

TRANSTRENDS

THE TRANSLAW GROUP, INC.

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IF YOU WISH TO END YOUR SUBSCRIPTION TO TRANSTRENDS, SIMPLY SEND AN EMAIL REQUESTING A CANCELLATION TO JBURNS@TRANSREGS.COM

CVSA's Roadcheck 2014 slated for June 3-5



It's that time of year again for the annual CVSA Roadcheck and it is slated for June 3 – 5. The annual inspection event – the Commercial Vehicle Safety Alliance's 72-hour safety blitz.

This year's Roadcheck event will be focusing on hazardous materials, be ready and prepare.

CVSA sponsors Roadcheck with participation by the Federal Motor Carrier Safety Administration, Pipeline and Hazardous Materials Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

Roadcheck is the largest targeted enforcement program on commercial vehicles in the world, with approximately 14 trucks or buses being inspected, on average, every minute from Canada to Mexico during a 72-hour period.

CVSA provides a Roadcheck checklist for drivers. Included in it are tips such as:

- Buckle up.
- Pre-inspect the condition of your vehicle and check for load securement issues.
- Check your brakes.
- Inspect coupling devices.
- Ensure all required lamps are the proper color and operational.
- Check for loose fuel tank mountings, leaks, etc.
- Look over your tires and check for proper inflation, cuts, bulges, etc.
- Make sure you have any hazardous permits, placards, safety guides, etc., in the vehicle.

Each year, approximately 10,000 CVSA-certified local, state, provincial and federal inspectors at 1,500 locations across North America perform the truck and bus inspections.

In 2013, CVSA completed more than 73,000 truck and bus inspections during the enforcement campaign. Of those, a total of 47,771 were North American Standard Level 1 inspections – the most comprehensive roadside inspections.

Over 24 percent of drivers who underwent Level 1 inspections were found with Out-of-Service violations. The agency also conducted more than 71,600 driver inspections, from which 4.3 percent were found with OOS violations. There were 899 seatbelt violations issued, according to the agency's published results.

GOLDEN CORN

At least four people have been sentenced for their roles in an alleged scheme to defraud Cargill Inc., out of more than \$2 million over a nine-year period.

According to court documents, Cargill security personnel contacted the Missouri Highway Patrol in November 2012 after discovering accounting discrepancies for loads they paid for but never received.

Don Ledford, public affairs officer for the U.S. Attorney's Office for the Western District of Missouri stated that this has been a complicated case because all of the men involved in the alleged fraud were not charged together at the same time.

"Part of the issue was that some of the defendants chose to waive their right to a grand jury and decided to plead guilty, while others chose to have their cases presented to a grand jury and have the grand jury vote on whether to indict them," Ledford said.

Court documents allege that several trucking company owners approached Jeffrey Hobbs about an alleged scam to create “fictitious scale tickets for non-delivered loads of corn as a way to make money and ultimately defraud the owner of the feed mill.”

Hobbs worked as a scale operator and pellet mill operator at the feed mill in Butterfield, Mo., from 1999 until March 2013. In return for creating the fake scale tickets for “ghost loads,” Hobbs received between \$300 and \$500 each time from individuals involved in the scheme, according to court documents. ***Not a bad part time job for Mr. Hobbs!***

The four individuals who have been sentenced include Hobbs, 41, of Exeter, Mo.; Lyle E.



Tourtillott, 68, of Nevada, Mo.; Bob True Beisly III, 40, of Nevada, Mo.; and Ronald Bunn, 45, of Deerfield, Mo.

Hobbs was sentenced to two years and eight months in federal prison in November 2013 after pleading guilty to one count of wire fraud.

Tourtillott, who worked for his brother who owned T&T Grain, has been sentenced to three years

and one month in federal prison without parole on April 1. He pleaded guilty to two counts of mail fraud.

Beisly, who owned K & B Grain, was sentenced to two years and 11 months in federal prison without parole after pleading guilty to one count of wire fraud and one count of mail fraud.

Bunn, who owned RB Grain, was sentenced to two years and three months in federal prison without parole after pleading guilty in Nov. 2013.

Terry David Heffernan, who pleaded guilty to two counts of mail fraud, is awaiting sentencing. Heffernan drove for T&T Grain, which was owned by Gary Tourtillott’s brother.

Bob True Beisly II, father of Bob True Beisly III, has been charged with two counts of mail fraud, but has not been convicted for his alleged role in the ghost load scheme. Ledford said the senior Beisly is in state custody awaiting trial for allegedly murdering his wife.

He has other issues to deal with at the moment!

He was charged with one count of first degree murder in February 2013, nearly four years after his wife was found dead in her home in July 2009.

NEMF GOT SCAMMED

A former employee for a New Jersey-based trucking company, New England Motor Freight, is facing theft charges after allegedly stealing more than \$6 million from the company over a nine-year period.



Albert Thomson, 48, of Berkeley Heights, N.J., was charged with second-degree theft by deception following a “prolonged investigation” conducted by the Elizabeth, N.J., Police Department.

He was initially being held on a \$250,000 bond until March 24, when he was released on bail.

From 2004 through November 2013, Thomson would allegedly put in “registration requests for vehicles that had already been registered.”

He then would cash the cashiers’ checks issued by NEMF, according to a news release issued by the Union County, N.J., prosecutor’s office.

How loose was NEMF’s financial management!

Mark Spivey, director of communications for the Union County Prosecutor’s Office, stated on Friday, March 28, that the alleged scam was referred to the Elizabeth Police Department by NEMF, which “uncovered the alleged theft when an employee noticed an accounting discrepancy.” The release states that Thomson used the money he gained through the alleged scam to purchase a Mercedes-Benz, to rent a residence at the Jersey Shore, to pay off credit card bills, and to hire a personal trainer.

What did he do with the other 5.8 million dollars?

According to the Federal Motor Carrier Administration’s website, NEMF has 1,438 power units and 1,462 drivers. NEMF, based in Elizabeth, N.J., is owned by Myron P. (Mike) Shevell. His daughter Nancy Shevell, who is married to Sir Paul McCartney, is vice president of administration at NEMF.

Albert Thompson’s new favorite Sir Paul song is MONEY

The best things in life are free
But you can tell me 'bout the birds and bees.
Now gimme money that's what i want
That's what i want that's what i want
That's what i want, ye-ye-yeh,
That's what i want.

DOT CLAIMS SUPER RIG WILL PROVIDE SAFETY

In a rare move, the DOT has authorized the Kamikaze Truck Company to market this vehicle as an alternative to electronic-on-board-recorder requirements that are in the initial planning stages of the slow regulatory process.



The unique configuration will allow adequate rest facilities for driver and co-driver alike.

It will also provide accommodations for authorized passengers in an effort to make trucking a more family friendly experience. Industry insiders say that this move will help in alleviating the high turnover of truck drivers in the for-hire segment of the trucking industry.

FMCSA Initiates Rulemaking Process to Update the Financial Responsibility of Commercial Carriers and Better Protect the Public

The Federal Motor Carrier Safety Administration has reported to Congress that current financial responsibility minimums for the commercial motor vehicle industry are inadequate to meet the costs of some crashes.



The agency's report to Congress was required in the most recent transportation bill and includes findings from a recent study that weighed the benefits of increasing insurance minimums, including improved compensation for crash victims and reductions in commercial vehicle crashes, against costs imposed on commercial motor vehicle operators and the insurance industry.

The analysis shows that while catastrophic motor carrier crashes are rare, the costs for resulting severe and critical injuries can exceed \$1 million. Current insurance limits do not adequately cover these costs, which are primarily due to increases in medical expenses and other crash-related costs. The agency has formed a rulemaking team to further evaluate the appropriate level of financial responsibility for the motor carrier industry. MAP-21 requires FMCSA to issue a report every four years on financial responsibility requirements.

END

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