

State and Local Idling Regulations

American Transportation Research Institute (ATRI)

The ATRI published an updated compendium of current idling regulations by state. The information is available for free in two different PDF formats - the original compendium listing and as a foldable cab card for quick reference.

Minnesota Idling Regulations

The State of Minnesota is mentioned twice within the two documents--Minneapolis and Owatonna.

- Minneapolis:
 - Maximum Idling Time: 5 minutes in any 60-minute period
 - Fines: \$700 maximum
 - Exemptions: Yes (listed within documents)
- Owatonna
 - Maximum Idling Time: 15 minutes each 5 hours in residential areas
 - Fines: \$1,000 maximum
 - Exemptions: No

[Read More.](#)

Tech Helps Transportation Firms Fight Nuclear Court Verdicts

Insurance Business Magazine

The commercial transportation industry in North America is "barely keeping up with the loss trends," according to a casualty underwriter at Swiss Re. The market is under "significant pressure" following a 5-10-year period where the frequency and severity of losses shot up and insurance rates lagged behind.

Part of the problem is the continued prevalence of nuclear verdicts and huge settlements coming out of the plaintiffs' bar, according to Mike Hudzik, managing director, head of casualty underwriting US and Canada, Swiss Re. The verdicts coming out of the courts often go against the commercial transportation industry and are "beyond anything we've seen in the past," he said.

It's not all doom and gloom for the commercial transportation industry. The influx of new technologies, including sensors, cameras and autonomous tech, is giving transportation outfits more control over their fates in the legal system. Technology is providing accurate snapshots of what's happening on the roads and is proving a vital resource when it comes to settling claims.

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Supreme Court Rules Carriers Can't Force Independent Contractors into Arbitration

Commercial Carriers Journal

In a unanimous 8-0 decision issued Tuesday, the U.S. Supreme Court ruled that legal disputes between carriers and independent contractors cannot be forced into arbitration, even if their contractor agreements include an arbitration clause.

The question before the Supreme Court was whether arbitration clauses within contracts between fleets and independent contractors are binding. Owner-Operator Dominic Oliveira sought to have a law suit he brought against New Prime over his employment status heard in court. New Prime argued that his law suit was bound to arbitration, per the arbitration clause within his contract with the company.

The 1926 Federal Arbitration Act established that arbitration is mostly a binding agreement, but there are exceptions, particularly for transportation workers. Oliveira argued his situation was an exception to the 1926 law, and the Supreme Court agreed, meaning he has the ability to pursue his original law suit in court rather than via a third-party arbitrator.

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