



# INTERNATIONAL MILK HAULERS ASSOCIATION

www.milkhauler.org

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To serve as the voice for a safe and professional dairy transportation industry through collaboration, education, advocacy, and focused initiatives.

## WHO WE ARE

- IMHA is a trade association started in 1972 as the National Federation of Milk Hauler Associations and changed to International Milk Haulers Association (IMHA), May 2000. IMHA represents members in the U.S., Australia, Canada, Ireland, and New Zealand, currently.
- Membership types consist of transportation, cooperatives, processors, suppliers, and state associations (MI, NE, OH, ON, WI). Current membership is over 300.

## WHAT WE DO

- Annual Convention rotating in the United States and Canada, providing timely educational topics on new technology, regulations, and general business concerns. Fleet Safety Awards and donations to a local FFA organization are presented at the closing banquet.
- Leadership Summit provides members the opportunity to evaluate internal company procedures, learn ever-evolving strategies, and increase hauling community connections.
- Annual Fleet Safety Contest awards three categories at the Annual Convention banquet.
- Monthly e-newsletter
- Webinars
- Memberships with national organizations: NMPF, IDFA, DPC, and AFTC.
- Participation in the National Conference on Interstate Milk Shipments (NCIMS) that maintains the PMO. The IMHA Executive Director Chairs the Hauling Procedures Committee. Other members have a seat on the committee providing vital information for proposals.
  - In 2015, the association was successful in passing a proposal to allow milk tank inspections every 2 years instead of every year. The effective date of that change was December 2015. This change relieved a burden on haulers who have tank trucks at various locations throughout the U.S. and for regulatory departments with limited staff.
- Collaborated with the NE Coalition to successfully add in the Highway Bill of the 2015 FAST Act, an exception in the U.S. Code to include milk and milk products as a non-divisible load.
  - SEC. 1409. MILK PRODUCTS.  
Section 127(a) of title 23, United States Code, is amended by adding at the end the following:  
  
"(13) MILK PRODUCTS. A vehicle carrying fluid milk products shall be considered a load that cannot be easily dismantled or divided."
- Provide a one-time Educational Scholarship annually.

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**Association Office:**

## **DAIRY TRANSPORTATION CONCERNS**

### **Hours-of-Service**

FMCSA Guidance provides three options:

- 11-Hour limit = 11 on, after 10 consecutive off
- 14-Hour limit = 14 consecutive hours on max after 10 consecutive off. This includes off-duty time, such as lunch or nap.
- 60/70-Hour limit = 60/70 hours on duty in 7/8 consecutive days requires 34 or more consecutive hours off duty.

Exceptions

- Ag exemption in the Federal rule allows transportation to exceed HOS IF driving from farm to plant ONLY, within 150 air miles of origin, and during the state's declared planting and harvesting season, if applicable.

Hardships

- The length of time unloading a truck to at a plant deducts from the driver's HOS.
- The length of time it takes to find a truck wash facility, if the plant does not allow washing or has no wash bay, deducts from the driver's HOS.

### **Driver shortage**

- The driver pool is lessening each year. Every sector of transportation is affected. The milk is plenty, the drivers are few.
- No easy answer to this dilemma that affects all modes of commercial transportation.
- Research and studies show it will only continue to worsen.
- Increased communication and efficiencies between the hauler, processor, and dairy plants will help ensure all milk is delivered and usable to create a product. Haulers, processors, and plant personnel collaborate as partners in the industry.

### **Weight limits**

- Federal changes have been made in the FAST Act that defined liquid milk products as a 'non-divisible load', in Section 23 of the US Code. States can issue permits if they choose. This is not a requirement.
  - Each state has a maximum amount of weight allowed on the roads, with a certain number of axles, which can be different from the Federal rule's maximum of 80,000 pounds.
  - The PMO states that a farm tank of milk must be emptied in full onto a tank truck.
  - Farms are growing larger and putting in larger holding tanks requiring haulers to purchase larger tanks, if legal.
  - Tank trucks can be built only so large to hold a certain amount of milk before being overweight creating a citation risk, which also affects the driver's license, their means of living.
  - A partnership between the hauler and dairy plants will help ensure milk is properly transported without increased costs or risk to the hauler or plant.
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