

# A Word From The Woods

-by Ray Clifton

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## TRUCK WEIGHTS: INFORMATION REQUEST

One of the biggest challenges we face in the supply chain today is the management of truck weights and enforcement tactics currently used by the Alabama Division of Federal Motor Carrier (FMCSA).

We receive complaints from loggers, truckers, and mills on an almost daily basis. These tend to fall into one of three broad categories:

- 1. Truckers who have received an “over-gross” ticket in which the state weight crew figure is higher than the mill scale, resulting in a ticket (which subsequently must be resolved in court);
- 2. Truckers who were “under gross” but received a ticket for “over axle” or “over tandem.”
- 3. Dangerous set-ups, long lines, and high frequency of state weight crew “visits” at specific locations.

These are not easy problems to solve. We should all recognize and accept the fact that FMCSA officers and their crews are just “doing their job” in enforcing State and Federal law. However, there may be opportunities (either through negotiation or legislation) to affect what they are doing and how they are doing it.

One thing is certain: “stories” are ineffective in resolving political issues. DATA drive arguments that can lead to potential solutions.

Our request to you is simple: send us your data. **Specifically:**

- 1. Copies of tickets described above. Please be sure to include all three pages of the ticket (especially page three which shows the axle weights determined by the weight crew scales). Please send a copy of the scale ticket from the mill destination as well.
- 2. Send photos or video of weight crew locations. Be sure to include date, time, and the specific locations. Please consider your safety and the safety of others in traffic as you do this. Be polite and courteous if approached by an officer. Do not be confrontational. Simply take the photo or video and leave the scene without comment.

This information can be scanned and emailed, sent by text, or mailed to:

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Please be sure to pass this information along to anyone in the supply chain who may not receive our Newsletter.

As the old saying goes “the ball is now in your court.”