








# THE MONTHLY MILER

## August 2022



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DRT Logistics hauls freight for a multitude of companies. With locations in Pennsylvania, Minnesota, New Jersey, Massachusetts, Nevada, and Illinois, our team works around the clock to ensure that shipments are delivered safely and on time. Dispatch and Safety are available 24\*7 to assist or answer any questions or concerns you may have.

# THE MONTHLY MILER

August 2022



**HAPPY  
BIRTHDAY!**

**Robert Gaillard**

August 6  
Summers Driver

**Ivan Kroker**

August 7  
MN Driver

**Gustavo Gonzalez**

August 2  
NJ Driver

**Mark Orta**

August 8  
NV Driver

**Nancy Kingsbury**

August 8  
WI

**HAPPY  
ANNIVERSARY!**

**Kenneth Clute**

1 Year  
PA Driver

**Andrew Easley**

2 Years  
IL Driver



Do you know someone interested in a career with a trusted logistics partner?

**DRT Logistics**

is looking for customer-oriented, dedicated and experienced truck drivers

**ASK ABOUT OUR RECRUITING BONUS**

**WWW.DRIVE4DRT.COM**

850 HELEN DRIVE LEBANON, PA 17042



## 401K Information

### Are you in the Correct Target Date Fund?

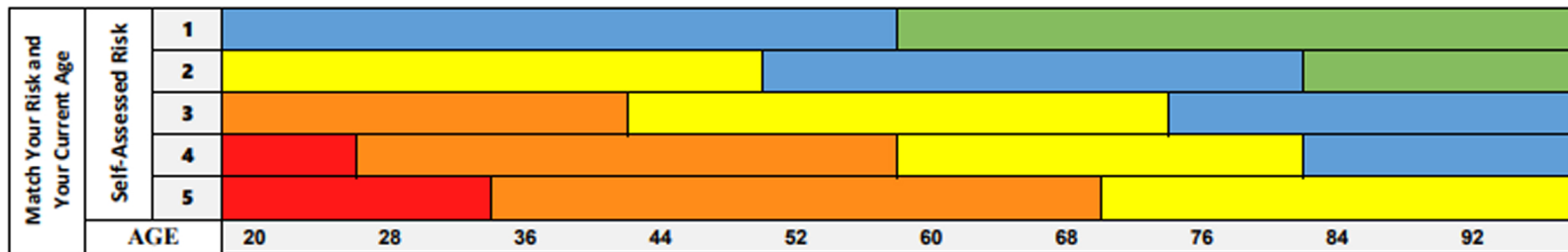
Target Date Funds were created to make life easier for individuals to invest their retirement assets. You simply need to determine what year you are planning to retire and select the Target Date Fund closest to your retirement year. The problem with Target Date Funds is they assume everyone has the same Risk Tolerance.

Below is an exercise to help you determine your personal Risk Tolerance.

### What Best Describes your Risk Tolerance?

#### Self-Assessed Risk

1	Conservative	Safety of Principal is the dominant concern Risk must be kept to an absolute minimum
2	Moderately Conservative	Safety of principal is primary concern, but a secondary goal is growth of capital Some risk is acceptable where growth opportunities exist
3	Moderate	Safety of principal and growth of capital are of equal importance A small amount of risk is acceptable
4	Moderately Aggressive	Growth of capital is primary concern, but safety of principal is also important A moderate amount of risk is acceptable
5	Aggressive	Growth of capital is the dominant concern Reasonably high risk is acceptable



### How much should you invest in Stocks, Bonds, and Cash?

Your Risk and Age Match Color	Strategy	Aggressive	Moderately Aggressive	Moderate	Moderately Conservative	Conservative
Definition		Long-term, above-average growth is the target. You should be willing to accept a very high risk of investment loss.	Building wealth over time, rather than current income, is the goal. You should be willing to accept a higher risk of investment loss.	Balancing current income and growth is the goal. You should be willing to accept moderate risk of investment loss.	Getting a steady income stream is the goal of this mix. You should be willing to accept some risk of investment loss.	Keeping what you have is the goal. In some years, earnings may be very low, or even negative, and may not keep up with the rate of inflation.
Equities		85%	75%	65%	45%	25%
Fixed Income		10%	20%	30%	45%	55%
Cash		5%	5%	5%	10%	20%

## 401K Information

### Your Target Date Fund's Asset Allocation (as of 6/21/2022)

	2010	2015	2020	2025	2030	2035
Equities	40%	44%	47%	53%	62%	74%
Fixed Income	48%	46%	44%	38%	29%	19%
Cash	12%	10%	9%	9%	9%	7%

	2040	2045	2050	2055	2060	2065
Equities	83%	85%	87%	87%	87%	87%
Fixed Income	12%	10%	8%	8%	8%	8%
Cash	5%	5%	5%	5%	5%	5%

### Does Your Target Date Fund's Asset Allocation align with your personal Risk Tolerance?

**YES** -- Excellent -- you are correctly invested!!

**NO** -- Perhaps you should consider changing your investment choice.

Are you OK with the recent devaluation of your retirement account because you understand you have time until you will retire and potentially recoup losses?

**YES** -- Excellent -- even though you are more aggressively invested than your Risk Tolerance, you are in the fund that is continuously managed to coincide with you and your retirement year.

**NO** -- potentially consider one of the following options:

- 1) After the markets recover and your account value approaches your previously highest account value, consider changing to a Target Date Fund with a current Asset Allocation that coincides with your personal Risk Tolerance and Asset Allocation.
- 2) If you are 10 years or less from retirement -- consider changing to a Target Date Fund with a current Asset Allocation that coincides with your personal Risk Tolerance and Asset Allocation.

\*\*Consult with your Investment Professional to determine your most appropriate course of action



## #FREEMONEY

Remember - If you contribute 5% - DRT will match at 4%!

The earlier you start investing, the more time your money has to grow. One of the biggest advantages of investing in a 201(k) early is compound interest. Compound interest is when you earn interest on the principal amount of an investment plus any accumulated interest.



## Transport Topics Top News

### Diesel Drops 16.4¢ in Latest Double-Digit Decline

Two years into the crisis that disrupted global supply chains, the busiest port complex in the U.S. is still Diesel's national average price continued its downward path, shedding 16.4 cents to \$5.268, according to Energy Information Administration data released July 25.

### Highlights

- Trucking's main fuel has fallen in price the past five weeks, including double-digit drops in the past four.
- Since reaching a record high of \$5.810 on June 20, the average price for a gallon of diesel has decreased by 54.2 cents.
- Diesel still costs \$1.926 more per gallon than it did at this time in 2021.
- All 10 regions surveyed by EIA showed significant declines, ranging from a high of 17.2 cents in the Gulf Coast region to a low of 12 cents in the Central Atlantic.
- Gasoline dropped by a similar amount, an even 16 cents to reach \$4.33 a gallon.

### US House Passes Fiscal 2023 Transportation Bill

Legislation that would fund federal transportation programs in fiscal 2023 was recently approved in the U.S. House of Representatives.

Members of the chamber on July 20 passed the legislation, which would back safety initiatives, infrastructure grants and operational expenses throughout the U.S. Department of Transportation.

Specifically, the bill would dedicate \$90.9 billion for the upcoming fiscal year, an increase of \$9.9 billion above the enacted level. The bill was included in a legislative package that would dedicate funding for other federal agencies and operations.

"As hardworking Americans struggle with rising costs of living, high taxes and stagnant wages, House Democrats and the Appropriations committee are once again supporting families all over America by lowering the cost of living, creating American jobs, lifting up working families, and supporting small businesses," said Appropriations Committee Chairwoman Rosa DeLauro (D-Conn.). "Instead of catering to the biggest corporations and the wealthy, our funding bills provide the critical funding America needs. At the same time, we tackle some of our nation's biggest challenges by combating climate change, bolstering mental health services, supporting our veterans, and building safer communities with less crime and violence and more security."

"The bill upholds the commitment to respond to transportation needs across all modes, including highways, transit, rail, aviation, bike and pedestrian projects, and ports," said Rep. David Price (D-N.C.). He is the chairman of the House transportation funding subcommittee.

## Kingsbury Korner

### How to Determine the REAL Cost of an Accident

When most people think of a motor vehicle accident, the direct costs resulting from that accident, such as vehicle repair or towing charges, are generally easy to quantify. However, the indirect costs associated with an accident are often overlooked. These indirect costs can take a tremendous toll in more ways than you might think.

Consider this hypothetical situation: Your vehicle is involved in a crash that causes it to be towed. Your passengers sustain only a few minor injuries; however, the other motorist's automobile is totaled, and the occupants suffer serious injuries.

The investigation by authorities attributes the cause of the accident to driver fatigue, and you are found to be at fault and legally "liable" for the accident! Using the scenario presented here, let's look at the impact an accident of this magnitude can have on you and your operation.

#### **Direct costs of an accident -**

Direct costs can usually be placed into two categories – third-party loss and first-party loss. In our example, third-party losses would be incurred by people other than you. First-party losses refer to your losses and would include damage to your vehicle and towing expenses. Third-party and first-party losses will vary depending on the particular accident. However, it is essential to remember that future medical expenses, including a lifetime of care for the injury, could be claimed. This is particularly true in cases of severe injuries. While direct costs can, and often do, add up and must be considered, we must look beyond these figures to evaluate the REAL cost of the accident.

#### **The indirect cost of an accident -**

While some indirect costs are easy to assign a dollar amount once they are identified, others may be more difficult to assess. Let's examine the indirect costs that could be associated with our scenario.

• Fines and Penalties – In a typical vehicular accident, one party will be cited for a traffic violation(s) in connection with an accident. In this case, you are that party. Because you are operating under Federal Motor Carrier Safety Regulations, the accident may result in fines and penalties levied by the Department of Transportation.

• Accident Investigation and Legal Proceedings – Accident investigation often involves many hours of research, all of which add to an accident's indirect costs. To help with the legal aspect of the accident, you may be off the road and instead spend time gathering records and information and assisting insurance company representatives and your defense counsel. Furthermore, while your insurance policy will typically cover the cost of claims against you, including legal fees for injury and property damage claims, it does not pay for expenses related to your criminal defense for violations of motor vehicle laws or regulations.

## Kingsbury Korner

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- Loss of Revenue – Because you may need to attend to certain aspects of your legal case and/or your vehicle will need to be repaired, the vehicle will sit idle, decreasing your efficiency and productivity. Trips may have to be canceled. These situations could result in a loss of revenue that is not recoverable under any typical insurance policy.
- On-Going Expenses – Expenses such as fuel taxes, vehicle payments, and permit fees must continue to be paid while the vehicle is not in operation.
- Image – Depending on its severity, an accident could make the local news, and because of the media's attraction to accidents, coverage could extend regionally or nationally. This type of publicity could negatively impact your reputation and the potential for future income and even affect the transportation industry as a whole. Commercial vehicle operators should also note that many accidents will be recorded in your Compliance, Safety, Accountability (CSA)/Safety Measurement System (SMS) profile, which customers and potential customers may view. It is essential that you review your profile every month and challenge any incorrect information using the DataQ process. The time and effort put into the DataQ process add to the indirect cost of the accident.
- Insurance Premium Costs – As a result of the accident, insurance premiums would increase in all lines of coverage. You may even have a difficult time retaining insurance coverage.
- Punitive Damages – Where the defendant's conduct is found to be intentional, willful, or malicious, the courts may permit an award of punitive damages in addition to compensatory damages. Punitive damages are intended to punish the defendant and to discourage the conduct of the type in which the defendant engaged. Typically, punitive damages are excluded from a company's insurance policy. This would mean money directly out of your pocket.

Conclusion -

Although the scenario presented above is fictitious, you have likely concluded by now that the REAL cost of an accident is nearly impossible to determine. Many of the factors explained here cannot be assigned a dollar figure. Indirect costs will vary in each situation, and the total figures will be based on the individual accident. We know that any accident will undoubtedly take a toll on you and your operation. In the final analysis, it all comes back to attitude. Safety is one intangible objective that can produce tangible results for you now and in the future.

Source: <https://www.owneroperatordirect.com/truck-accident-costs>