂੰ ਲਾਗ ਵਿੱਚ ਜੋੜ ਦੇਣ, ਜਿਸ ਨਾਲ ਹੋਰ 11 ਘੰਟੇ ਦੀ ਖਿੜਕੀ ਖੁੱਲ ਜਾਂਦੀ ਸੀ। ਜੇਕਰ

ਦੂਸਰੇ ਚਾਲਕ ਬਾਰੇ ਪੁਸ਼ਨ ਪੁੱਛਿਆ ਜਾਂਦਾ ਸੀ ਤਾਂ ਉਹ ਕਹਿੰਦਾ ਸੀ ਕਿ ਉਸ ਨੂੰ ਆਪਾਤਕਾਲ ਕਾਰਨ ਛੱਡ ਦਿੱਤਾ ਗਿਆ।

FMCSA ਨੇ ਬਾਅਦ ਵਿੱਚ ਟਰਾਈਟਨ ਦੀ ਸਥਾਨਕ ਜਾਂਚ ਕੀਤੀ ਅਤੇ ਵਾਹਨ ਨੂੰ ਉਲੰਘਣਾਵਾਂ ਜਾਰੀ ਕੀਤੀਆਂ ਅਤੇ ਟਰਾਈਟਨ ਨੂੰ ਸ਼ਰਤੀ ਸੁਰੱਖਿਆ ਰੇਟਿੰਗ ਦਿੱਤੀ। ਜਾਂਚਕਰਤਾਵਾਂ ਨੇ ਸਿਫਾਰਸ਼ ਕੀਤੀ ਕਿ FMCSA ਨੂੰ ELD ਪ੍ਰਦਾਤਾਵਾਂ ਨੂੰ ਆਡਿਟ ਲੌਗਸ ਬਣਾਉਣ ਲਈ ਮੰਗ ਕਰਨੀ ਚਾਹੀਦੀ ਹੈ ਜੋ ਤਾਰੀਖ, ਚਾਲਕ ਲੌਗਇਨ ਸਮਾਂ, ਅਤੇ ਓਲਪ ਲਾਗਰ ਦੀ ਪਛਾਣ ਦੇ ਨਾਲ-ਨਾਲ ਕੋਈ ਵੀ ਸੰਪਾਦਨ ਕਰਨ ਵਾਲੇ ਦੇ ਸੀਡੀਐਲ ਨੰਬਰ ਅਤੇ ਨਾਮਾਂ ਨੂੰ ਸ਼ਾਮਲ ਕਰਦੇ ਹਨ। ਇਹ ਮਾਮਲਾ FMCSA ਦੇ ਜੁਰਮਾਨੇ ਅਤੇ ਸੰਭਾਵਿਤ ਗੈਰ-ਕਾਨੂੰਨੀ ਸਜ਼ਾਵਾਂ ਵਿੱਚ ਬਦਲ ਸਕਦਾ ਹੈ ਜੇਕਰ ਵਰਜੀਨੀਆ ਦੀ ਸਥਿਤੀ ਟਰਾਈਟਨ ਖਿਲਾਫ ਆਰੋਪ ਲਗਾਉਣ ਦਾ ਫੈਸਲਾ ਕਰਦੀ ਹੈ।

ਹਾਈਵੇ ਸੁਰੱਖਿਆ ਸਮਰਥਕ ਕਹਿੰਦੇ ਹਨ ਕਿ ਉਹ ਝੂਠੇ ELD ਲਾਗਸ ਨੂੰ ਅਕਸਰ ਮੁਲਾਕਾਤ ਕਰਦੇ ਹਨ। ਚਾਲਕ ਟਰਾਈਟਨ ਚਾਲਕ ਦੀ ਤਰ੍ਹਾਂ "ਭੂਤ ਚਾਲਕਾਂ" ਦੀ ਵਰਤੋਂ ਕਰਦੇ ਹਨ ਤਾਂ ਕਿ ਸੇਵਾਕਾਲ ਸਮਾਂ ਵਧਾਇਆ ਜਾ ਸਕੇ। ਕੁਝ ਚਾਲਕ ਅਤੇ ਵਾਹਕ ELD ਡੀਵਾਈਸ ਉੱਤੇ ਉਪਲਬਧ ਸਾਧਨਾਂ ਦੀ ਵੀ ਵਰਤੋਂ ਕਰਦੇ ਹਨ ਤਾਂ ਕਿ ਰਿਕਾਰਡ ਝੂਠਾ ਕੀਤਾ ਜਾ ਸਕੇ। ਜੇਕਰ ਇੱਕ ਚਾਲਕ ਸੰਪਾਦਨ ਕਰਦਾ ਹੈ, ਤਾਂ ਇਹ ਲਾਗ ਵਿੱਚ ਦਿਖਾਈ ਦੇਵੇਗਾ, ਪਰ ਜੇਕਰ ਦਫ਼ਤਰ ਪ੍ਰਬੰਧਕ ਸੰਪਾਦਨ ਕਰਦਾ ਹੈ ਤਾਂ ਇਹ ਹਮੇਸ਼ਾ ਲਾਗ ਵਿੱਚ ਨਹੀਂ ਦਿਖਾਈ ਦੇਵੇਗਾ।



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## OSHA Awards \$184,000 to Virginia Driver for Employer Violations

A Virginia-based construction company was reprimanded and forced to pay \$184,000 by the U.S. Department of Labor's Occupational Safety Administration (OSHA) after a whistleblower proved the company had violated rest-break and hours-of-service laws for one of its drivers.

W-L Construction & Paving (W-L) of Chilhowie, Virginia, and its parent, building materials company CRH Americas were ordered to reinstate the driver at his same pay rate, pay back \$58,318 for lost wages and interest as well as \$115,694 in compensatory damages with \$10,000 in punitive damages. The driver's name was not released.

"W-L Construction & Paving illegally retaliated against an employee who raised legitimate concerns about their ability to meet the company's demands without jeopardizing their safety or that of others," said OSHA Regional Administrator Michael Rivera.

OSHA followed up a tip about the driver and investigated. The driver operated a "low-boy" tractor trailer to haul construction equipment and

materials. He notified his supervisor in July 2023 that his assigned workload for a commercial driver would exceed safety regulations governing rest breaks and maximum on-duty limits.

His complaint was ignored, and he continued to be assigned loads above his regular hours. "The company ignored the driver's concerns and, for two more months, continued to assign loads and routes the driver refused, fearful of illness or fatigue behind the wheel," OSHA stated.

The company, however, cited the driver for attendance infractions for being absent or leaving early. The driver was eventually fired, but OSHA found that his absences were protected under federal law.

"As a result of the complainant's illegal termination, he and his family faced mental and financial hardships," OSHA stated, "and significant compensatory damages for pain and suffering are appropriate."

OSHA ruled the \$10,000 in punitive damages was warranted because W-L should have either known or researched the legality of firing the driver. "This

is a wanton disregard for the rights of employees," OSHA stated.

"W-L Construction & Paving Inc. illegally retaliated against an employee who raised legitimate concerns about their ability to meet the company's demands without jeopardizing their safety or that of others," said Rivera.

W-L Construction must also post a notice to all employees informing them that the company has been sanctioned by OSHA, as well as a reminder of their protected labor rights. The company denies any wrongdoing and said it would appeal the decision.

A company spokesperson told the Winchester Star, "We take the safety of our employees seriously. This includes providing a work environment where employees are encouraged to speak up and to share any concerns about working conditions. We are aware of OSHA's findings regarding a driver at W-L Construction & Paving. We strongly disagree with these findings and will appeal. The safety of our drivers is always a top priority at W-L Paving and Construction."

# Oregon to issue CDLs to a group of non-citizens



The Federal Motor Carrier Safety Administration recently granted the Oregon Department of Transportation a five-year waiver to issue commercial driver's licenses (CDLs) to a group of non-citizens in the U.S. legally.

In June, Oregon DOT asked for a waiver from proof of citizenship requirements to issue commercial learner permits (CLPs) and CDLs to citizens of the Freely Associated States (FAS) of the Pacific Ocean who live

in Oregon and would like to drive a commercial truck. FAS includes Micronesia, the Marshall Islands, and Palau.

Under an agreement between the U.S. and the FAS, citizens of the FAS may enter the United States as nonimmigrants may live and work in the country indefinitely even without a visa. Potential drivers must submit a valid, unexpired passport issued by FAS and a record of arrivals and

departures to prove the individual is legally in the country.

In making its decision, FMCSA considered the fact that the Department of Homeland Security (DHS) allows states to issue full-term REAL ID licenses and ID cards to FAS citizens. DHS provides requirements for citizens of FAS to present proof of lawful permanent residency so these individuals may receive REAL ID credentials.

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# Electric Truck Maker Invades U.S. From China

With zero-emission truck companies such as Nikola constantly dealing with internal problems and others experiencing delays, Tesla and its Class 8 Semi have dominated the ZEV truck market. Until now.

Led by a Stanford graduate, China-based Windrose produces a big truck very similar in looks to the Tesla. The company is headed by Wen Ham and has already completed tests of its new truck in China, the U.S. and Europe. In China, a Windrose truck traveled 1,400 miles with only two stops for charging.

Windrose is already making plans to establish a manufacturing base in the U.S. with a new plant going up in Georgia which will assemble components made in China. The company may face regulatory hurdles, however, as the Biden Administration has restricted foreign made electric vehicles in the U.S. market.

On its website, Windrose said, “Windrose and Decathlon China have jointly announced the successful completion of a 2,253 km freight transportation journey using a

Windrose electric long-haul truck. The journey began at Decathlon’s Chashan warehouse in Dongguan City, Guangdong Province, and concluded at Decathlon’s Yanjiao warehouse in Beijing at Goodman Citylink, covering the distance with only two charging stops.”

In the U.S. Windrose set a record for the “longest single trip distance traveled by any long-haul electric truck” by traveling 2,800 miles from New York to Los Angeles. On its journey, the truck tested 18 charging stations from four operators.

According to the company, “Accumulatively, Windrose electric trucks have completed more than 140,000km globally. Validating key performance metrics, including 729kWh battery size, 800V high-voltage charging platform, a 670 km (416 mile) range on a 49-ton full-load, and 1,100km on tractor-only.”

In comparison, the Tesla Semi will be available with a choice of two battery sizes (500 kWh and 800 kWh), a 1,000V powertrain charging system, a maximum 500-mile range, and a gross

weight of 82,000. The manufacturer has yet to disclose final figures.

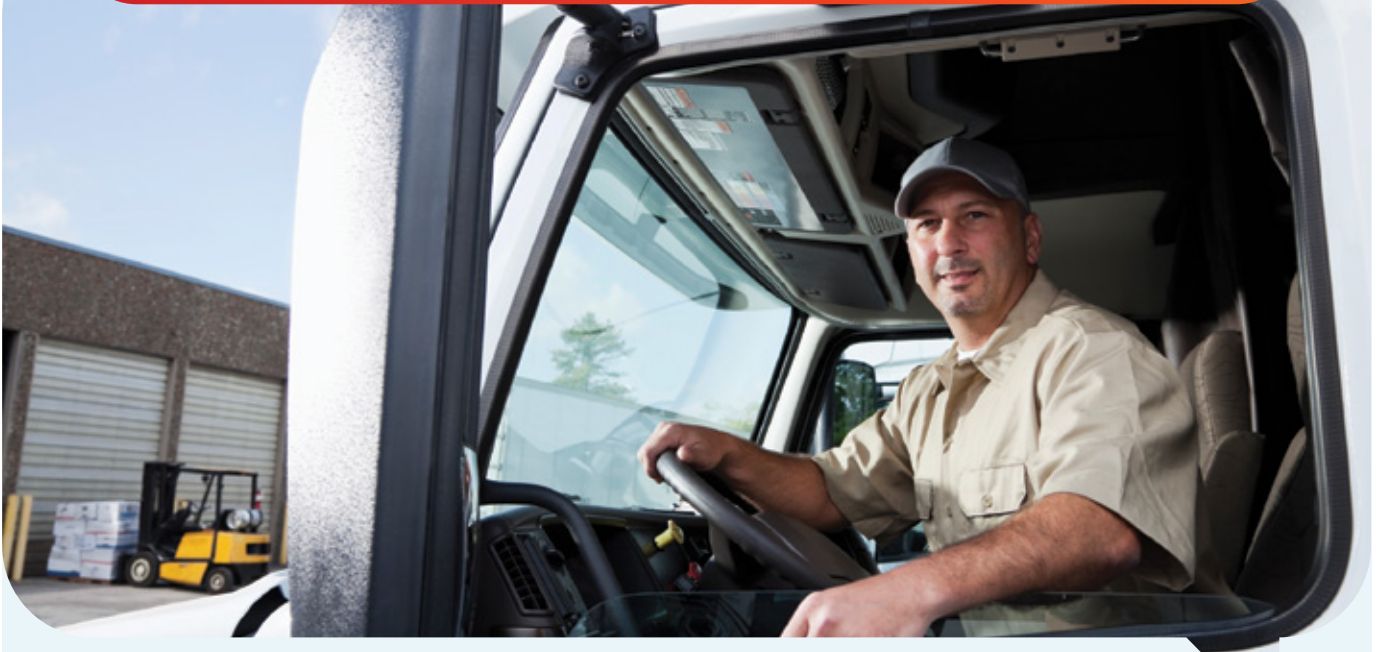
The truck has a base price of \$250,000 which is about \$70,000 more than the Tesla. The other major issue is that the U.S. government may lock Windrose out of the market because too many of the truck’s parts are made in China. Chinese EV maker BYD has yet to crack the U.S. market.

The fact that Windrose is doing some manufacturing in the U.S. could help them in pursuit of market shares. The company is not only building in Georgia but is also targeting Belgium in Europe.

Like the Tesla Semi, the Windrose truck uses center seating in the cab which improves visibility but can hinder other functions, such as paying at toll booths. Windrose says that problem is cured by digital payments. The truck uses cameras rather than physical side view mirrors, though this option will not immediately be available in the U.S. because laws prohibit them.



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# American Tire Distributors Files Bankruptcy, Enters Agreement with Lender Group

**I**ndependent wholesale retailers American Tire Distributors have agreed to a restructuring support agreement with lenders after filing Chapter 11 bankruptcy in a Delaware court on \$1.9 billion of debt. In the support agreement, the company said it “contemplates transitioning ownership through a competitive sale process.”

American is the largest seller of replacement tires in the U.S. and had previously filed bankruptcy in 2018.

Lenders who have agreed to work with American Tire hold about 90% of the debt. They include Guggenheim Partners Investment Management, KKR & Co. Inc., Monarch Alternative Capital, Sculptor Capital Management Inc., and Silver Point Capital. But these lenders indicated they are always looking for better offers.

American Tire Distributors will continue to operate its nationwide network with headquarters in both North Carolina and California. It has commitments from the lending group for \$250 million in new financing, and access to another \$1.2 billion under an asset-based lending process.

In 2018, the company was met with the abrupt news that both Goodyear and Bridgestone would no longer allow them to carry the brands. In addition, Sears Holding Corp. auto centers agreed that customers could purchase their tires through Amazon.com. It filed for bankruptcy protection at the time.

In 2021, the company increased profits with pandemic related sales, but margins rapidly declined with customers switching to lower priced products, especially from Amazon.

Analysts say the company was a victim of a volatile tire and auto parts market in the wake of the pandemic and did not have enough liquidity to weather the crisis.

Although American Tire often focuses on selling higher-priced tires from well-known brands such as Michelin, Continental and Hankook, its sales have suffered recently because consumers have opted for cheaper replacement tires.

American declared \$5.7 billion in revenue in 2023. It has over 4,500 employees in the U.S., according to court documents. It distributes tires to 80,000 retailers, automotive dealerships, and web-based marketers located in the U.S.





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# Newsom Vetoes Bill that Would Have Kept Driverless Trucks off California Roads

**F**or the second time in two years, California Governor Gavin Newsom has vetoed Assembly Bill 2286 which would have essentially banned automated big trucks from operating on state roads. Newsom also vetoed AB 3061 which would have set up data reporting requirements for autonomous vehicle (AV) companies.

The two bills would have established the California Automotive Regulatory Standards (CARS) package that would have required a human operator in the cab of any vehicle over 10,000 pounds. Labor groups, who have many allies in the legislature, pushed the bill, hoping it would keep commercial AVs off the road unless they have a human operator.

Groups who favored the veto argued that such a bill would interfere with the state's already strong regulatory environment at the same time as the Department of Motor

Vehicles is working on regulations for autonomous truck safety.

Opponents worried the bill would permanently ban driverless trucks in the state, would have diverted resources from agencies with expertise to regulate autonomous trucks and would cause California to fall even further behind other states on autonomous trucking innovation. In other parts of the nation, AV delivery trucks are already shipping goods.

"Recognizing that our workforce is the foundation of our economic success, California leads the nation with some of the strongest worker protection laws," Newsom said in his message regarding the veto.

"Our state also is renowned globally as a leader in technological innovation. We reject that one aim must yield to the other, and our success disproves this false binary.

However advancing both priorities requires creativity, collaboration, and a willingness to work together to identify pragmatic solutions. Toward that end, my office offered multiple rounds of suggested amendments, which were unfortunately not accepted," continued Newsom.

"We applaud Governor Newsom for vetoing AB 2286, thereby allowing California's safety experts to continue evaluating autonomous vehicle technology through the appropriate regulatory channels," said Jeff Farrah, CEO of the Autonomous Vehicle Industry Association in a press release.

"The AV industry will continue to work with the California DMV and California Highway Patrol on draft regulations to safely regulate autonomous trucks and ensure the state sees the supply chain, safety, and economic benefits of the technology," concluded Farrah.



# ਨਿਊਸਮ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਦੀਆਂ ਸੜਕਾਂ ਤੋਂ ਡਰਾਈਵਰ ਰਹਿਤ ਟਰੱਕਾਂ ਨੂੰ ਰੋਕਣ ਵਾਲੇ ਬਿੱਲ ਨੂੰ ਰੱਦ ਕੀਤਾ

ਦੋ ਸਾਲਾਂ ਵਿੱਚ ਦੂਜੀ ਵਾਰ, ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਗਵਰਨਰ ਗੇਵਿਨ ਨਿਊਸਮ ਨੇ ਅਸੈਂਬਲੀ ਬਿੱਲ 2286 ਨੂੰ ਵੀਟੋ ਕਰ ਦਿੱਤਾ ਹੈ ਜਿਸ ਨੇ ਲਾਜ਼ਮੀ ਤੌਰ 'ਤੇ ਸਵੈਚਾਲਿਤ ਵੱਡੇ ਟਰੱਕਾਂ ਨੂੰ ਕੈਲੀਫੋਰਨੀਆ ਦੀਆਂ ਸੜਕਾਂ ਤੇ ਚਲਾਉਣ ਉੱਤੇ ਪਾਬੰਦੀ ਲਗਾ ਦਿੱਤੀ ਹੋਵੇਗੀ। ਨਿਊਸਮ ਨੇ ਅਭ 3061 ਨੂੰ ਵੀ ਵੀਟੋ ਕਰ ਦਿੱਤਾ ਜਿਸ ਨੇ ਖੁਦਮੁਖਤਿਆਰ ਵਾਹਨ (ਏਵੀ) ਕੰਪਨੀਆਂ ਲਈ ਡਾਟਾ ਰਿਪੋਰਟਿੰਗ ਦੀਆਂ ਜ਼ਰੂਰਤਾਂ ਸਥਾਪਤ ਕਰਨੀਆਂ ਸਨ।

ਦੋਵੇਂ ਬਿੱਲਾਂ ਨੇ ਕੈਲੀਫੋਰਨੀਆ ਆਟੋਮੋਟਿਵ ਰੈਗੂਲੇਟਰੀ ਸਟੈਂਡਰਡਜ਼ (ਸੀ. ਏ. ਆਰ. ਐੱਸ.) ਪੈਕੇਜ ਨੂੰ ਸਥਾਪਤ ਕਰਨਾ ਸੀ ਜਿਸ ਲਈ 10,000 ਪੌਂਡ ਤੋਂ ਵੱਧ ਦੇ ਕਿਸੇ ਵੀ ਵਾਹਨ ਦੀ ਕੈਬ ਵਿੱਚ ਇੱਕ ਮਨੁੱਖੀ ਸੰਚਾਲਕ ਦੀ ਲੋੜ ਹੋਵੇਗੀ। ਲੇਬਰ ਸਮੂਹਾਂ, ਜਿਨ੍ਹਾਂ ਦੇ ਵਿਧਾਨ ਸਭਾ ਵਿੱਚ ਬਹੁਤ ਸਾਰੇ ਸਾਥੀ ਹਨ, ਨੇ ਬਿੱਲ ਨੂੰ ਅੱਗੇ ਵਧਾਇਆ, ਉਮੀਦ ਕੀਤੀ ਕਿ ਇਹ ਵਪਾਰਕ ਖੁਦਮੁਖਤਿਆਰ ਵਾਹਨਾਂ ਨੂੰ ਉਦੋਂ ਤੱਕ ਸੜਕ ਤੋਂ ਦੂਰ ਰੱਖੇਗਾ ਜਦੋਂ ਤੱਕ ਉਨ੍ਹਾਂ ਕੋਲ ਮਨੁੱਖੀ ਸੰਚਾਲਕ ਨਹੀਂ ਹੁੰਦਾ।

ਵੀਟੋ ਦਾ ਪੱਖ ਲੈਣ ਵਾਲੇ ਸਮੂਹਾਂ ਨੇ ਦਲੀਲ ਦਿੱਤੀ ਕਿ ਅਜਿਹਾ ਬਿੱਲ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਪਹਿਲਾਂ ਤੋਂ ਹੀ ਮਜ਼ਬੂਤ ਰੈਗੂਲੇਟਰੀ ਵਾਤਾਵਰਣ ਵਿੱਚ ਦਖਲ ਦੇਵੇਗਾ ਜਦੋਂ ਕਿ ਮੋਟਰ ਵਾਹਨ ਵਿਭਾਗ ਖੁਦਮੁਖਤਿਆਰ ਟਰੱਕ ਸੁਰੱਖਿਆ ਲਈ

ਨਿਯਮਾਂ 'ਤੇ ਕੰਮ ਕਰ ਰਿਹਾ ਹੈ।

ਵਿਰੋਧੀਆਂ ਨੂੰ ਚਿੰਤਾ ਸੀ ਕਿ ਇਹ ਬਿੱਲ ਰਾਜ ਵਿੱਚ ਡਰਾਈਵਰ ਰਹਿਤ ਟਰੱਕਾਂ ਉੱਤੇ ਸਥਾਈ ਤੌਰ ਉੱਤੇ ਪਾਬੰਦੀ ਲਗਾ ਦੇਵੇਗਾ, ਖੁਦਮੁਖਤਿਆਰ ਟਰੱਕਾਂ ਨੂੰ ਨਿਯਮਤ ਕਰਨ ਲਈ ਮੁਹਾਰਤ ਵਾਲੀਆਂ ਏਜੰਸੀਆਂ ਦੇ ਸਰੋਤਾਂ ਨੂੰ ਮੋੜ ਦੇਵੇਗਾ ਅਤੇ ਕੈਲੀਫੋਰਨੀਆ ਨੂੰ ਖੁਦਮੁਖਤਿਆਰ ਟਰੱਕਿੰਗ ਨਵੀਨਤਾ ਵਿੱਚ ਹੋਰ ਰਾਜਾਂ ਤੋਂ ਵੀ ਪਿੱਛੇ ਕਰ ਦੇਵੇਗਾ। ਦੇਸ਼ ਦੇ ਹੋਰ ਹਿੱਸਿਆਂ ਵਿੱਚ, ਅੜ ਡਿਲੀਵਰੀ ਟਰੱਕ ਪਹਿਲਾਂ ਹੀ ਮਾਲ ਭੇਜ ਰਹੇ ਹਨ।

ਨਿਊਸਮ ਨੇ ਵੀਟੋ ਦੇ ਸੰਬੰਧ ਵਿੱਚ ਆਪਣੇ ਸੰਦੇਸ਼ ਵਿੱਚ ਕਿਹਾ, "ਇਹ ਮੰਨਦੇ ਹੋਏ ਕਿ ਸਾਡੀ ਕਾਰਜ ਸ਼ਕਤੀ ਸਾਡੀ ਆਰਥਿਕ ਸਫਲਤਾ ਦੀ ਨੀਂਹ ਹੈ, ਕੈਲੀਫੋਰਨੀਆ ਕੁਝ ਮਜ਼ਬੂਤ ਕਰਮਚਾਰੀ ਸੁਰੱਖਿਆ ਕਾਨੂੰਨਾਂ ਦੇ ਨਾਲ ਦੇਸ਼ ਦੀ ਅਗਵਾਈ ਕਰਦਾ ਹੈ। ਸਾਡਾ ਰਾਜ ਤਕਨੀਕੀ ਨਵੀਨਤਾ ਵਿੱਚ ਇੱਕ ਨੇਤਾ ਦੇ ਰੂਪ ਵਿੱਚ ਵਿਸ਼ਵ ਪੱਧਰ 'ਤੇ ਵੀ ਪ੍ਰਸਿੱਧ ਹੈ। ਅਸੀਂ ਇਸ ਧਾਰਨਾ ਨੂੰ ਰੱਦ ਕਰਦੇ ਹਾਂ ਕਿ ਇੱਕ ਉਦੇਸ਼ ਨੂੰ ਦੂਜੇ ਦੇ ਹੱਕ ਵਿੱਚ ਕੁਰਬਾਨ ਕੀਤਾ ਜਾਣਾ ਚਾਹੀਦਾ ਹੈ, ਅਤੇ ਸਾਡੀ ਸਫਲਤਾ ਇਸ ਬੁਠੇ ਬਾਈਨਰੀ ਨੂੰ ਨਕਾਰਦੀ ਹੈ। ਹਾਲਾਂਕਿ ਦੋਵਾਂ ਤਰਜੀਹਾਂ ਨੂੰ ਅੱਗੇ ਵਧਾਉਣ ਲਈ ਰਚਨਾਤਮਕਤਾ, ਸਹਿਯੋਗ ਅਤੇ ਵਿਹਾਰਕ ਹੱਲ

ਦੀ ਪਛਾਣ ਕਰਨ ਲਈ ਮਿਲ ਕੇ ਕੰਮ ਕਰਨ ਦੀ ਇੱਛਾ ਦੀ ਲੋੜ ਹੁੰਦੀ ਹੈ। ਇਸ ਦਿਸ਼ਾ ਵਿੱਚ, ਮੇਰੇ ਦਫਤਰ ਨੇ ਸੁਝਾਈਆਂ ਗਈਆਂ ਸੋਧਾਂ ਦੇ ਕਈ ਦੌਰ ਪੇਸ਼ ਕੀਤੇ, ਜਿਨ੍ਹਾਂ ਨੂੰ ਸਵੀਕਾਰ ਨਹੀਂ ਕੀਤਾ ਗਿਆ।"

ਆਟੋਨੋਮਸ ਵਹੀਕਲ ਇੰਡਸਟਰੀ ਐਸੋਸੀਏਸ਼ਨ ਦੇ ਸੀਈਓ ਜੈਫ ਫਰਾਹ ਨੇ ਇੱਕ ਪ੍ਰੈਸ ਬਿਆਨ ਵਿੱਚ ਕਿਹਾ, "ਅਸੀਂ ਏਬੀ 2286 ਨੂੰ ਵੀਟੋ ਕਰਨ ਲਈ ਗਵਰਨਰ ਨਿਊਸਮ ਦੀ ਸ਼ਲਾਘਾ ਕਰਦੇ ਹਾਂ, ਜਿਸ ਨਾਲ ਕੈਲੀਫੋਰਨੀਆ ਦੇ ਸੁਰੱਖਿਆ ਮਾਹਰਾਂ ਨੂੰ ਉਚਿਤ ਰੈਗੂਲੇਟਰੀ ਚੈਨਲਾਂ ਰਾਹੀਂ ਖੁਦਮੁਖਤਿਆਰ ਵਾਹਨ ਤਕਨਾਲੋਜੀ ਦਾ ਮੁਲਾਂਕਣ ਜਾਰੀ ਰੱਖਣ ਦੀ ਆਗਿਆ ਮਿਲਦੀ ਹੈ।

ਫਰਾਹ ਨੇ ਸਿੱਟਾ ਕੱਢਿਆ, "ਏਵੀ ਉਦਯੋਗ ਖੁਦਮੁਖਤਿਆਰ ਟਰੱਕਾਂ ਨੂੰ ਸੁਰੱਖਿਅਤ ਢੰਗ ਨਾਲ ਨਿਯੰਤ੍ਰਿਤ ਕਰਨ ਅਤੇ ਇਹ ਸੁਨਿਸ਼ਚਿਤ ਕਰਨ ਲਈ ਕਿ ਕੈਲੀਫੋਰਨੀਆ ਵਿੱਚ ਟੈਕਨੋਲੋਜੀ ਦੀ ਸਪਲਾਈ ਚੋਨ, ਸੁਰੱਖਿਆ ਅਤੇ ਆਰਥਿਕ ਲਾਭਾਂ ਨੂੰ ਵੇਖਦਾ ਹੈ, ਦੇ ਨਿਯਮਾਂ 'ਤੇ ਕੈਲੀਫੋਰਨੀਆ ਡੀਐਮਵੀ ਅਤੇ ਕੈਲੀਫੋਰਨੀਆ ਹਾਈਵੇਅ ਪੈਟਰੋਲ ਨਾਲ ਕੰਮ ਕਰਨਾ ਜਾਰੀ ਰੱਖੇਗਾ।"



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## CVSA Roadcheck Conducts Over 48,000 inspections in North America

**R**esults from this year's Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck, held May 14-16, were released by the organization in September. The good news is that only 4.8% of drivers had violations that put them out of service, down from the yearly average of nearly 7%. Vehicle out of service violations represented 23% of all vehicles checked.

CVSA and local law enforcement conducted over 48,761 inspections.

According to the CVSA website, "inspectors discovered 13,567 vehicle, 2,714 driver and 163 hazardous materials/dangerous goods (HM/DG) out-of-service violations and placed 9,345 commercial motor vehicle combinations and 2,290 drivers out of service."

Law enforcement agencies across the continent voluntarily committed to the three-day event which is held annually. They receive support from the Federal Motor Carrier Safety Administration, Canadian Council

of Motor Transport Administrators, Transport Canada, and Mexico's Ministry of Infrastructure, Communications and Transportation.

CVSA authorized inspectors conducted 42,332 inspections in the U.S., 5,411 in Canada and 1,018 in Mexico. International Roadcheck involves inspections for North American Level I, II, III and V standards. The top vehicle out-of-service reason was for defective service brakes with tires, other brake violations, lights and cargo

securement followed in order.

CVSA said, “Fully functional brakes are essential, as the ability to control a vehicle’s speed and make a quick stop, if necessary, is vital to safe driving. Defective service brakes can prevent a driver from stopping quickly and/or completely. When brakes fail, the results can be catastrophic, not only for the driver, but for everyone on our roadways.”

This year’s vehicle emphasis area concerned tractor protection systems (TPS), including the tractor protection valve, trailer supply valve and anti-bleed-back valve. Inspectors identified 564 TPS-related violations on commercial motor vehicle combinations.

CVSA said, “Tractor protection systems safeguard the tractor’s air

supply and prevent air loss when the tractor is not connected to a trailer or if the trailer breaks away.”

Inspectors restricted 870 drivers for Hours-of-Service violations from further duty, representing one-third of all drivers who were placed out of service. Lack of a commercial driver’s license represented about 25% of all violations with no medical card, false logs, and suspended license other reasons for out-of-service.

Though not a reason for a driver to be put out of service, safety belts were also a point of emphasis for this year’s inspectors with 535 violations discovered. FMCSA has noted that 14% of commercial motor vehicle drivers do not wear their safety belt.

Level I inspections are by far the most common type of inspection

conducted. According to CVSA, inspections levels are broken down like this:

Level I is a 37-step procedure that checks the driver’s operating credentials and the vehicle’s components.

Level II is a walk-around driver/vehicle inspection that includes all the items that can be inspected without the inspector physically getting under the vehicle.

Level III is an inspection of the driver’s credentials, status in the Drug and Alcohol Clearinghouse, and hours-of-service records.

Level V is a vehicle-only inspection that includes each of the vehicle inspection items. The driver does not need to be present for this inspection level.

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## J.B. Hunt Begins Testing of RNG-Powered Peterbilt Truck with Cummins Engine

**B**oasting it can “achieve zero emissions at zero added cost, with zero sacrifice to torque or reliability,” Newport Beach, California-based Clean Energy Fuels has partnered with J.B. Hunt to test a new Peterbilt 579 tractor with a Cummins X15N engine using renewable natural gas (RNG).

Other companies will follow J.B. Hunt in testing the near-zero-emission truck, including Knight-Swift, Ruan, and Kenan. All three companies are among the largest carriers in the nation. Each carrier will take turns testing the tractor with more testing scheduled for next year.

Clean Energy Fuels plans to locate RNG stations throughout the U.S. On its website, the company says, “By 2025, the RNG we provide at Clean Energy stations will be fully zero-carbon and it will be available at all of our stations across North America. That’s 20 years ahead of California’s own statewide goal.”

Clean Energy morphed out of the vision of energy entrepreneur T. Boone Pickens who began championing natural gas as an alternative fuel back in

1988. Pickens realized the cheaper and cleaner fuel would be perfect to power the nation’s heavy-duty trucks. Today, the company is headed by Pickens’ longtime partner Andrew Littlefair.

According to its website, “Clean Energy went public in 2007 (Nasdaq: CLNE) and in 2013, we launched renewable natural gas (RNG) for transportation, introducing a fuel that reduces both carbon and smog-forming NOx emissions.”

Production of the Cummins X15N natural gas engine began recently with placement in the Peterbilt 579 following suit. The 579 is an option to replace the 567 and 520 refuse trucks.

Arkansas-based J.B. Hunt has been using RNG-powered trucks for several years with 180 currently in their fleet.

“We are constantly exploring and testing opportunities that have the potential to deliver value for customers who are looking to reduce carbon emissions in their supply chain,” said Greer Woodruff, executive vice president of safety, sustainability, and maintenance at J.B. Hunt.

“We are excited to be the first carrier in Clean Energy’s pilot program and to get hands-on experience with the Cummins X15N tractor. Vehicles powered by renewable natural gas produce significantly less carbon emissions throughout their life cycle and are more compatible with today’s available infrastructure than most competing emissions reduction technologies,” continued Woodruff.

J.B. Hunt’s goal is to reduce its carbon emissions by 32% from 2019 to 2034. According to the company, they have already achieved over 50% in reductions. Hunt is also testing hydrogen-fueled trucks as well as battery-electric with a partnership ongoing with Nikola Motors.

“For one electric truck, you will need the same electricity that it takes to power 600 homes. To put that in perspective, the fast-charging infrastructure needed to support J.D. Hunt’s fleet—if we were to be entirely electric—would be the electricity of 1.4 million households. That’s 1% of the U.S.,” CEO Shelley Simpson said at the Advanced Clean Transportation 2024 conference earlier this year.

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Brampton, Ontario

Edmonton, Alberta



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।