



# The Dashboard

## AUGUST



**First and foremost:** Drivers, please remember the latest changes with Hours of Services. Drivers need to take a half hour break within the first 8 hours of being on duty. Also, drivers need to make sure their 34 hour restart contains two periods between 1 am and 5 am.

### The latest CSA scores:

Category	Threshold	Phoenix Goal	June	July	
Unsafe Driving	65%	30%	33.4%	32.2%	↓
Hours of Service Compliance	65%	60%	75.5%	73.4%	↓
Driver Fitness	80%	0%	76.8%	83.3%	↑
Drugs/Alcohol	80%	0%	0%	0%	Same
Vehicle Maintenance	80%	30%	25.1%	23.2%	↓ ALL TIME LOW
Hazardous Material Compliance	80%	30%	Inconclusive	Inconclusive	Same
Crash Indicator	65%	30%	34.5%	30.3%	↓

### Last 5 Hours of Service violations:

- 07/17/2013—Bruce Gibson, driver's record of duty status not current; 15 CSA points
- 06/25/2013—Dimitar Dimitrov, driver's record of duty status not current; 15 CSA points
- 06/18/2013—Lane Cathers, driver's record of duty status not current; 15 CSA points
- 06/18/2013—Brian Anderson, driver's record of duty status not current; 15 CSA points
- 06/06/2013—Jenney Klemetson, False report of driver's record of duty status; 27 CSA points

### Driver Fitness:

- 07/17/2013—Bruce Gibson, Driver not in possession of medical certificate; 3 CSA points
- 06/25/2013—Dimitar Dimitrov, Driving a CMV while CDL is suspended for safety-related or unknown reason and outside the driver's license state of issuance.

**"Be Careful Out There."**

# August Birthdays

Bural Culton	01
Troy Likins	03
Linda Saylor	04
Rick Vosburgh	04
Angie Wilder	06
Johnnie Culton	08
Michael Hadden	08
Garrett Adams	14
Larry Hughes	14
Noel Price	16
Joey Wasson	16
Joshua Miniard	18
Ellis Fields	20
Ron Puckett	26
Keith Mays	27
Hubert Miller	28
John Hogan	30



Several new employees were hired during the month of June.

Please introduce yourself and make them feel welcome.

- Willie Millikan
- Kristopher Linder
- Shawn Dietrich

# Monthly Health Tips

- **If you get burnt (sun stroke or heat stroke), seek relief** by sipping on green tea or take a spoon of onion juice. They are potent antioxidants that can neutralize cellular damage caused by the sun's rays.
- **Avoid extreme cold foods and drinks** - most of us normally pick these and they are actually known to interfere with digestion and sweating, thereby interfering with the body's natural cooling mechanisms. So, however tempting it may be to sit on your porch licking an ice cream cone or sipping a cool glass of tea, try a wedge of watermelon instead.
- **Wear loose, full-sleeved cotton clothes** to protect the body from the sun and to aid evaporation of sweat. Use a hat to protect your head from the sun when you go out.
- **Include salads in your diet.** Consuming leafy lettuce and summer greens, corn on cob and cucumbers, in salads are delicious ways to stay cool. These foods contain a significant amount of water and can actually thin the blood, which has a cooling effect. Onions too are great in the summer, because of their ability to beat the heat and provide relief from summer ailments. So, throw in some washed onion slices onto a sandwich, or in your salad.

## 2013 Safety Meeting Schedule

Safety Meetings for 2013 will have a different schedule format. Safety Meetings will be conducted once a month starting the third Saturday of February. **All Phoenix employees (including office personnel), with the exception of mechanics, will have to attend only one of these meetings throughout the year.** All meetings will be held on the third Saturday of every month in the orientation room. Because there is limited seating in the orientation room there will be a sign up sheet on the orientation door prior to each month's meeting. Everybody should call or check the Friday before the scheduled meeting prior to showing up to ensure the meeting has not been cancelled for unforeseen reasons.

**The next meeting will be held August 17<sup>th</sup>.**



Sandy Wiese

## IN THE KNOW

How long have you been working for Phoenix Transportation?.....9 years  
 What do you do at Phoenix Transportation?.....Quality Control / Payroll  
 What is your favorite music?.....Country Rock  
 What is your favorite movie?.....Pretty Woman  
 What is your favorite drink?.....Margaritas on the Rocks / Diet Pepsi  
 If possible, who would you most like to meet whether they are living or not?. ....  
 .....John Kennedy  
 What is your favorite car?.....Camaro  
 What place would you dream of going to?.....Australia

The North American Fatigue Management Program is now available to motor carriers, drivers, government safety administrators and insurance companies.

The NAFMP is the culmination of several years of research, development and field trials in a live commercial vehicle operating environment. A coalition of Canadian, U.S., and Mexican trucking interests developed the program to provide carriers with a best-practices manual for implementing fatigue management in their operations.



The NAFMP is a voluntary, fully interactive web-based educational and training program developed to provide both truck and bus commercial vehicle drivers and carriers and others in the supply chain, with an awareness of the factors contributing to fatigue and its impact on performance.

Organizers would like to see the program further developed to include a certification process for fatigue management, similar to the way the International Standards Organization certifies management processes. The hope is that once certified, carriers could get some "extra credit" in the form of more flexible hours of service. The NAFMP will include:

- 10 learning modules, with voice narration, graphics and a Learning Management System, with interactive tests to support subject understanding. The learning modules will include information on recognizing fatigue, health and wellness, medical screening for sleep disorders and treatment, scheduling and fatigue detection technologies. The modules are presented for various audiences, including drivers, drivers' families, dispatchers, safety supervisors and managers, and company executives.
- A Business Case and Return on Investment calculator to assist owners and carrier executives in determining the costs and benefits of implementing the NAFMP, in whole or in part.
- An Implementation Manual that serves to provide guidance for carriers who choose to deploy the NAFMP within their organization.
- A website, with all materials and guidance available free of charge to any individual or organization, will be continually updated to include any new research findings, technology or best practices. The website is available in English at [www.NAFMP.com](http://www.NAFMP.com).

Rest is not idleness, and to lie sometimes on the grass on a summer day listening to the murmur of water, or watching the clouds float across the sky, is hardly a waste of time.

~John Lubbock

***NIV 1 Peter 1:24-25***

*For, "All people are like grass, and all their glory is like the flowers of the field; the grass withers and the flowers fall, but the word of the Lord endures forever." And this is the word that was preached to you.*



Donald Gordon

**IN THE KNOW**

How long have you been working for Phoenix Transportation?.....11 months  
 What do you do at Phoenix Transportation?.....OTR Flatbed Driver  
 What is your favorite music?.....Rock  
 What is your favorite movie?.....Fast and Furious  
 What is your favorite drink?.....Lipton Citrus Green Tea  
 If possible, who would you most like to meet whether they are living or not?.....  
 .....Chuck Norris  
 What is your favorite car?.....'68 Camaro  
 What place would you dream of going to?.....Alaska

## 30-minute break – frequently asked questions & answers

### Question: Does the break need to be taken right at 8 hours?

- **Answer:** No. the break can be taken at any time before the end of the 8<sup>th</sup> hour of duty. The regulation only requires that the driver stop driving and take the 30-minute break if it has been 8 hours since the driver's last break of 30 minutes or more.

### Question: If I am unloading or fueling when I reach the point where it has been 8 hours since my last break of 30 minutes or more, do I have to stop what I'm doing and take the break?

- **Answer:** No. The only thing a driver cannot do once the 8 hours is reached is drive. The driver would be able to finish unloading or fueling, but would then have to take a 30-minute break before driving again.

### Question: The company I am leased to does not have an "off-duty policy." Do I need to log the break as "on-duty" rather than "off duty"?

- **Answer:** Unless you are transporting certain explosives or radioactive materials, you must log the break as off-duty or sleeper-berth time. To be able to log off duty, you must be relieved of all duty and responsibility, and at liberty to pursue activities of your own choosing. Whether your company has a policy allowing this or not is moot, since the regulations require it.

### Question: We haul flammable liquids and corrosives. Am I supposed to be logging the break on duty due to the attendance requirements?

- **Answer:** The attendance requirements for hazardous materials other than 1.1, 1.2, and 1.3 explosives only apply if the vehicle is parked on the roadway or the right-of-way. As long as the vehicle is off of the roadway and right-of-way, the driver can log off duty. Therefore, a driver hauling non-explosive hazardous materials must park in a safe and secure location off the roadway, and then take the 30 minutes off duty.

### Question: What drivers are allowed to disregard the 30-minute break requirement?

- **Answer:** Presently, there are three exceptions to the 30-minute break requirement, and only one allows the driver to completely disregard the requirement. These are:

Drivers transporting 1.1, 1.2, and 1.3 explosives: When a driver is transporting 1.1, 1.2, or 1.3 explosives, the driver must still stop and take the break, but the break must be logged on duty due to the driver having to stay in attendance of the vehicle.

Drivers transporting route controlled Department of Energy (DOE) highly radioactive materials: When a driver is transporting these highly radioactive materials, the driver must still stop and take the break, but the break must be logged on duty due to the driver having to stay in attendance of the vehicle.

Drivers transporting livestock: When loaded with live animals (including poultry, fish, and even lobsters) a driver does not have to stop and take the 30-minute break. This exception only applies in July, August, and September 2013 due to the predicted heat.

### Question: What special note do I need to put on my log to show when the break took place?

- **Answer:** The FMCSA has stated that there are no "special documentation requirements" when it comes to the 30-minute break. This is because there is no special entry required in the hours-of-service regulations at §395.3, which is the regulation that changed. There were also no changes to the regulations stating what must be on the driver's log (the regulations at §395.8). The 30-minute period on either line 1 (off duty) or line 2 (sleeper berth) of the driver's grid graph, with city and state shown in the remarks, is all that is required.

## **HOLIDAY PAYROLL REMINDER ATTENTION ALL DRIVERS**

Because of the Labor Day Holiday,  
**All pay sheets**

**For the week of August 18<sup>th</sup> thru August 24<sup>th</sup>**

**MUST BE TURNED IN BY  
SUNDAY AUGUST 25<sup>TH</sup>**

Any pay sheets not received by Sunday will not be  
Paid until the next week.

## **AUGUST DAYS TRIVIA**

**August 7<sup>th</sup> is National Lighthouse Day**

**August 12<sup>th</sup> is Middle Child's Day**

**August 14<sup>th</sup> is National Creamsicle Day**

**August 17<sup>th</sup> is National Thrift Shop Day**

**August 21<sup>st</sup> is Senior Citizen's Day**

**August 26<sup>th</sup> is National Dog Day**

**August 31<sup>st</sup> is National Trail Mix Day**