

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 24, Issue 1
1st Quarter 2017

CVSA's North American Inspectors Championship Celebrates

~ 25 Years ~



**New Generation of
Mexican CMV Inspectors
Trained and Deployed**

**Law Enforcement, Regulators and Safety
Community Receive Valuable Hazmat
Training at 2017 COHMED Conference**

**CVSA Welcomes
Two New Staff Members**

IN THIS ISSUE

Insight

President's Message	1
Executive Director's Message	2
Letters to the Editor	3

Knowledge Matters

Regulatory Compliance Matters for Public and Private Bus Transit Operators	4
International Guidelines on Safe and Efficient Goods Reception for Road Freight	5

Government News

The Legislative and Regulatory Rundown	6
FMCSA Offers Online Resources for Motor Carriers and Drivers that Engage in International Transportation	7
NTC Instructor Recertification in Oklahoma and Texas, and New Inspector Training in Mexico	8
New Generation of Mexican CMV Inspectors Trained and Deployed.....	8
NTSB Identifies More Challenges in Truck Driver Hiring	9
PHMSA Streamlines Hazmat Incident Reporting with New System Coming in Spring 2017	11

Cover Story

CVSA's North American Inspectors Championship Celebrates 25 Years.....	13
---	----

From the Driver's Seat

Driving in the Winter	23
-----------------------------	----

CVSA Committee and Program News

Kerri Wirachowsky Joins CVSA as Director of Roadside Inspection Program	24
William "Bill" Reese Joins CVSA as Director of COHMED Program	24
More Than 18,000 Inspections Conducted During 2016 Brake Safety Week.....	25
CVSA Accepting 2017 College Scholarship Applications.....	26
Law Enforcement, Regulators and Safety Community Receive Valuable Hazmat Training at 2017 COHMED Conference	27
Enforcement Officials Issue Warnings or Citations to More Than 20,000 CMV Drivers and Private Passenger-Vehicle Drivers During 2016 Operation Safe Driver Week	28
CVSA's 30th Annual International Roadcheck Three-Day Enforcement Event to Take Place June 6-8 with Special Emphasis on Cargo Securement.....	30

Inspector's Corner

Compliance, Safety, Accountability and the DataQ	31
--	----

Regional News

Delaware State Police Teams Up with Walmart Transportation to Help Teens Drive Safer Around CMVs.....	32
Maryland Conducts Operation FedEx Fall 2016 Enforcement and Inspection Initiative.....	33
Florida Highway Patrol Performs Educational Outreach at Middle and High Schools to Teach Students About Sharing the Road Safely with CMVs.....	34
Kentucky State Police Commercial Vehicle Enforcement Division Gets a New Major and New Branding	35
Colorado State Patrol and Partners Conduct Joint Passenger-Carrier Inspection Detail.....	36
Wisconsin State Patrol Again Partners with Schneider for Operation Safe Driver.....	37
Synthetic Drugs Endanger Drivers on Our Roadways	39

COHMED Relationship Develops into Valuable Hazardous Materials Training	40
CMV Enforcement Trooper Recognized for Criminal Interdiction Activities	40
Passenger-Carrier Vehicle Inspections at the Canyon's Edge	41
Mike Worlund, One of Washington State Patrol's Finest Commercial Vehicle Enforcement Officers	42
Prince Edward Island Holds First CVSA North American Standard Inspection Course in 16 Years	43
Québec Uses a Motorcoach to Detect Cell Phone Use at the Wheel	43
Inspection Photos	44

Safety Innovators

Aiming for Zero Highway Fatalities with the Road to Zero Coalition	45
IANA's DVER System Expands to Link Enforcement with CMV Operators.....	46

Industry Perspectives

Truck Connectivity Lays the Foundation for Smart Cities and Autonomous Trucking	47
Highway Safety Through Innovative Technology.....	48
Invert the Routine: Mobile Smart Devices Evolve Safety and Compliance for Commercial Vehicles	49
Fitness to Drive – It's All in Your Head	51

RAD Inspection News

WIPTRAX Exercise in New Mexico a Success	52
Class 159 Held in Sacramento, California.....	53
Class 160 Held in Tumwater, Washington	53
2017 Level VI Basic Certification Classes.....	53
Level VI Outreach Program Attends International Emergency Managers Conference	54
U.S. DOE Awards Contract for the Operation of Depleted Uranium Hexafluoride Conversion Facilities	54
Roadside Inspections, Level VI (2017 - Fiscal)	54

GUARDIAN

6303 Ivy Lane • Suite 310 • Greenbelt, MD 20770-6319
Phone: 301-830-6143 • Website: www.cvsa.org

"Guardian" is published quarterly by the Commercial Vehicle Safety Alliance with support from the Federal Motor Carrier Safety Administration. CVSA and FMCSA are dedicated to government and industry working together to promote commercial vehicle safety on North American highways.

CVSA Staff: *Collin B. Mooney*, CAE, Executive Director • *Adrienne Gildea*, Deputy Executive Director • *Carlisle Smith*, Director of Level VI Inspection Program • *William Schaefer*, Director of Safety Programs • *Ken Albrecht*, Director of Multimedia Development • *Bill Reese*, Director of COHMED Program • *Kerri Wirachowsky*, Director of Roadside Inspection Program • *Nicole Leandro*, Manager of Communications • *Claudia McNatt*, Manager of Conferences and Exhibits • *Iris Leonard*, Manager of Member Services • *Ivanna Yang*, Manager of Government Affairs • *Amelina Kassa*, Administrative Assistant

Copyright 2017, CVSA. All rights reserved. No part of this issue may be reproduced without written permission from the publisher.

For comments, suggestions or information, email communications@cvsa.org.



Commercial Vehicle
Safety Alliance



@CVSA



CVSA
Communications



PRESIDENT'S MESSAGE

From the Industrial Revolution to Autonomous Vehicles

By **Julius Debuschewitz**, B.A., Manager, National Safety Code, Transport Services, Highways and Public Works, Government of Yukon, Canada

The Industrial Revolution took place from the 18th to 19th centuries. Since then, technology has improved at a breathtaking pace, and that trend can also be seen in the transportation field.

Many of the changes have undoubtedly been for the better, even though some traditionalists – or purists, as they often refer to themselves – will not agree and moan and groan. Positive or negative, change will continue, and it behooves us not only to “live with it” but to be prepared for the impact it will have on industry and enforcement. Deciding to ignore what is happening around us and what will happen in the future, near and far, serves no purpose and will come back to haunt us before long.

We are already witnessing major changes. Look at the EPA-induced metamorphosis of commercial motor vehicle bodies. We are now beginning to seriously consider how those low-slung, super-aerodynamic vehicles impact the maintenance departments of motor carriers, their drivers and the commercial motor vehicle inspectors' ability to perform their respective jobs properly. Already, we are playing catch-up.

The introduction of electronic logging devices (ELDs) will necessitate different ways of enforcing hours-of-service regulations and challenges carriers and drivers to switch from a system they have been comfortable with to technology that quite a few of them have trepidations about. Nonetheless, there is no going back.

That brings me to the one technological advance that is probably most talked about, since it will affect both private as well as commercial motor vehicles, including, believe it or not, motorcycles. I am, of course, referring to autonomous vehicles.

Testing of self-driving cars has been conducted for some time now. Volvo and Daimler seem to be in the forefront of developing autonomous commercial motor

vehicles. Daimler has already tested its self-driving truck on roads in the United States and is now seeking permission to do the same in Germany.

It is true that we will not see self-driving vehicles in common use next year or even the year after that. However, there is little doubt that the trend to develop and refine them will continue. It is only a matter of time before we will be faced with them on a daily basis. How much time, you ask?

There is no straight answer to that question, and it depends who you ask. Some experts say it will be in the next 10 years, while others admit it will take another 25 years before fully autonomous commercial motor vehicles will cruise along on our highways. Either way, in the beginning, that self-driving vehicle will still require a driver to be behind the steering wheel.

That is because “autonomous” will at first refer to vehicles that contain numerous “assists” to make driving less onerous. Some of these assists will allow the driver to take the hands off the wheel for a short time while others will utilize cameras instead of mirrors, radar, self-braking and other options to make driving easier.

Once technology improves, however, experts suggest that these “assists” will develop into something akin to autopilots utilized in the aviation industry. Yes, human input is still required at certain points in the journey but, by and large, the vehicle will make most decisions. While that may sound pretty good, there are still some obstacles to overcome before we have vehicles that are totally independent of drivers on board.

Let's take a look at the “autopilot” scenario and what it could mean to enforcement. Let's say the driver is performing other tasks as the vehicle cruises down the road (some talk about the sleeper becoming an office in future trucks). How will enforcement deal with that

when it comes to checking that person's hours-of-duty status? Is that person driving or on duty, not driving? Will ELDs be able to interface and capture these events?

How about enforcement of moving traffic violations? If speed becomes an issue or other laws are broken by the driver/vehicle combination, who gets the ticket and who will be penalized?

What will happen in case of an at-fault crash? Right now, Volvo states manufacturers should be held responsible if their autonomous technology causes vehicle crashes. Mercedes-Benz and Google have made similar statements. That goodwill may change if autonomous vehicles do not prove as safe as they are promised to be now, and the insurance industry has no position concerning liability.

Once totally autonomous commercial motor vehicles are viable, how will they be inspected at roadside? Or is that even a possibility? If the vehicle has defects, what happens then? How will the inspector be able to interact with the owner of the vehicle?

These are all questions that need to be addressed eventually, and preferably sooner rather than later. The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a policy concerning vehicle automation, and that is a good start. CVSA staff is keeping a close eye on developments, as well.

However, I think it would behoove regulators and law enforcement specialists at the state and provincial levels to begin developing policies and plan legislation to deal with the various autonomous vehicle types before they become viable options for transportation. When I was a Boy Scout all too many years ago, our motto was “allzeit bereit” (“always be prepared”). That creed is as valid now as it was then. ■



EXECUTIVE DIRECTOR'S MESSAGE

The History and Evolution of the Alliance's Programs

By **Collin B. Mooney**, CAE, Executive Director, Commercial Vehicle Safety Alliance

As CVSA enters its 35th year, let's examine the Alliance's programs and reflect on where we have been, where we are today and where we are heading.

Even though the roadside North American Standard Inspection (NASI) Program continues to be our most successful endeavor, we also have a variety of diverse programs that are rooted in the history and evolution of the Alliance. All of our programs have been specifically designed to highlight and elevate the importance of commercial motor vehicle (CMV) safety throughout North America.

Throughout the year, the member jurisdictions of CVSA will continue to conduct several announced and unannounced international enforcement and education campaigns aimed at improving CMV safety through regulatory compliance. Through our programs, we seek to educate and identify trends in CMV safety in an effort to help the member jurisdictions of the Alliance identify unsafe operating practices by both drivers and motor carriers.

International Roadcheck – 30 Years

International Roadcheck is the Alliance's longest serving program, which coincides with the development of the NASI program. This event is a three-day enforcement campaign conducted across North America that targets vehicle maintenance, and driver and motor carrier compliance with transportation safety regulations.

During the event, CMVs and their drivers are checked by certified inspectors at inspection sites and roving patrol locations, along primary and secondary highways, and within local communities across North America. This high-profile enforcement campaign also serves as an educational opportunity for the CMV community and the public. This year, International Roadcheck will take place June 6-8.

North American Inspectors Championship (NAIC) – 25 Years

This unique inspector competition and inspector development and industry partnership program is a CVSA cornerstone event. This year's championship will take place Aug. 7-11 in Orlando, Florida. Check out pages 13-22 for in-depth coverage of NAIC's origins and evolution, along with historical photos.

College Scholarship Award – 19 Years

CVSA provides college scholarships to outstanding graduating high school seniors whose parent or legal guardian is a member of the Alliance. The CVSA College Scholarship Award Program is competitive in its selection criteria, uniquely tailored to recognize outstanding high school seniors. Scholarship recipients are selected by weighing academic performance and extracurricular activities.

Operation Airbrake (OAB) – 17 Years

Operation Airbrake's Brake Safety Day takes place twice a year with an unannounced and an announced brake safety enforcement campaign. This year's announced Brake Safety Day will be on Thursday, Sept. 7. The purpose of this enforcement campaign is to bring attention to the importance of keeping the brake systems of CMVs in safe operating condition.

Brake-related defects continue to be the most significant and frequent violations that our roadside safety inspectors discover during targeted roadside inspections. For that reason, this annual campaign focuses on increasing the knowledge of drivers, mechanics and motor carriers regarding brake safety inspection, maintenance and performance.

Cooperative Hazardous Materials Enforcement Development (COHMED) – 15 Years

Since 2003, CVSA has assumed the responsibility of coordinating and hosting the COHMED Conference. Since becoming one of CVSA's core training and educational events, COHMED leadership has worked to elevate this program to become a showcase event for the hazardous materials enforcement community.

The goals of COHMED are to improve hazardous materials transportation safety through training and education, provide technical assistance to the hazmat community, and enhance the development of new safety programs that improve hazardous materials transportation safety and compliance.

COHMED also provides an excellent opportunity for the enforcement community and CMV industry to exchange information concerning the safe and secure transportation of hazardous materials. This exchange of best practices occurs in an environment of cooperation that

allows everyone to work together to develop strategies regarding the transportation of hazardous materials that are safe, efficient, cost effective and in compliance with the regulations.

Check out page 27 for a summary of and photos from this year's COHMED Conference, which took place Jan. 23-27 in Savannah, Georgia.

Operation Safe Driver (OSD) – 10 Years

Launched in 2007, the Operation Safe Driver enforcement campaign aims to reduce deaths and injuries resulting from crashes involving large trucks, buses and private passenger vehicles by improving the behavior of all drivers operating in an unsafe manner through educational and enforcement strategies.

This enforcement and education campaign targets unsafe driving behaviors, such as speeding and distracted driving, by conducting a week-long, high-profile traffic enforcement campaign. During 2017 Operation Safe Driver Week – Oct. 15-21 – the Alliance encourages participating jurisdictions to conduct their enforcement campaigns along high-crash corridors and work zone locations.

International Driver Excellence Award (IDEA) – 3 Years

The International Driver Excellence Award (IDEA) is our newest program. As the leading organization overseeing the coordination of uniformity of CMV safety, enforcement and regulatory compliance across North America, CVSA recognizes the exceptional careers of professional CMV drivers and their commitment to public safety through this award.

This annual award recognizes individuals who go above and beyond the performance of their duties as a commercial motor vehicle driver, distinguishing themselves conspicuously and beyond the call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

For more information on our programs, visit www.cvsa.org/program/programs. ■

LETTERS TO THE EDITOR

Fleets and Safety

By **Kristopher J. Cravener**, *Safety Compliance, Venezia*

Motor fleets in this day and age not only have safety programs in place to train drivers to be safe on the road, they also have technology installed to alert and assist the driver in avoiding crashes, which can all be pointless if bad decisions are made by drivers themselves.

Regulations in place by the Federal Motor Carrier Safety Administration (FMCSA) allow interstate commercial motor vehicle drivers to drive a total of 11 hours within a single 14-hour period, requiring 10 hours off duty between duty times with a maximum of 70 hours within an eight-day period (summary of hours-of-service regulations, 2014).

At face value, these regulations literally state the driver must be off duty but do not specify how much of this time a driver needs to devote to rest and sleep. A company can only assume that a driver has gotten the appropriate rest when they are off duty. A company may have a policy in place stating that drivers must ensure they have plenty of rest before operating their equipment, but a policy like that is hard to enforce. If a driver doesn't get enough rest before operating a commercial motor vehicle, all of the technology in the world may not be enough to mitigate the chances of a catastrophic incident from occurring. One such catastrophic crash occurred in the early hours of June 7, 2014. A tractor trailer hit the rear of a limo van which injured four of its occupants and killed another (preliminary report highway HWY14MHO12, n.d.). The impact on the limo van caused subsequent impacts involving another six vehicles; however, none of those secondary impacts led to injuries severe enough to be transported to the hospital (preliminary report, n.d.). The impact on the limo van, however, was so severe that it caused the van to roll over onto its left side.

The truck had an electronic logging device installed as well as front-facing radar, which is designed to alert a driver when they get too close to a vehicle in front of them and the system begins applying the brakes (Durbin, 2014). However, as someone working in the industry and for a company that uses a front-facing radar system, I can say that the system only works if the driver has the cruise control system activated. It is unclear if the driver had the cruise control system on, but based on preliminary data from the truck discovered by

the National Transportation Safety Board (NTSB), it was traveling at 65 miles per hour in the 60 seconds prior to the collision, indicating that the system did not apply the brakes (preliminary report, 2014). The speed of the truck was determined to be 20 miles over the limit where the crash occurred and, on top of that, the limo van was going slower than the posted limit as it was approaching a construction zone where other vehicles were slowing (preliminary report, 2014).

The driver's electronic logs indicated that he was within his 14 hours and still had slightly less than 30 minutes left available to work. So the driver was within his allowable hours of service. However, the NTSB determined that the driver had been awake for more than 28 hours when the crash occurred (Moyer, 2015). So despite the driver being within and adhering to the regulations, he had not gotten a good amount of rest that the hours-of-service rules implies a driver should have with their 10 hours off duty.

The factors of driver fatigue and speed that led to the crash could have potentially been mitigated if the driver had remembered his training or if other technological systems were in place that did not require a response from the driver to activate.

While the reasons are still unknown for why the driver was awake for more than 24 hours or if he had any fatigue-management training, the implementation of a program like that could have potentially avoided the incident. That crash, which caused the loss of life, illustrates the importance of a fatigue-management program for commercial motor vehicle drivers.

While those are the immediate factors, there are other potential factors which could be examined if the information was available, such as how much the driver had worked in the last seven to eight days. The dispatch history of the driver also could be a contributing factor as well. The driver had driven about 12 hours from his home in Georgia to his starting terminal in Delaware. Was the company aware of this travel? If the company had ended the driver's run in Georgia and then dispatched him in Delaware, they should have taken into account the drive time he would have to put in before starting

his run and allowed him to rest first (Driver Awake Over 28 Hours in Tracy Morgan Accident, 2015).

Despite the driver being within the bounds of the regulations covering hours of service, the expectation was that the driver would ensure he had plenty of rest before operating the vehicle. The reasons why this driver was awake for over 24 hours at the time of the crash are still largely unknown but, as a person in the industry, I can say that it is very hard to determine what activities a driver is doing while they are off duty.

This also brings up the problems caused by electronic logs themselves. Drivers are becoming pressured to get their runs done within the allotted times and more drivers are driving tired. A driver still using paper logs still must stay within the allotted hours-of-service regulations, yes. However, paper logs do afford the driver a bit more flexibility when it comes to being tired. Drivers no longer feel that they can pull over and take a nap if they are tired due to stringent hours-of-service rules that are monitored electronically, down to the minute.

Drivers today are expected to run their full 70 hours every week. This is almost twice the amount of a standard work week, which is 40 hours for most other industries. Drivers are pushed to their limits of service by dispatchers, shippers and consignees to get a load delivered on time and they rarely accept excuses for delays. Despite whistleblower rules for drivers feeling coerced or the law allowing drivers to refuse loads for reasons they feel would not be safe, the realities are that these drivers will face consequences to these actions in the form of service failures on their company records, a reputation at their company for not being reliable, and fewer loads and less miles assigned to them.

As more new technology is installed on tractor trailers, which monitor and alert drivers to situations, there must be an overall culture shift within the industry that allows drivers to make more decisions based on safety rather than on when a load must get to its destination. ■

Regulatory Compliance Matters for Public and Private Bus Transit Operators

By Michael L. Stange, Public Transit Professional, Author of 'The Compliance Maze'



As motor carrier operators and transit professionals, we must never forget our business is highly regulated and requires a thorough understanding of applicable laws and regulations that govern the industry.

From horse and cable-car public conveyance systems in the mid-1870s to high-tech alternative fuel and the electric-powered buses of today, transit systems are meeting the challenge of operating efficiently and effectively utilizing modern innovations while constantly seeking new ways to improve vehicle safety, enhance ride quality and provide greater mobility. System accessibility, ridership growth, trip affordability and a requirement to provide safe, clean, reliable and compliant service are amongst continued top priorities.

In few other professions do so few individuals improve the lives of so many than in the public and private transportation industry. Each day, countless millions of Americans throughout the nation leave and arrive at their destinations on safe and reliable buses and motorcoaches.

The decision to use public, private or chartered bus service is a personal choice, as varied as the cities and towns across the country. Notwithstanding, buses provide a viable option for many who do not have access to a car, choose to reduce the stress of driving on congested roadways or want to put the driving responsibility on “the other person.” Buses of today are comfortable, extremely reliable and accommodate wheelchair patrons; while some offer amenities such as Wi-Fi capability, ample luggage space and restroom facilities.

However, with advanced vehicle technology, longer and heavier buses, and sophisticated power and control systems comes the demanding responsibility of ensuring the equipment is not just safe and reliable, but legally compliant according to specific state and federal commercial motor vehicle

regulations which govern all transit and commercial motor vehicle operators, whether interstate or intrastate.

Mechanics, drivers, supervisors and others involved in the vehicle's operation and maintenance must be reasonably familiar with specific information contained within reference documents such as CVSA's "North American Standard Out-of-Service Criteria Handbook and Pictorial," varying parts of Title 49 of the Code of Federal Regulations, National Fire Protection Association Codes 10 (Portable Fire Extinguishers) and 52 (Vehicular Gaseous Fuel Systems) and related state commercial motor vehicle regulations and their vehicle codes.

Regulatory compliance is the responsibility of many within a transit organization and must be taken seriously at all times. As such, a foundational culture of compliance must be developed and maintained to ensure the effectiveness and readiness of maintenance programs, general driving requirements, record management and other matters regulated. State regulatory agencies are required to perform equipment and terminal inspections to determine compliance with the following:

- Vehicle maintenance program
- Vehicle condition (out-of-service issues)
- Transit training, commercial driver's license, medical certificate and endorsements
- Driver hours-of-service record/grid graph accuracy and retention
- Pre-trip inspection program
- Proper records management for maintenance and transportation departments
- Pull-notice and drug and alcohol programs
- Driver proficiency program

Depending on state law and the involvement of the commercial motor vehicle enforcement entity, the vehicles and their maintenance and driver programs will receive a safety inspection based on a CVSA standard inspection level to determine the overall safety condition of the equipment assigned, driver record of duty status, record maintenance and other matters regulated. Based on the inspections results, a terminal rating of either satisfactory, unsatisfactory or conditional is issued.

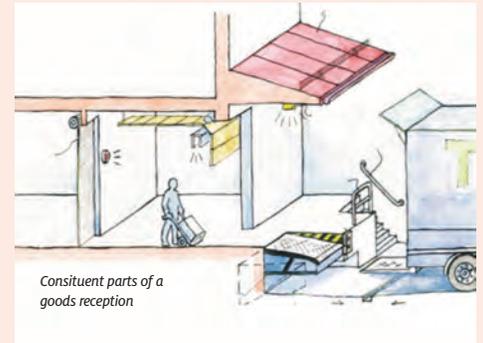
As motor carrier operators and transit professionals, we must never forget our business is highly regulated and requires a thorough understanding of applicable laws and regulations that govern the industry. Failure to comply with the regulations may result in fines, vehicles/operators removed from service and/or other unpleasant consequences. More importantly, failure to maintain a compliant program could result in the loss of life and/or serious injuries.

The motto for the Boy Scouts of America is "Be Prepared." As a bus transit mechanic, driver, supervisor, instructor, director or executive, are you prepared and qualified to explain your regulatory compliance program to an enforcement officer, legal entity or possibly a judge on the witness stand under cross-examination? Do the records at your agency reflect the true and accurate condition of the equipment? Have all the drivers received their required number of transit training hours and is their hours-of-duty status compliant? Are the pre-trip cards properly filed for drivers? Do mechanics who "road test" commercial motor vehicles perform required pre-test inspections? Are your proficiency files current? Are your company's pull-notice and drug and alcohol programs current and accurate?

Remember, a foundational understanding of commercial motor vehicle law and regulations is required of public and private transit personnel to ensure the equipment and regulated programs are safe, reliable and compliant. Commercial motor vehicle regulatory compliance for public and private transportation fleets is not an option; it's essential, because that's the law and compliance matters. ■

International Guidelines on Safe and Efficient Goods Reception for Road Freight

By **Jacques Marmy**, *Head of Technical Affairs, International Road Transport Union*



International guidelines on safe and efficient goods reception for road freight provide information, rules and recommendations for different goods reception areas, taking into consideration safety, environment and cost-effectiveness measures, enabling the user to select the best solution based on specific requirements.

These guidelines include general information on goods reception areas intended to facilitate the loading and unloading of goods and aim to contribute to an efficient and safe working environment for new and existing reception areas.

The guidelines are also meant to help architects and warehouse companies make the right decisions when building or renovating goods reception areas. Commercial motor vehicle drivers, depot workers and many other stakeholders, including shop staff, cleaners and other employees, work on a daily basis in goods reception areas. Every year, many injuries to people collecting or delivering goods are reported. Some incidents could have been prevented if all stakeholders involved (consignors, carriers, consignees) had cooperated and coordinated their work in a better way.

The "International Guidelines on Safe and Efficient Goods Reception for Road Freight" report is currently available on the International Road Transport Union's website, www.iru.org.

The International Road Transport Union (IRU) is an independent, democratic international organization representing the interests of bus, coach, taxi and truck operators in more than 100 countries with offices in Geneva, Brussels, Moscow, Istanbul and New York. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

By **Ivanna Yang**, *Manager of Government Affairs, Commercial Vehicle Safety Alliance*

Fiscal 2017 Appropriations

The federal government is currently being funded by a continuing resolution (CR) passed in December 2016 through April 28, 2017. During the 2016 appropriations process, only one bill out of 12, the fiscal 2017 Military Construction bill, passed both the House and Senate. In previous years, controversial policy amendments or “riders” were attached to appropriations bills during House and Senate committee markups which presented obstacles to their passage. The fiscal 2017 Transportation-HUD Appropriations Bill (T-HUD) passed the Senate last year, but language on hours-of-service and meal and rest breaks for truck drivers derailed progress in the House. Congress will look to pass a full-year appropriations bill after the CR expires, but a full legislative calendar this spring may result in further extension.

MCSAP Funding

Because fiscal 2017 is being funded under a CR and not a full appropriations measure, the Motor Carrier Safety Assistance Program (MCSAP) is being funded at a level lower than what was authorized under the Fixing America’s Surface Transportation (FAST) Act. Passed in 2015, the FAST Act increased funding levels for MCSAP and reorganized its structure by reducing the number of grants to ensure that funds are allocated where they are most needed. However, the recent CR fails to account for the consolidation and allocates funds to grants that no longer exist. This means states may receive less funding than expected, despite being tasked with more enforcement obligations. CVSA has been working with appropriators in both chambers as well as FMCSA and the administration to educate policymakers on the importance of fully funding the MCSAP program.

Elaine Chao Confirmed as 18th DOT Secretary

After a collegial hearing in the Senate Commerce Committee, Elaine Chao was confirmed by the Senate as the 18th U.S. secretary of transportation on Jan. 31, 2017. Chao’s nomination hearing was marked by praise from both sides of the aisle for her previous service as secretary of labor under George W. Bush. Chao also served as deputy secretary of the U.S. Department of Transportation (DOT) and deputy administrator of the Maritime Administration under George H.W. Bush.

Key issues raised during the nomination hearing included Chao’s views on autonomous vehicle technology, regulatory reform and private-public partnerships. Throughout her testimony, Chao emphasized the need for science and data to underpin the rulemaking work of the DOT as well as uniformity in federal policy governing innovative technologies. Chao also hinted at the need for private sector input for infrastructure funding.

CVSA Submits Comments to PHMSA On Cargo Tank Identification Numbers

On Nov. 21, 2016, the Pipeline and Hazardous Materials Safety Administration (PHMSA) published an advance notice of proposed rulemaking (ANPRM) addressing the requirement in the Protecting Our Infrastructure of Pipelines and Enhancing Safety (PIPES) Act of 2016 regarding the marking of identification numbers on cargo tanks. CVSA submitted a petition to PHMSA in November 2015 requesting changes to the hazardous materials regulations related to the marking of cargo tanks. CVSA cited burdensome training costs and the possibility of discrepancies in enforcement as reasons to correct Title 49 C.F.R. § 172.336 of the hazardous materials regulations (HMR) by reinserting references to “gasohol” in § 172.336(c)(4) and (5). The CVSA Hazardous Materials Committee discussed CVSA’s response in February with the goal of submitting comments to the proposal. ■



2017 Enforcement Campaigns

Each year, CVSA conducts several annual enforcement and awareness events. Mark your calendar for this year’s enforcement campaigns.

International Roadcheck June 6-8, 2017

International Roadcheck, celebrating its 30th year, is an annual three-day event when CVSA-certified inspectors conduct compliance, enforcement and educational initiatives targeted at various elements of motor carrier, vehicle and driver safety. This year’s International Roadcheck will take place June 6-8.

Brake Safety Campaigns Sept. 7, 2017, and One Unannounced Event

CVSA’s Operation Airbrake Program, dedicated to improving CMV brake safety, will hold two annual brake safety campaigns in 2017. There will be an unannounced one-day brake safety enforcement event and an announced one-day brake safety enforcement event on Sept. 7.

Operation Safe Driver Week Oct. 15-21, 2017

During Operation Safe Driver Week, law enforcement agencies engage in heightened traffic safety enforcement and education aimed at combating unsafe driving behaviors by CMV drivers and passenger-vehicle drivers. This year’s Operation Safe Driver Week will take place Oct. 15-21.

FMCSA Offers Online Resources for Motor Carriers and Drivers that Engage in International Transportation

By **Carla Vagnini**, North American Borders Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Did you know that the Federal Motor Carrier Safety Administration’s (FMCSA) public website has resources for motor carriers and drivers that engage in international transportation?

From FMCSA’s “International Programs” page, www.fmcsa.dot.gov/international-programs, users can obtain important information for entering Canada, Mexico or the United States in commercial motor vehicles.

The website also contains a link in the left navigation column titled “Guidance for International Carriers” that directs viewers to the interactive map shown below. Links within the map provide jurisdiction-specific information for motor carriers entering or operating in that specific country, state, territory or province.

The website also includes a link in the left navigation column titled “Online Resources for International Carriers” that directs visitors to various U.S. and Canadian federal government agencies and trucking organizations and associations involved in commercial motor carrier transportation throughout the two countries.

FMCSA’s international programs webpage also includes links to helpful brochures and visor cards to assist law enforcement personnel in verifying a motor carrier’s operating authority requirements.

FMCSA regularly adds information and resources to its international programs webpage. So if you are involved in international transportation, be sure to bookmark it and check it often. ■



STAY CONNECTED
with FMCSA



NTC Instructor Recertification in Oklahoma and Texas, and New Inspector Training in Mexico

By **Ron Crampton**, Director, National Training Center, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Our most valuable resource at the National Training Center (NTC) is our instructors. Without these extraordinary people, we couldn't do the important work we do.

This year, we recertified all of our NTC roadside instructors. These are the instructors that teach North American Standard Part A (NAS Part A), North American Standard Part B (NAS Part B), Passenger Vehicle Inspection (PVI) or any combination of these courses.

NTC held two training sessions – June 14-17, 2016, in Norman, Oklahoma, and Aug. 23-25, 2016, in San Antonio, Texas. During these two sessions, a total of 124 instructors were recertified.

The training consisted of updates to course materials and content, new regulations and general information on the industry. Each instructor was required to successfully complete qualifications exams for the content in which they were certified.

In addition, information was provided regarding NTC, travel regulations, vouchers and the instructor certification program as a whole.

Lastly, we had a continuing education component which consisted of electronic logging device (ELD) discussions.

NTC also expanded its safety work by partnering with Mexico's Secretaría de Comunicaciones y Transportes (SCT) and Policía Federal (PF) to create a commercial motor vehicle inspection training program for Mexico. Phase one of the program included development of the NAS Part B Level V Inspection course, including regulations specific to Mexico, and was first presented at the Instituto Mexicano del Transporte in November 2015.

Phase two included development of a "Train the Trainer" course which was presented to 20 SCT/PF representatives who, upon successful completion of the training, became instructors. In October 2016, the newly trained SCT/PF instructors presented the NAS Part B Mexico course, under the guidance of NTC associate staff instructors, to the second class of law enforcement safety specialists in Queretaro, Mexico. ■



New Generation of Mexican CMV Inspectors Trained and Deployed

By **Jan Balkin**, North American Borders Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Over the past 15 months, the Federal Motor Carrier Safety Administration (FMCSA) has partnered with Mexico's transportation and police agencies to train and certify commercial motor vehicle (CMV) inspectors, enabling them to conduct truck and bus inspections along Mexico's roadways.

To date, 38 CMV inspectors from two Mexican agencies have obtained Level V CVSA certification. For 2017, it is hoped that upward of 500 additional inspectors will be trained and certified.

FMCSA's partnership with Mexico's transportation agency, Secretaría de Comunicaciones y Transportes (SCT), and with the country's Policía Federal (PF) transportation enforcement agency has been guided by the goal of strengthening truck and bus safety through an emphasis on adopting North American Standard (NAS) Inspection procedures to achieve inspection process uniformity throughout the continent.

With an eye toward future growth and sustaining a longstanding safety program in Mexico, this new round of training will include a crucial "Train the Trainer" component.

The results of this bi-national partnership have already begun to produce notable results. Mexican truck and bus safety inspectors are now routinely performing inspections in accordance with NAS procedures and have begun applying CVSA decals.

As further evidence, Mexican inspectors continue to make increasingly impressive showings at North American Inspectors Championship (NAIC) annual competitions. Last summer's event in Indianapolis, Indiana, was among Mexico's strongest performances, demonstrating their inspectors' proficiency derived from FMCSA-partnered training activities.

The United States, Canada and Mexico continue to work to strengthen commercial motor vehicle safety partnerships. These partnerships are helping to safeguard life and property. By focusing on a high level of expertise and integrity in commercial truck and bus inspection processes, all three nations are working to significantly reduce the number and severity of crashes involving commercial motor vehicles. ■



NTSB Identifies More Challenges in Truck Driver Hiring

By **Michael Laponte**, Highway Crash Investigator, Office of Highway Safety, National Transportation Safety Board

Accident vehicle at final rest, still engaged with Mazda. Photo courtesy of the Chattanooga Police Department.

When the National Transportation Safety Board (NTSB) launches a team of investigators to a crash, our goal is to understand how and why the crash happened to prevent similar tragedies in the future.

On June 25, 2015, the NTSB sent a team to Chattanooga, Tennessee, to investigate a crash in a construction zone queue in which a truck-tractor and semi-trailer plowed into slowing traffic at an excessive rate of speed. Nine vehicles and 18 occupants were involved in the crash. Six people were killed and four others were injured.

Our investigation set out to answer some vital questions about the crash. For example, the line of sight to the construction zone was unobstructed for several miles in daylight and road conditions were dry, yet the truck driver struck the first vehicle at a reported speed of 78-82 mph. Multiple signs and traffic control devices warned drivers of upcoming hazards in plenty of time for the truck driver to slow

down, yet he took no evasive action. So why was he traveling at such excessive speed, and why didn't he react to the warning signs? Was this a deadly consequence of driver distraction from the use of a cell phone? Was it an issue of driver impairment due to drug use or fatigue?

It didn't take long to rule out distraction – an important issue on our 2017–2018 Most Wanted List (MWL) of transportation safety improvements – as a contributing factor to this crash, but it seemed like two other MWL issues (drug impairment and fatigue) might have come into play.

Following the crash, police investigators observed signs that the truck driver was under the influence of an intoxicant. Evaluation by a drug recognition expert and a blood sample confirmed the driver's use of methamphetamine. In addition, after looking into the driver's activities for the period prior to the crash, investigators determined that

he had gone without sustained rest for 40 hours, indicating he was suffering from extreme fatigue that was being counteracted by his drug use. The driver had a history of drug abuse and had been fired from a previous trucking job two years earlier as a result. A hair test administered under an unrelated court order fewer than three months before the crash had also been positive for methamphetamine.

Our investigation revealed that, in the five years prior to the crash in Chattanooga, the driver was involved in at least seven crashes, four of which were while operating a commercial motor vehicle. The driver had also received several traffic violations. The carrier operating the truck, Cool Runnings Express Inc., domiciled in London, Kentucky, and its insurance provider accessed the driver's records during his pre-employment screening, but the traffic violations did not appear on the Department of Motor Vehicles report. The police investigating this crash accessed the three-year driving record

Continued on next page

Continued from page 9

The clearinghouse is a good first step toward ensuring drug use is documented and used to prohibit drug users from operating commercial motor vehicles.

provided by the Commonwealth of Kentucky (where the driver was licensed), but did not get a full record of the driver's history. And although crash history was available on the driver's five-year driving record, carriers are not required to delve back that far during the pre-employment process.

Ultimately, we found that the process in place to obtain a driver's license history in Kentucky was inadequate and the carrier did not have sufficient information about the driver to make an informed hiring decision. Unfortunately, this wasn't the first time we discovered that a carrier and insurance provider lacked adequate information to make an appropriate hiring decision. A case we investigated in 2011 in Miriam, Nevada, exposed similar issues with the availability of background information.

We determined that the probable cause of the Chattanooga crash was the failure of the truck driver to respond to the slow-moving traffic in the work zone, likely due to performance decrements associated with his fatigue and methamphetamine use. Contributing to the crash was the failure of the pre-employment screening process to identify driver risk factors.

As a result of this investigation, we issued safety recommendations calling on the Federal Motor Carrier Safety Administration (FMCSA) to determine the prevalence of driver use of impairing substances and to develop a plan to reduce their use. We also recommended that FMCSA disseminate information to motor carriers about using hair testing as a method of detecting controlled substance use. To improve the chances that motor carriers will have access to driver safety information during the pre-employment process, we recommended to Kentucky and Idaho that driver safety information be included in all three-year driver motor vehicle records. We also called on FMCSA to publish best practices for pre-employment investigations, to identify and address barriers to its Pre-Employment Screening Program,



Crash scene looking southbound on the northbound lanes of I-75, Exit 11 Chattanooga, Tennessee. Photo courtesy of the Chattanooga Police Department.

and to specify that motor carriers must consider specific driver safety records during the pre-employment review process.

In response to the Fixing America's Surface Transportation (FAST) Act, FMCSA proposed developing a commercial driver's license (CDL) drug and alcohol clearinghouse – a database administered by FMCSA that will contain controlled substance and alcohol test result information for CDL holders. FMCSA's rule, published at 81 "Federal Register" 87686 (Dec. 5, 2016; effective Jan. 4, 2017, with a compliance date of Jan. 6, 2020), requires employers to check the database prior to hiring a commercial motor vehicle driver.

In the Chattanooga case, the driver's failed drug tests were part of a nonrelated court matter and relied on hair testing, which is not a Department of Transportation (DOT)-recognized testing method. The carrier that terminated the driver in 2012 had also used a non-DOT test to determine drug use. Because these tests weren't done using DOT-approved

methods, this particular driver's information would not have been included in the FMCSA's database. Still, the clearinghouse is a good first step toward ensuring drug use is documented and used to prohibit drug users from operating commercial motor vehicles.

This crash highlighted the challenges employers face when attempting to detect driver use of impairing substances and it exposed cracks in the system that drivers can easily fall through. In the NTSB meeting convened at the conclusion of this investigation, NTSB Chairman Christopher A. Hart stated, "The driver in this crash should not have been behind the wheel of a large truck. As long as human beings drive trucks, they must be rested and unimpaired."

The full report, including a complete list of findings and safety recommendations, and the 2017–2018 Most Wanted List are available at www.nts.gov. ■

PHMSA Streamlines Hazmat Incident Reporting with New System Coming in Spring 2017

By **Suzette Paes**, Senior Transportation Specialist, Pipeline and Hazardous Material Safety Administration, U.S. Department of Transportation

Filling out a DOT 5800.1 form for a hazardous materials transportation incident is getting a whole lot easier. The Pipeline and Hazardous Material Safety Administration (PHMSA) developed a new system to improve efficiency and modernize performance, while providing a more user-friendly experience for our stakeholders.

The system benefits both internal and external stakeholders. Internally, it provides improved process flow and automation. Externally, it implements a simpler and more efficient reporting function. As part of PHMSA's IT modernization, this new system addresses processing and user issues, and provides step-wise functionality.

Some of the key features include:

- Tool tips to assist the user when entering data
- User guidance tool (not a separate document) to improve data quality
- Business rule validations to ensure data accuracy
- Ability to upload supporting documents when submitting the 5800.1
- System-generated email notification (seven, 14 and 21 days) for incomplete or abandoned reports
- System-generated email notifications (11 months after date of incident) to ensure compliance to 49 CFR 171.16(c)

- Enhanced ability to submit complex incidents, such as a single report for an incident with multiple materials and multiple shippers

With a new incident reporting system available to filers, PHMSA expects an increase in completion rates, improved quality-control measures, more accurate and reliable data, and increased efficiencies reducing both government and industry costs.

All stakeholders will benefit from improved data quality as incident data is critical to understanding the risks and consequences of transporting hazardous materials to both people and the environment. Reliable and consistent reporting of incidents can serve as a strong indicator of a good safety program and the new incident reporting system will help support this goal.

This new system can be summed up in four words: comprehensive, intuitive, modern, flexible.

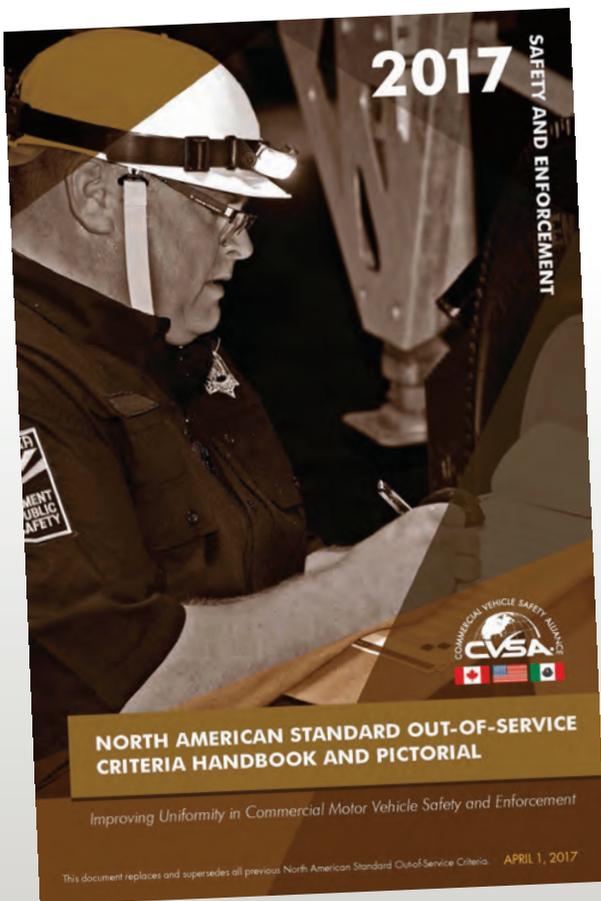
To learn more about the new incident reporting system or set up a demonstration, contact Data Operations Coordinator Yolanda Braxton at yolanda.braxton@dot.gov. ■

Incident data is critical to understanding the risks and consequences of transporting hazardous materials to both people and the environment.



ORDER YOUR PRINT OR ELECTRONIC VERSION OF THE NEW 2017

CVSA OUT-OF-SERVICE CRITERIA HANDBOOK



New and updated out-of-service criteria for commercial motor vehicles go into effect on April 1, 2017. Make sure you're prepared. Purchase your print or electronic version of the new CVSA "North American Standard Out-of-Service Criteria Handbook and Pictorial" today.

The April 1, 2017, edition replaces and supersedes all previous editions. If you do not have this new edition of the handbook, you will be operating using outdated information.

- **PART I** details violations that would place a driver out of service.
- **PART II** identifies critical vehicle inspection items and provides direction on identifying the point at which a CMV can no longer be safely operated due to the risk of a crash or breakdown.
- **PART III** provides guidance for unsafe hazardous materials transportation, including conditions that fail to communicate a hazard and those which are themselves hazards.
- **PART IV** identifies the criteria for placing a motor carrier out of service.

Visit www.cvsa.org and select "Store" to purchase your print or electronic copy of the new edition of the CVSA "North American Standard Out-of-Service Criteria Handbook and Pictorial."

The handbook is \$35 for members, \$45 for non-members.

CVSA's North American Inspectors Championship Celebrates



~ 25 Years ~

More than 25 years ago, Tim Africa with the Nevada Highway Patrol read an article about a military helicopter rescue competition where rescue personnel took part in a contest that re-created various rescue situations for the contestants to complete. Tim thought to himself, "We should create a similar competition for commercial motor vehicle inspectors."

He then shared his idea with Susan Petty of the Federal Highway Administration's Office of Motor Carriers (now the Federal Motor Carrier Safety Administration) who, in turn, made arrangements to provide the funding for the competition through a Motor Carrier Safety Assistance Program (MCSAP) grant and organized her entire department in support of the competition.

With Tim leading the charge and with the help of the Nevada Highway Patrol, volunteers from industry and enforcement, and federal support and grant funding, in 1993, the first-ever international inspectors' competition, known at that time as the "Challenge," took place in Denver, Colorado.

Tim, however, is quick to say: "No one person is responsible for the success of the program. There are hundreds of people who need to be thanked for its success. It was very demanding. It was a lot of hard work. But everyone rolled up their sleeves and got to work. The people who have volunteered their time throughout the years are at the heart of the success of the program."

Continued on next page



Continued from page 13

Just think, Tim Africa serendipitously reading that news article about a military helicopter rescue competition more than 25 years ago is what started it all.

Twenty-five annual competitions later, CVSA is celebrating the 25-year anniversary of what is now known as the North American Inspectors Championship (NAIC).

Every year since its inception in 1993, the commercial motor vehicle enforcement community recognizes the best of the best by inviting member jurisdictions throughout the United States, Canada and Mexico to compete at NAIC, the only North America-wide event dedicated to recognizing and awarding commercial motor vehicle inspector excellence.

Each year, one inspector from each member jurisdiction has the opportunity to compete at NAIC. In fact, local versions of the competition have been created in some states, provinces, territories and local jurisdictions in order to help select an individual representative to send to NAIC. The winner from those competitions goes on to represent their jurisdiction at NAIC that year.

If you want to know why creating this competition back in 1993 and sustaining it throughout the years is so important, Paul Tamburelli, who was involved and played a key role from the very beginning, explains: "There were a lot of state agencies that although the commercial vehicle enforcement group was a part of their agency, a lot of the rank-and-file troops didn't really know what they did, because it was such a specialized area. So the Challenge brought the inspectors 'out into the daylight' and gave them a national focus and provided an opportunity for CMV troopers, state police officers, highway patrol officers and DOT inspectors to showcase what they did and get recognition for it. The Challenge provided an opportunity to acknowledge the hard work and effort of the roadside inspector, something that up until that point had almost been ignored."



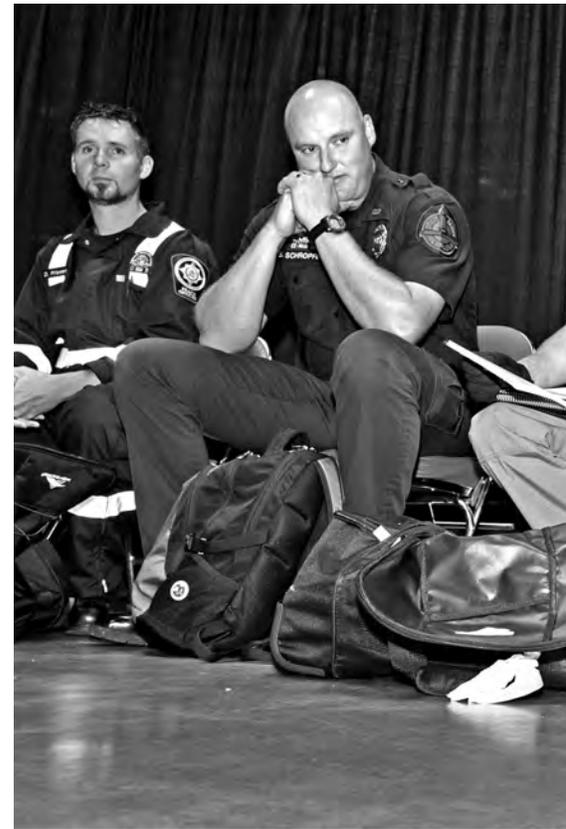
Training and Participation

In addition to the competition, a core component of the championship is training. For two days before the competition begins, each inspector receives training on the latest safety information, technology, regulations, standards and inspection procedures. Inspectors' participation at NAIC also stokes camaraderie and cooperation among inspectors, jurisdictions and countries.

Paving the Way for Future Leaders

In many instances, NAIC catapults enforcement's most ambitious and driven inspectors into leadership opportunities within CVSA. Many individuals who compete at NAIC go on to become active and devoted long-term members of CVSA leadership.

- John Youngblood Award of Excellence winner (2010 and 2012) and 2012 Grand Champion Christopher Smithen is currently NAIC vice chair and the Region IV chair within COHMED leadership.
- John Sova, 2011 Grand Champion, is currently chair of the CVSA Vehicle Committee.
- Alex Bugeya, 2009 Grand Champion, is currently vice chair of the NAIC program.
- Richard Roberts, Grand Champion in 2006, is now the chair of the NAIC program.
- Tony Anderson, 2005 Grand Champion, is currently a Level VI instructor.
- Jay Thompson, John Youngblood Award of Excellence recipient at 2003 NAIC, went on to serve as CVSA president in 2015-2016.
- 2001's Grand Champion Kerri Wirachowsky served as CVSA's Vehicle Committee chair for 10 years and NAIC vice chair for four years, eventually joining CVSA staff as director of roadside inspection program in 2017.
- 2000 Grand Champion David Abeita went on to serve as NAIC vice chair.
- David Palmer, 1999 Grand Champion, later became CVSA president in 2011-2012.
- Bill Reese, 2014-2015 CVSA president, competed in the 1995 competition, taking home three awards. Reese is now director of COHMED program for CVSA.
- 2005-2006 CVSA President Ron Cordova received the Award of Excellence in 1994 and later served as NAIC vice chair.



- 2007-2008 CVSA President John Harrison competed at the first NAIC in 1993 and won in the High Points FHWA Region IV category and tied for the Hazmat Inspection Award.

Furthermore, many NAIC competitors have not only become active members of CVSA committees, programs and leadership, they have gone on to advance within their agencies and/or gain other professional growth or career opportunities. A perfect example of that is 1999 NAIC contestant Collin Mooney who is now CVSA executive director.

NAIC is where inspectors have an opportunity to shine. NAIC is where inspectors can build upon their existing knowledge. NAIC is where the seeds of professional growth are sown.

Fostering Uniformity, Consistency and Reciprocity

Another goal of NAIC is to foster uniformity of commercial motor vehicle inspections by providing an environment to share best practices and successful initiatives with other jurisdictions. The more knowledge shared, the stronger the enforcement community becomes and the safer our roads will be. Competitors take the training and information they learn



throughout the week at NAIC back home with them to share with their colleagues. This, in turn, helps ensure the quality, uniformity and reciprocity of the more than four million roadside inspections conducted annually in North America.

The Competition

Today, NAIC competitors are split into six teams. The team format is especially helpful during the two-day training portion of NAIC as it builds comradery, encourages teamwork, and inspires friendships and mutually beneficial professional relationships. During the competition, each person is tested and scored individually; however, the team with the highest combined individual scores wins the Team Award.

Competitors at NAIC take a timed written test and are timed during a series of inspection scenarios in which each inspector has to identify driver, vehicle and hazmat-related violations on a series of different commercial motor vehicles, generously donated to the competition by CVSA's associate members. Every vehicle has the same violations that each inspector must identify and each vehicle has a driver who has been trained on the details of his or her story in order to answer

each competing inspector's questions accurately and consistently.

During the competition, NAIC contestants are evaluated in the following six categories:

1. North American Standard Level I Inspection
2. North American Standard Level I Inspection Procedures
3. North American Standard Hazmat/Transportation of Dangerous Goods Inspection
4. North American Standard Cargo Tank/Other Bulk Packagings Inspection
5. North American Standard Level V Passenger Vehicle (Motorcoach) Inspection
6. North American Standard Out-of-Service Criteria Exam

The Awards

All of the inspection categories are timed events and it is a thorough and intense competition. The compilation of scores for these categories along with the written test scores result in a Jimmy K. Ammons Grand Champion, the highest honor a commercial motor vehicle inspector can

Continued on next page

The North American Inspectors Championship was created to recognize inspectors and officers – the backbone of the roadside commercial motor vehicle inspection program in North America – and continues to promote uniformity of inspections through training and education.





Continued from page 15

achieve. The Grand Champion Award is named after Jimmy K. Ammons of the Mississippi Public Service Commission to recognize his commitment to roadside inspector training and his contributions to and longstanding and unwavering support of the competition program.

“Jimmy was truly one of a kind,” said Tamburelli. “He was so devoted to the competition and was one of the best inspectors and committee chairs we ever had. He was one of the movers and shakers who helped push NAIC along.”

“When Jimmy passed in 1999, we knew that we had to name the Grand Champion Award after him,” said Tamburelli. “The next year, in 2000, in New Orleans, the first Jimmy K. Ammons Grand Champion Award was presented to the winner by Jimmy’s wife and family.”

Another special award, the John Youngblood Award of Excellence, is given to one person at NAIC each year. However, that award is different from the other awards presented.

The John Youngblood Award is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies high standards and unwavering dedication to the profession. It’s a special award because it is given to an inspector by his or her peers, who vote to give that honor to the person who best exemplifies the spirit of cooperation, leadership, professional image, dedication to the profession, a positive attitude, organizational ability and congeniality.

The award is named after John Youngblood in honor of his dedication to commercial motor vehicle safety and his tireless commitment to excellence in inspector training. On April 19, 1995, John was making preparations for the 1995 competition and, sadly, was killed in the Oklahoma City bombing. Every day of his life, John demonstrated the high standards and ideals that serve as the benchmark for all of us to follow. The first John Youngblood Award was given in 1995, presented to the winner by John’s wife and family.

In addition to the Grand Champion and John Youngblood awards, awards are given for first, second and third place for selected inspection events: Level I Inspection, Hazmat Inspection and Level V Passenger Vehicle (Motorcoach) Inspection.

Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico. Starting this year, the High Points Canada Award will be known as the Sean McAlister High Points Canada Award to honor the memory and contributions of Sean McAlister, who passed away last year. Sean was a well-known leader in the commercial motor vehicle safety community, a major contributor to CVSA, a strong supporter of NAIC, and he helped secure approval for Canadian North American Standard Inspection curriculum and training in Canada.



Save the Date
This year’s North American Inspectors
Championship will take place
Aug. 7-11, 2017, in Orlando, Florida.





Many NAIC competitors have not only become active members of CVSA committees, programs and leadership, they have gone on to advance within their agencies and/or gain other professional growth or career opportunities.

Partnering with Industry

Since its inception in 1993, NAIC has always been held in conjunction with the American Trucking Associations' (ATA) National Truck Driving Championship (NTDC), demonstrating the strong partnership between our two organizations.

In fact, from the very beginning, CVSA has had ATA's support. Jai Kundu of ATA's Safety Management Council was a valued partner in organizing and conducting the first competition. Tim Africa reflects, "Without Jai's assistance in providing logistical and facility support, the competition would have been held in parking lots with a hodgepodge of vehicles."

To this day, CVSA's ongoing collaboration with ATA on important safety issues helps advance our shared safety mission. In addition, co-locating the event allows volunteers from industry to help support the event, fostering a sense of community between industry and enforcement.

Be a Part of NAIC History

"NAIC is a 25-year tradition that is a deep-rooted and ongoing part of CVSA history," said CVSA Executive Director Collin Mooney. "I competed at NAIC in 1999 as an inspector representing Alberta, Canada. So I know firsthand just how challenging and rewarding it is to compete. Now, as executive director for CVSA, I am proud to work with the staff, volunteers and program leadership to help ensure NAIC continues to challenge and recognize our exceptional inspectors and advances CVSA's mission to improve commercial motor vehicle safety and uniformity throughout North America."

Inspectors, we hope you'll consider representing your jurisdiction at this year's monumental 25th annual North American Inspectors Championship. It will take place Aug. 7-11, 2017, in Orlando, Florida.

In addition, NAIC is made possible every year by the more than 100 volunteers, staff and judges who work hard to make it a success. Consider attending NAIC this year as a volunteer. There is no registration fee to attend and you'd be a part of NAIC history.

Visit www.cvsa.org/eventpage/naic to learn more about 2017 NAIC and to register to attend as a competitor or a volunteer.

At that first Challenge in 1993, its founder Tim Africa stood in front of the many volunteers who worked hard to make that inaugural event possible and said, "If 20 years from now, there is still an inspectors' competition, we will have been successful." And here we are, 25 years later, proud to be celebrating the longstanding success of NAIC. ■

Coming in August 2017



Purchase a Limited-Run NAIC 25-Year Anniversary Challenge Coin

In August, CVSA will make available for purchase a limited-edition double-sided commemorative challenge coin celebrating the 25th anniversary of the North American Inspectors Championship. This coin will only be available this year and supplies are limited. Visit www.cvsa.org and click on the "Store" tab at the top of the page to purchase your exclusive 2017 NAIC challenge coin.

NAIC — A Look Back

• 2008



• 2012



• 1996



• 2013



• 2004



• 2014



• 2006



• 2016



• 2004



• 2016



• 1999

• 2015



• 2000



• 2009



• 2014



• 1999



• 2010



• 2003



• 2001



• 2007

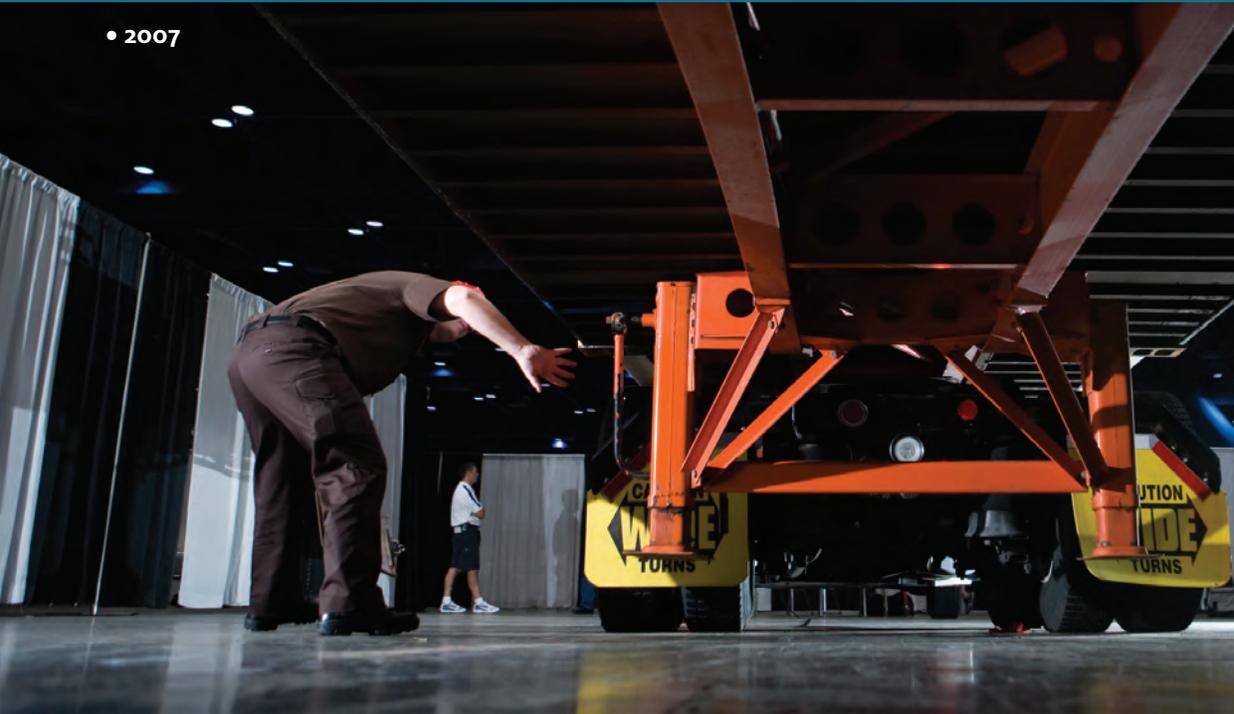


• 2006



• 1996

• 2007



• 1997



• 1995



• 2005



• 1999



• 2011



• 2003



• 2001



• 2002



• 1998



• 1994

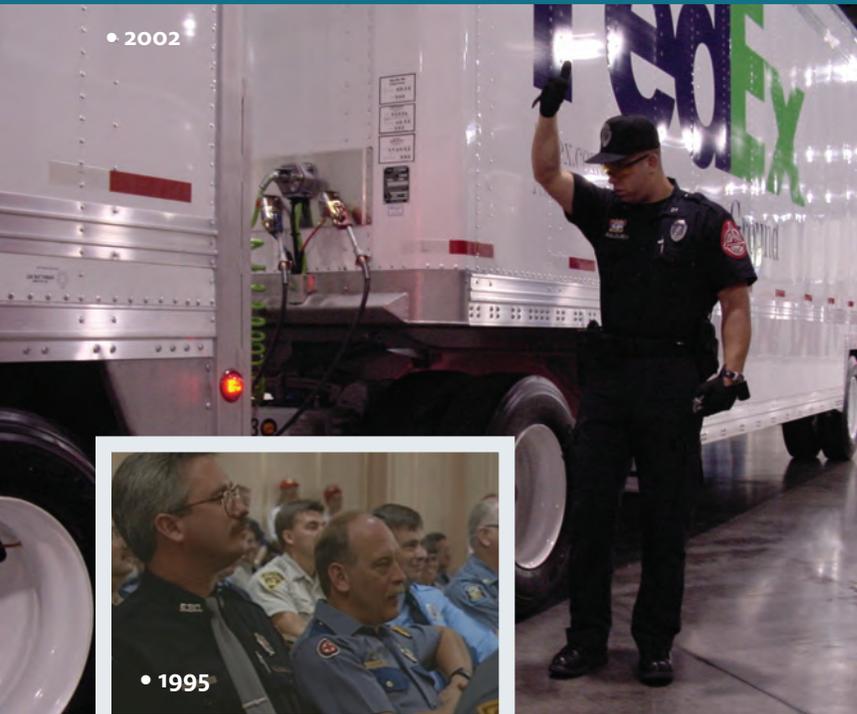


• 2013



• 2011

• 2002



• 2000



• 2012



• 1995



• 2015



• 1993



• 2008



• 2010

• 2016



• 2015

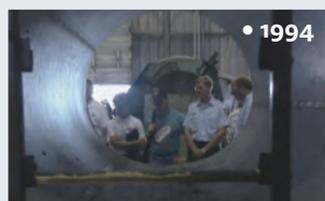


• 1994

• 1999



• 2003



The History of NAIC Grand Champions



1993
John Pitzer
Colorado



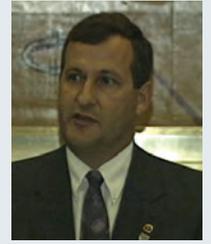
1994
Donald Johnson
Virginia



1995
Mark Abrahamson
Wisconsin



1996
Alonzo Hutto
South Carolina



1997
Ernest Larocque
Ontario



1998
Patrick Fiori
California



1999
David Palmer
Texas



2000
David Albeita
New Mexico



2001
Kerri Wirachowsky
Ontario



2002
Monty Kinder
Colorado



2003
Ryan Byers
Colorado



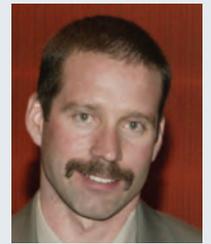
2004
Troy Hasil
Alberta



2005
Tony Anderson
Idaho



2006
Richard Roberts
British Columbia



2007
James Robtley
Alberta



2008
Daniel Slick
Wisconsin



2009
Alex Bugeya
Ontario



2010
Richard Robinson
Ontario



2011
John Sova
North Dakota



2012
Christopher Smithen
Nevada



2013
Derek Canard
Arkansas



2014
J.W. Watlington
Arizona



2015
J.D. Berrong
North Carolina



2016
Daniel Voelker
Arizona



Save the Date
Aug. 7-11, 2017
Orlando, Florida



FROM THE DRIVER'S SEAT

Driving in the Winter

By **Steve Fields**, American Trucking Associations' America's Road Team Captain, Professional Truck Driver, YRC Freight

Professional truck drivers do not like winter. Sure, we get to deliver the holiday goods and meals that bring people together; but overall, the winter means tougher driving conditions and a need for heightened awareness by all drivers.

As a professional truck driver based in the Kansas City region, I've seen hundreds of examples of safety problems that are a result of colder weather. Wind, snow and ice are all threats to safety for truck drivers and the general motoring public. Experienced truck drivers, however, are the most prepared to handle these adverse conditions and I encourage all younger truck drivers and motorists to follow our lead.

Consider, for a minute, an open highway in the very flat state of Kansas. You'll see plenty of windmills out in the fields collecting energy from the high volume of wind in the region, but this is also a safety concern for trucks. Wind can blow snow across the road, where tires, warmed by friction, melt the snow. In

freezing temperatures, that melted snow turns into ice and unsuspecting motorists can be caught off-guard. Wind plus slick roads makes for horrible driving conditions – like steering a sailboat on ice – and if you are uncomfortable in those circumstances, the best decision is to simply find a safe place to park. If you do decide to continue driving, know that trucks need extra space in windy conditions and that the wind might push us around slightly. Stay back, stay out of our blind spots, and leave yourself plenty of room to maneuver.

There is also a major concern that motorists can be stranded out in freezing temperatures. That's why we should all be fully prepared to encounter any conditions when we start a trip. Veteran truck drivers always travel with warm clothes, plenty of water and food, blankets and hand warmers. We also ensure that our vehicle is prepared for the cold by checking our tires, making sure our windshield wipers are functioning properly, and checking to make sure our antifreeze is full and defrosters are working. Trust me, you'll be glad you

brought all the proper supplies when you're stuck in a parking lot outside Denver for 72 hours while the snow falls all around you.

Trucks have an extra item to bring during winter deliveries: chains. Many states require chains be carried in the truck and failure to produce chains can result in a fine. Chains are beneficial in many ways, so a failure to have them with you, to me, is inexcusable. The classic chains, when secured tightly, can help a truck gain enough traction to go up a steep incline or slow down when descending a hill, and they've come in handy for me several times.

The best piece of advice I can give to motorists is to make informed decisions. Waiting a few hours to let the weather clear up can actually allow you to get places faster. I've passed plenty of folks who left somewhere at the same time as me and ended up having to pull over to the side of the road. It's the story of the tortoise and the hare. In winter weather, slow and steady wins the race and keeps all of us safe. ■





Kerri Wirachowsky Joins CVSA as Director of Roadside Inspection Program

CVSA is pleased to announce that Kerri Wirachowsky joined the Alliance on Feb. 6, 2017, as director of roadside inspection program.

Wirachowsky was employed by the Ontario Ministry of Transportation from 1987 to 2016 and actively involved in the commercial motor vehicle enforcement program since 1990. Most recently, she served as the head of enforcement program evaluation. Wirachowsky has extensive experience with commercial motor vehicle regulations, enforcement and processes, a proven comprehensive understanding of the transportation safety industry, and sound knowledge of the government's role, strategic direction and policy agendas.

"Kerri's impressive professional background features relevant responsibilities, qualifications and experience that made her an appropriate fit and a natural choice to join the Alliance in this newly created position," said CVSA Executive Director Collin Mooney. "In addition, drawing from her extensive knowledge of both Canadian and American regulations, we believe the Alliance will benefit from bolstered Canadian-American partnerships, enforcement consistency and uniformity across borders, and well established cross-country connections with Kerri as the director of roadside inspection program."

Wirachowsky is no stranger to CVSA. In 2001, she was named the Jimmy K. Ammons Grand Champion, the highest honor a roadside inspector can achieve, at the CVSA North American Inspectors Championship (NAIC) in Minneapolis, Minnesota. She went on to then serve as co-chair for NAIC from 2003 to 2007 and continued to be a key organizer and authority for NAIC beyond her term.

Wirachowsky has also been a CVSA-certified North American Standard Level I Inspection instructor since 1996 and delivered in-service/refresher training to existing inspectors and educated and developed new CVSA trainers in Canada. In addition, Wirachowsky chaired the CVSA Vehicle Committee from 2007 to 2016, setting a high standard of excellence in that leadership position. During her tenure as chair, the Vehicle Committee revised, developed, improved and clarified several aspects of the out-of-service criteria based on collaborative input from stakeholders. Most recently within the Alliance, Wirachowsky served as president of Region V on the CVSA Board of Directors.

"I am honored to be a part of the CVSA team and welcome the opportunity to contribute to the Alliance to ensure the ongoing improvement of commercial motor vehicle enforcement in this environment of rapid change," said Wirachowsky. "I sincerely believe in the vision and mission of this organization and its overall goal of ensuring the safe and efficient movement of people and goods throughout North America. The future of the Alliance will be very exciting and challenging and I am excited to be a part of it."

As the director of roadside inspection program, Wirachowsky will serve as the primary resource and expert on roadside enforcement and inspection issues for the headquarters staff, CVSA membership, the media, industry, the general public, government agencies and other internal/external stakeholders. Based on her extensive experience with commercial motor vehicle enforcement, Wirachowsky will offer advice and counsel on roadside enforcement and inspection regulations, legislation, out-of-service criteria, inspection procedures and operational policies. ■



William "Bill" Reese Joins CVSA as Director of COHMED Program

CVSA is pleased to welcome William "Bill" Reese as director of Cooperative Hazardous Materials Enforcement Development (COHMED) program, effective Jan. 9, 2017.

Reese has held various CVSA leadership positions over the years, including COHMED chair, Level VI committee chair, chair of the election committee, chair of the finance committee, and he served as the secretary, vice president, 2014-2015 president and past-president of the CVSA Board of Directors.

"Bill has been a member of the law enforcement community for more than 32 years and has more than 26 years of experience related specifically to the safe transportation of hazardous materials," said CVSA Executive Director Collin Mooney. "With Bill's seven years as part of COHMED leadership and his substantive and extensive experience with hazardous materials and hazmat training, it is clear that Bill will be an asset to this organization. We are proud to have him join the team."

Reese is a former CVSA-certified North American Standard Inspection CVSA Level I, Level VI and cargo tank inspector. His more than 26 years of relevant experience with hazardous materials (hazmat) and hazmat inspections and regulations started in 1991 when Reese became a hazardous materials specialist with the Idaho State Police. He then became a sergeant and field supervisor of the hazardous materials team and was later promoted to lieutenant then captain of the Idaho State Police's commercial vehicle safety and hazardous materials division. Most recently, he served as major and operations commander of the Idaho State Police.

Reese was a cargo tank and other bulk materials instructor and is a well-established subject matter expert. He has extensive experience as an instructor at organizations, agencies and institutions, such as the Idaho Office of Emergency Management, Idaho Emergency Services, the Federal Motor Carrier Safety Administration's (FMCSA) National Training Center and the Institute of Emergency Management. Reese has also testified on behalf of the enforcement community at hearings in the Idaho House and Idaho Senate and, as CVSA president, he testified before the U.S. House of Representatives' Transportation and Infrastructure Committee's Subcommittee on Highways and Transit in 2015.

As the Alliance's director of COHMED program, Reese will provide leadership, guidance, expert advice, direction and administration in several aspects of CVSA's hazardous materials activities. He will serve as the primary resource for internal and external stakeholders on hazardous materials issues and programs. Reese will respond to the needs of CVSA's membership, provide quality programs and services, and advocate the public policy positions of hazardous materials to the appropriate constituencies.

"I am excited to embark on this new path in my professional career and I'm looking forward to joining the Alliance as a staff member," said Reese. "Having served in CVSA leadership for several years, I believe I possess an excellent working knowledge of CVSA operational policies, bylaws, financial resources, strategic plan, out-of-service criteria, administrative policies, and the Alliance's mission, vision and goals." ■

More Than 18,000 Inspections Conducted During 2016 Brake Safety Week



Commercial motor vehicle (CMV) enforcement members conducted 18,385 CMV and brake-system inspections during CVSA's Brake Safety Week, Sept. 11-17, 2016. Inspectors reported 13.2 percent of inspections with out-of-service brake violations and 14.8 percent of inspections with non-brake related out-of-service violations, including some with violations in both categories.

During the week-long annual brake safety campaign, local, state, provincial, territorial and federal inspectors throughout the United States and Canada conducted inspections to identify out-of-adjustment brakes and brake-system violations. Roadside inspections included inspection of brake-system components to identify loose or missing parts; air or hydraulic fluid leaks; cracked, damaged or worn linings, pads, drums or rotors; and other faulty brake-system components.

Inspectors also checked anti-lock braking system (ABS) malfunction indicator lamps for compliance with jurisdictional regulations, an effort that began during CVSA's unannounced Brake Check Day in May 2016. Participating jurisdictions reported the number of trucks and buses with ABS violations.

The ABS survey for 2016 Brake Safety Week found the following (see graphics, right):



- 93.2 percent of air-braked trucks (including tractors) inspected and 90.4 percent of hydraulic-braked trucks inspected required ABS, based on their date of manufacture.
- 89.4 percent of air-braked trailers inspected required ABS, based on their date of manufacture.
- 8.8 percent of ABS-required, air-braked trucks and 8.8 percent ABS-required, hydraulic-braked trucks were found with ABS violations.



- 15.8 percent of trailers requiring ABS were found with ABS violations.
- 7.6 percent of trailers inspected were not air- or hydraulic-braked (i.e., electric, surge or other) and therefore not subject to ABS requirements.



- 328 buses and motor coaches were inspected during this event, of which 80.8 percent were ABS required, and only 2 buses (0.8 percent of those requiring ABS) exhibited ABS violations.

Brake Safety Week serves as a reminder to motor carriers and drivers to take proactive steps to ensure their vehicles' brakes are compliant, functioning properly and road safe.

Continued from page 25

Anti-lock braking systems, in most cases, help vehicles remain in control when there is the possibility of wheel slippage when braking. ABS reduces the chance of jack-knifing and increases control in braking situations. ABS also provides a platform for stability-control systems that help prevent loss of control and rollover crashes. Furthermore, newly available and future safety systems all rely on functional brakes, tires and ABS. Just as foundation brakes must be well maintained and tires must be properly inflated, safety systems that rely on ABS cannot help keep the vehicle in control or help to prevent crashes when they are disconnected or poorly maintained.

Outreach and educational efforts by CMV inspectors, participating motor carriers and others in the industry also take place during Brake Safety Week and are integral to the success of the campaign. Brake Safety Week serves as a reminder to motor carriers and drivers to take proactive steps to ensure their vehicles' brakes are compliant, functioning properly and road safe.

"Brakes must be routinely checked and properly maintained to ensure the safety of the commercial motor vehicle, the CMV driver and everyone else on the road," said CVSA President Julius Debuschewitz of Yukon Highways and Public Works. "Although brake inspections are a part of the Level I Inspections conducted by our hard-working CMV inspectors every day, Brake Safety Week is an opportunity to remind motor carriers and drivers of the

importance of brake health and safety, and it provides the opportunity for our inspectors to conduct targeted inspections to identify and remove commercial motor vehicles that have brakes with critical violations from our roadways."

Brake Safety Week is part of the Operation Airbrake Program sponsored by CVSA in partnership with FMCSA and the Canadian Council of Motor Transport Administrators (CCMTA). The Operation Airbrake Program is an international enforcement activity dedicated to preventing large truck and bus crashes and saving lives throughout North America. The campaign seeks to highlight the importance of proper brake inspection and maintenance in an effort to reduce the number of brake-related violations discovered during a roadside inspection.

The program was first developed in 1998 in Canada and has grown to include two annual enforcement events as well as educational outreach activities throughout the year all across North America. More than 3.8 million brakes have been inspected since the program's inception.

This year, CVSA will hold two one-day brake safety campaigns. One will be a surprise, unannounced event; the other, Brake Safety Day, will take place on Thursday, Sept. 7.

To learn more about CVSA's Operation Airbrake Program, visit www.operationairbrake.com. ■

CVSA Accepting 2017 College Scholarship Applications

Is your child currently a high school senior planning to attend college this fall? Could he or she use a scholarship toward their college education? CVSA is now accepting applications for its 2017 College Scholarship Award.

CVSA will provide three \$1,000 or six \$500 college scholarships this year to graduating high school seniors whose parent or legal guardian is a member of the Alliance in good standing. This scholarship program is competitive in its selection criteria, uniquely tailored to recognize outstanding high school seniors by weighing academic performance and extracurricular activities.

Students who meet the following criteria are eligible for the scholarship. The candidate must:

- Be a legal dependent of a Class I Member, Class II Local Member, Class III Associate Member or Class IV Federal Member (cannot be a legal dependent of a member of the CVSA Board of Directors)
- Be a graduating high school senior
- Have a minimum high school grade point average (GPA) or equivalent of 3.0
- Be a citizen and/or permanent legal resident of the United States, Canada or Mexico

All application documents must be received by April 28, 2017. Recipients will be selected by the CVSA College Scholarship Committee and notified of the committee's decision by May 31, 2017. Payment will be made to the recipient's school of choice upon notification and in accordance with the school's scholarship guidelines.

Visit www.cvsa.org/program/programs/college-scholarship-award to learn more and download the college scholarship award application form. ■



Law Enforcement, Regulators and Safety Community Receive Valuable Hazmat Training at 2017 COHMED Conference

More than 200 representatives from the hazardous materials (hazmat) community attended the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, an annual conference where the federal, state, provincial, territorial and local agencies responsible for regulating and enforcing the safe transportation of hazardous materials and dangerous goods, along with a variety of industry stakeholders, participate in advanced-level technical sessions and in-depth training workshops.

The COHMED Conference took place Jan. 23-27, 2017, in Savannah, Georgia, and is a five-day informational and training event hosted by CVSA.

Representatives from federal, local, provincial, territorial and state agencies, hazardous materials specialists and instructors, enforcement personnel, manufacturers of hazardous materials, first responders, trucking companies and associations, interest groups and private industry attended the COHMED Conference to receive progressive training on highly specialized issues, discuss and address concerns related to hazmat and dangerous goods regulations and enforcement, share perspectives and provide input into future changes and regulations.

“Hazardous materials and dangerous goods are transported every day throughout North America, and it’s our job to ensure those materials are transported safely, ensuring public and environmental safety and peace of mind,” said CVSA President Julius

Debuschewitz of Yukon Highways and Public Works. “The COHMED Conference is a unique opportunity to gather hazmat experts to discuss and address current issues and future challenges, and to further train and prepare industry, enforcement personnel and emergency responders on the safe transportation of hazardous materials.”

Attendees received regulatory updates from Transport Canada, and the U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA). The 2017 COHMED Conference also featured informative and collaborative sessions on some of the most important topics related to the hazmat industry, such as:

- Reverse logistics and the safe transportation of fireworks and lithium batteries
- Materials of trade/agricultural issues
- Counterterrorism operations support
- Differences and similarities between Canadian and U.S. cargo tanks
- The top five DataQ violations
- Organic peroxides, intermodal tanks and 406 and 407 highway tanks
- Updates to the hazmat out-of-service criteria

The 2018 COHMED Conference is scheduled for Jan. 29-Feb. 2, 2018, in Garden Grove, California. ■



COHMED Chair Donna McLean addresses the more than 200 COHMED attendees at the general session.

Scott Maguire of the Massachusetts State Police presented the Intermodal Tank training session to COHMED attendees.



COHMED attendees were trained on inspection processes for an intermodal tank, provided by Miller Transporters Inc.



COHMED participants are divided into groups for the Hazmat Olympics where they’re tested on their hazardous materials regulatory knowledge.



Congratulations to the winning Hazmat Olympics team.



COHMED Conference attendees received valuable training on the differences between U.S. and Canadian cargo tanks. Tank provided by Usher Transport Inc.

Enforcement Officials Issue Warnings or Citations to More Than 20,000 CMV Drivers and Private Passenger-Vehicle Drivers During 2016 Operation Safe Driver Week

In an effort to help reduce the number of crashes, fatalities and injuries attributed to unsafe driving behaviors, law enforcement agencies throughout North America increased traffic safety enforcement of commercial motor vehicle (CMV) and private passenger-vehicle (car) drivers during CVSA's Operation Safe Driver Week, Oct. 16-22, 2016.

CMV safety enforcement officials issued warnings or citations to 20,648 CMV drivers and private passenger-vehicle drivers for unsafe driving behaviors. Examples of unsafe driving behaviors include speeding, failure to use a seatbelt, distracted driving, failure to obey traffic control devices, traveling too closely, improper lane change, etc.

During 2016 Operation Safe Driver Week, data was collected by nearly 3,000 law enforcement officials at locations across the United States and Canada.

The top five warnings and citations issued to CMV drivers (as a percentage of total CMV warnings and citations) were:

1. State and Local Moving Violations – 56.7 percent
2. Speeding – 19.6 percent
3. Failure to Obey Traffic Control Device – 7.6 percent

4. Failing to Use Seat Belt While Operating CMV – 7.1 percent

5. Using a Handheld Phone – 2.4 percent

The top five warnings and citations issued to private passenger-vehicle drivers (as a percentage of total passenger vehicle warnings and citations) were:

1. Speeding – 39.4 percent
2. State and Local Moving Violations – 37.1 percent
3. Failing to Use Seat Belt – 11.7 percent
4. Failure to Obey Traffic Control Device – 1.9 percent
5. Inattentive and/or Careless Driving – 1.5 percent

“The Operation Safe Driver Week campaign specifically targeted the unsafe driving behaviors that are more often the cause of crashes,” said CVSA President Julius Debuschewitz of Yukon Highways and Public Works. “Through a variety of high-visibility and covert driver traffic enforcement initiatives, in addition to driver education and outreach activities, law enforcement agencies capitalized on the opportunity the weeklong campaign provided to continue their work toward making sure the drivers on our nations’ roadways are sharing and navigating those roadways safely.”

CVSA holds this weeklong campaign every year because unsafe driver behaviors continue to be the leading cause of roadway crashes. The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) “Large Truck Crash Causation Study” cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of private passenger-vehicle crashes.

The Operation Safe Driver Program was launched in 2007 by CVSA, in partnership with FMCSA and with support from industry and transportation safety organizations, to combat the number of deaths and injuries resulting from crashes involving large trucks, buses and private passenger vehicles by improving the behavior of all drivers operating in an unsafe manner – either in or around commercial motor vehicles – and initiating educational and enforcement strategies to address individuals exhibiting high-risk driving behaviors.

This year’s Operation Safe Driver Week will take place Oct. 15-21, 2017.

For more information on Operation Safe Driver, visit www.operationsafedriver.org. ■



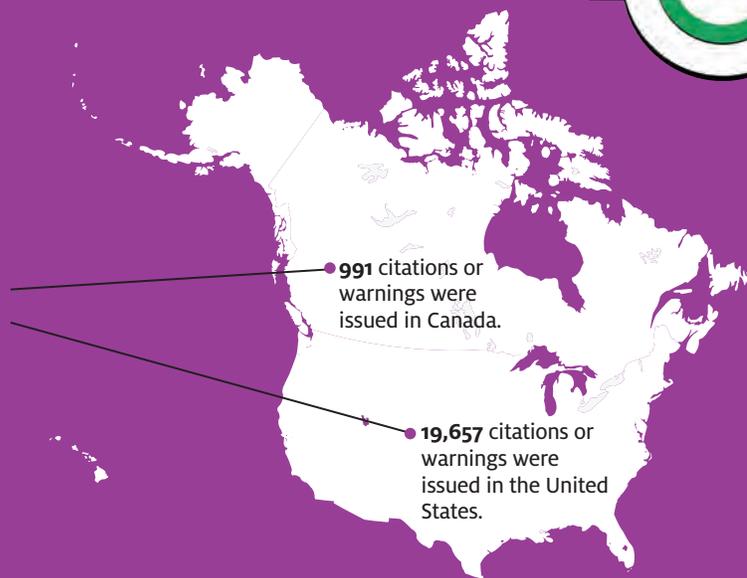
The following is a closer look at the 2016 Operation Safe Driver Week traffic enforcement results:



During 2016 Operation Safe Driver Week

20,648

total citations or warnings were issued throughout the United States and Canada.



991 citations or warnings were issued in Canada.

19,657 citations or warnings were issued in the United States.

9,466

citations or warnings were issued to private passenger-vehicle drivers.

11,182

citations or warnings were issued to CMV drivers.



8

citations related to a CMV driver's failure to stop at a railroad crossing, out of 5,104 CMV citations.

A small percentage of warnings and citations were for inattentive or careless driving
0.5 percent of CMV drivers and 1.5 percent of private passenger-vehicle drivers.

5 Five warnings and 9 citations to CMV drivers for reckless driving.

9

14 14 warnings and 47 citations to private passenger-vehicle drivers for reckless driving.

47

Following TooClosely

1.4 percent of CMV driver citations and warnings were issued for following too closely.

Less than one percent (0.9 percent) of private passenger-vehicle driver citations and warnings were issued for following too closely.

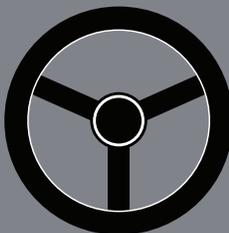


11.7 percent

of private passenger-vehicle driver citations and warnings were for not wearing a seatbelt.

7.1 percent

of CMV driver citations and warnings were issued for failure to wear a seat belt.



Seven CMV drivers received a citation for operating their vehicle while ill or fatigued; 38 CMV drivers received a warning.



39.4 percent

of private passenger-vehicle driver citations and warnings were issued for speeding

versus

19.6 percent

of CMV driver citations and warnings.

CVSA's 30th Annual International Roadcheck Three-Day Enforcement Event to Take Place June 6-8 with Special Emphasis on Cargo Securement

CVSA's 30th annual International Roadcheck will take place June 6-8, 2017. International Roadcheck is a 72-hour period when CVSA-certified local, state, provincial and federal commercial motor vehicle (CMV) inspectors in jurisdictions across North America conduct compliance, enforcement and educational initiatives targeted at various elements of motor carrier, vehicle and driver safety.

Each year, International Roadcheck places special emphasis on a category of violations. The focus for 2017 International Roadcheck is cargo securement. The proper loading and securing of cargo on vehicles is a matter of public safety. While checking for compliance with safe load securement regulations is always part of roadside inspections, CVSA is highlighting cargo safety as a reminder to drivers and motor carriers.

Inspectors will primarily be conducting the North American Standard Level I Inspection, which is the most thorough roadside inspection. It is a 37-step procedure that includes an examination of both the driver and vehicle. Drivers are required to provide items such as

their license, endorsements, medical card and hours-of-service documentation, and may be checked for seat belt usage and the use of alcohol and/or drugs. The vehicle inspection includes checking items such as the braking system, securement of cargo, coupling devices, exhaust system, frame, fuel system, lights, steering mechanism, driveline/driveshaft, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and emergency exits on buses.

International Roadcheck is the largest targeted enforcement program on CMVs in the world, with nearly 17 trucks or buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period. Since its inception in 1988, roadside inspections conducted during International Roadcheck have numbered more than 1.4 million.

International Roadcheck is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada and the Secretariat of Communications and Transportation (Mexico). ■



Tell Us About YOUR International Roadcheck

We'd love to include articles about and/or photos from your 2017 International Roadcheck enforcement initiatives and activities in the next edition of "Guardian" magazine. Please send your submissions to communications@cvsa.org.



Purchase Your International Roadcheck 30th Anniversary Coin

This year only, CVSA is offering a limited-edition double-sided anniversary coin celebrating 30 years of International Roadcheck. Supplies are limited so place your order soon. Visit www.cvsa.org and click on the "Store" tab to purchase your exclusive limited-edition anniversary coin.





INSPECTOR'S CORNER

Compliance, Safety, Accountability and the DataQ

By Daniel Voelker

During my first few years of inspecting commercial motor vehicles, it was common to have drivers ask me for an inspection. The drivers would tell me the company they worked for would not fix problems with their vehicle unless it was "written up" by an inspector.

After the implementation of Compliance, Safety, Accountability (CSA), the old days of drivers requesting inspections stopped. This transformed into drivers being concerned about being fired for having violations on inspection reports and companies requesting violations be removed.

With the new atmosphere that drivers and companies have concerning their violations, there needed to be a non-confrontational way to address violations. Our federal partners thought about this aspect from the beginning and implemented the DataQ system. Although the DataQ system is a good way for carriers to address erroneous information from their Safety Measurement System (SMS) scores, I have discovered that the enforcement side of the system varies from state to state. With a lack of consistency in how state enforcement partners deal with DataQs, I have had several questions from industry asking how they can achieve greater success in removing erroneous information.

The first thing I suggest to carriers is to advise their drivers not to engage in a roadside argument with the inspector. I do not think there will be a positive outcome during a roadside inspection argument, regardless of who is correct or incorrect. Instead, I tell

members of industry to have the driver ask the inspector to show them the violation so the driver can, in turn, show the problem to a mechanic to make sure it's fixed. I personally show drivers the violations I find so they can see it for themselves and I recommend other inspectors do the same.

The second suggestion I have for carriers is to invest in point-and-shoot digital cameras to keep in each vehicle. Carriers can instruct their drivers to wait until the inspector is done with the inspection and then immediately photograph the part or parts in violation. If this is done and the violation was in error, then photographic evidence would strongly support the DataQ request.

My third suggestion to industry is to make sure the violation is in error prior to sending in a DataQ. This suggestion sounds like a no-brainer but there are some strong reasons why I always suggest it. One third of all inspections turned into the federal database have zero violations on them. Our agency has received several DataQs on inspections that didn't contain any violations. I have also heard from some members of industry that they DataQ every inspection. The main point I want to make here is to be sure you have a valid reason to submit the DataQ.

To illustrate this point, I will tell you about "company Q." I gave company Q a violation for having test date markings on the wrong side of the cargo tank. I had the pleasure of meeting the safety representative for company Q at our Arizona inspector challenge and he told me I

issued the violation in error. Company Q's safety guy showed me photographs of a cargo tank with the test dates on the correct side. I pointed out to him that the photographs were of a completely different cargo tank and I showed him the pictures of the tank I inspected. Company Q's safety guy apologized to me and then yelled at a shop employee over the phone for giving him photographs of the wrong tank.

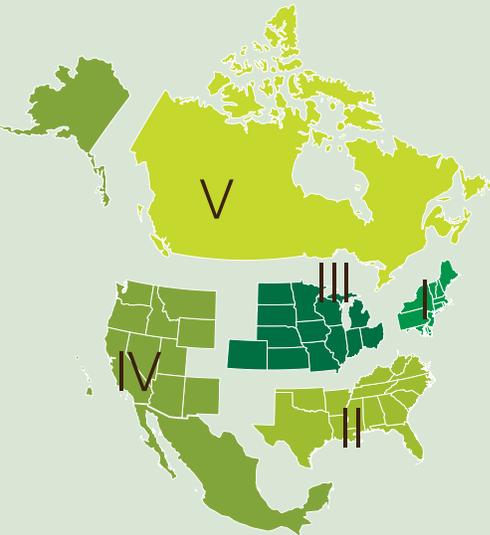
This sort of challenge also happens on a regular basis for logbook issues. We quite often see pictures of "good" logbook pages; however, the inspector has the actual pictures of the logbook from the time of inspection which shows different information.

In Arizona, all of our DataQs are handled by the Arizona Department of Public Safety. When a DataQ first comes into the system, it goes to the inspector's supervisor and that supervisor will ask for clarification from the inspector. If the supervisor believes the violation should remain, then the company that submitted the DataQ has the option to submit the DataQ for further review. At this point, the DataQ goes before a board that consists of members from industry and enforcement, and their decision is final. I might be slightly biased, but I think Arizona has a model way of dealing with DataQs because of our partnership with industry as members of our review board.

Before I close, I want to point out that answers to common questions about CSA can be found at www.csa2010.com/articles/FAQs_CSA_2010.htm. ■

Invest in point-and-shoot digital cameras to keep in each vehicle. Carriers can instruct their drivers to wait until the inspector is done with the inspection and then immediately photograph the part or parts in violation.





REGIONAL MAP

Region I

Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, US Virgin Islands and Vermont

Region II

Alabama, American Samoa, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia

Region III

Colorado, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Northern Mariana Islands, Ohio, South Dakota and Wisconsin

Region IV

Alaska, Arizona, California, Guam, Hawaii, Idaho, Mexico, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming

Region V

Alberta, British Columbia, Manitoba, New Brunswick, Newfoundland and Labrador, Nova Scotia, Northwest Territories, Nunavut, Ontario, Prince Edward Island, Quebec, Saskatchewan and Yukon



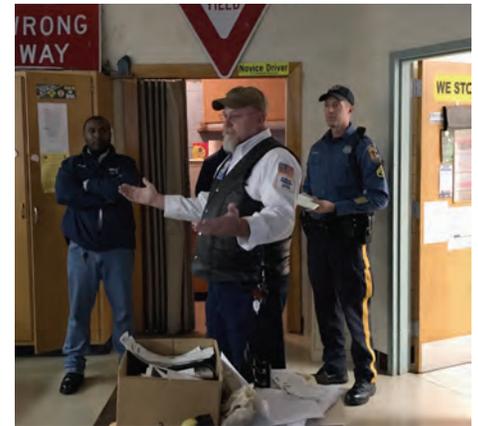
Delaware State Police Teams Up with Walmart Transportation to Help Teens Drive Safer Around CMVs

By Sgt. John Samis, Delaware State Police

On Nov. 30, 2016, the Delaware State Police Motor Carrier Safety Assistance Program (MCSAP) Unit kicked off a No-Zone Education Program for the 2016/2017 school year. The program is designed to make teen drivers aware of the safety issues they face while driving around commercial motor vehicles. The unit partnered with Walmart to develop the program.

The first presentation was at Christiana High School in New Castle County, Delaware. About 60 students attended the event along with school faculty. The students were very attentive during the program despite a bit of bad weather that day.

The program will be presented at high schools throughout the state and will continue until the end of the school year. ■



Pictured from left to right: Cortez Gordon and John Powers of Walmart and Cpl/3 Scott Barnett instruct students at Christiana High School.



REGION I

Maryland Conducts Operation FedEx Fall 2016 Enforcement and Inspection Initiative

By Lt. Robert Hare, Field Operations Bureau, Maryland State Police

Operation FedEx Fall 2016 took place at FedExField in Prince George’s County, Maryland, on Oct. 19, 2016, as a commercial motor vehicle (CMV) enforcement and inspection initiative.

This event coincided with CVSA’s Operation Safe Driver Week (Oct. 16-22, 2016), an effort to reduce traffic fatalities by removing unsafe commercial motor vehicles and drivers from our roads.

The FedExField operation used overhead road signs and variable message boards to notify commercial motor vehicle drivers on the Capital Beltway (Interstate 495) that their vehicles must be inspected at a temporary weight and inspection site located off Arena Drive at a FedExField parking area.

The Interstate 495 location was selected because it is one of the highest commercial motor vehicle crash corridors in Maryland. The operation combined troopers, commercial vehicle safety inspectors, cadets, Maryland State Police (MSP) K-9 units, MSP tactical medics, the Criminal Enforcement Division (CED), CED package interdiction investigators, and inspectors from the Maryland Department of the Environment, Greenbelt Police Department, Harford County Sheriff’s Office, Howard County Police Department, Maryland Transportation Authority Police Department,

Montgomery County Police Department, Riverdale Park Police Department, the U.S. Park Police and the Maryland Comptroller’s Office.

When the trucks and buses arrived at FedExField, they were inspected for compliance with applicable federal and state vehicle regulations, along with driver safety regulations.

In addition to the FedExField inspection area, a number of troopers were deployed on the Capital Beltway and on commonly used bypass routes to stop and inspect commercial motor vehicles that failed to exit as required onto Arena Drive. The roving patrol units also conducted traffic enforcement activities on commercial motor vehicles that were speeding or engaged in other unsafe behaviors.

A portion of Operation FedEx Fall 2016 included radiological monitoring of all the commercial motor vehicles. The preventive radiation- and nuclear-detection program was conducted with the assistance of the U.S. Department of Energy’s Radiological Assistance Program Team. CMV inspectors, equipped with radiation detectors, detected a radiological source emanating from a decoy vehicle and were able to follow the designated standard operating procedures to render the vehicle safe and adjudicate the alarms. ■



CVSI Richard Jacobs.

Operation FedEx Fall 2016 Statistics

NAS Level I Inspections (complete)	193
Out-of-Service Vehicles	56 (29%)
Out-of-Service Drivers	5 (2.5%)
Total CVED Inspections	250
Total CVED Warnings	56
Total CVED Citations	174
Allied Agency Level I Inspections ..	48
Allied Agency Out-of-Service Vehicles	12 (25%)



Portable scales.



TFC Hudson and CVSI Lawrence Brown.



Robert Hobbs and Jeremy Hite.



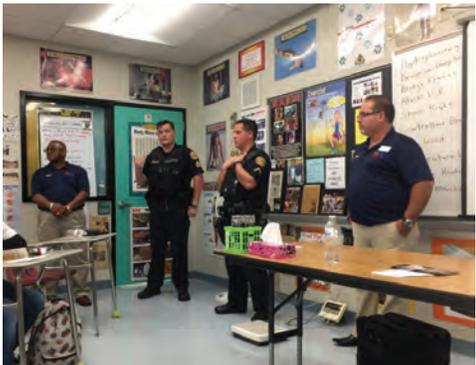
TFC Angela Johnson and Cadet Ciara Sagal.

Florida Highway Patrol Performs Educational Outreach at Middle and High Schools to Teach Students About Sharing the Road Safely with CMVs

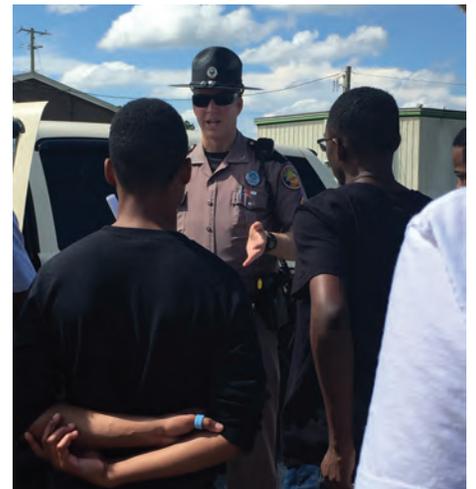
By Chief Troy L. Thompson, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

During the week of Sept. 12-16, 2016, the Panama City CVE District participated in multiple outreach efforts with the Florida Trucking Association to promote “Share the Road” at local high schools.

Members from the Florida Highway Patrol and the Florida Trucking Association teamed up during Operation Safe Driver Week (Oct. 16-22, 2016) to present the “Share the Road” program to high school students at Pine Ridge High School in Deltona, Volusia County, and to middle school students in Pierson, Volusia County. There were approximately 250 students at each school. Students received valuable driver information and were able to hear about law enforcement’s experiences and perspectives. The students responded positively to the educational outreach. ■



Tpr. Daniel Pittman with the Florida Highway Patrol educates students at Fort Walton Beach High School on safely sharing the roads with large trucks and buses.



At Right:
Tpr. Todd St. Clair performs “Share the Road” educational outreach at West Florida High School.

REGION II

Kentucky State Police Commercial Vehicle Enforcement Division Gets a New Major and New Branding

By Cpt. Tristan Truesdell, Commercial Vehicle Enforcement Division, Kentucky State Police

Shawn Hines was promoted to the rank of major over the Kentucky State Police (KSP) Commercial Vehicle Enforcement (CVE) Division in September 2016.

A 15-year veteran with the agency, Maj. Hines hails from Stanford, Kentucky. Prior to his promotion, Maj. Hines was the commander of Region 4, which encompasses the I-75 corridor near London, Kentucky.

Maj. Hines' new mantra for the division is "same mission, renewed spirit." The mission of the CVE Division is to encourage and promote a safe driving environment through education and safety awareness while enforcing state and federal laws and regulations, placing special emphasis on commercial motor vehicles.

Maj. Hines' philosophy is very simple – leadership is action, not a position. The major has taken a pivotal role in the direction the CVE Division is headed. He has a "boots on the ground" approach to things. Maj. Hines is always thinking about the road officer. What will make it better for that guy or gal out there on the road trying to make it safer for everyone?



Maj. Shawn Hines of the Kentucky State Police Commercial Vehicle Enforcement Division.

KSP Has Been Rebranded

Effective January 2017, the Kentucky State Police CVE Division received new uniforms and new vehicle markings as part of its "rebranding."

Under the guidance of KSP Commissioner Rick Sanders, Maj. Hines spearheaded the rebranding of the division with new uniforms and vehicle markings. Gone are the blue and yellow markings on the familiar tan cars throughout the Commonwealth. They have been replaced with the KSP seal and black accent striping.

"CVE is a part of the KSP family and we want the public to know it," said Commissioner Sanders. ■



Kentucky State Police Ofr. Stevie Douglas.



Inspector Holly Smith with the Kentucky State Police.



Pictured left to right: Maj. Shawn Hines, Sgt. Emily Horton, Ofr. Steve Douglas and Inspector Holly Smith.

Colorado State Patrol and Partners Conduct Joint Passenger-Carrier Inspection Detail

By Sgt. J.R. Greninger, Motor Carrier Safety, Colorado State Patrol

The Colorado State Patrol, the Federal Motor Carrier Safety Administration in Lakewood, the Denver Police Department, Colorado Public Utilities Commission, U.S. Department of Transportation's Office of Inspector General and the Jefferson County Sheriff's Office joined forces to conduct spot safety inspections on passenger-carrying operators transporting passengers to local concert venues.

The goal of the safety strike force was to identify illegally operating companies, identify critical safety violations and ensure proper licensing and liability.

Operations were conducted at Red Rocks Amphitheatre on June 30 and July 29, 2016. During those operations, 39 passenger carriers were inspected. There were 53 violations, eight mechanical violations that resulted in an out-of-service order, four driver violations (no or improper driver's license) that resulted in an out-of-service order, and 76 limousines were contacted.

The operations are part of an ongoing campaign to combat unsafe, unlicensed and unregulated passenger-carrying operations, with more venues and operations to be conducted in the future. ■





Wisconsin State Patrol Again Partners with Schneider for Operation Safe Driver

By Andrea Sequin, Schneider, and Sgt. Tim Austin, Motor Carrier Enforcement Section, Wisconsin State Patrol

Above: Lt. Karl Mittelstadt drives through a snow storm on one of Schneider's CMV simulators.

For the second year in a row, the Wisconsin State Patrol partnered with Schneider for both education and compliance during 2016 Operation Safe Driver Week.

Like last year, the representatives from enforcement and industry participated in a joint training event at Schneider's headquarters in Green Bay. A few days later, Schneider was a featured guest on a traffic-law-themed monthly radio program hosted by the Wisconsin State Patrol. Then, during Operation Safe Driver Week, a team of state patrol officers and a Schneider professional driving instructor used a training bus to make observations of traffic violations along Interstate 41 in Green Bay.

The efforts concluded with a press release designed to educate the public about driving safely around large trucks and buses.

Joint Training

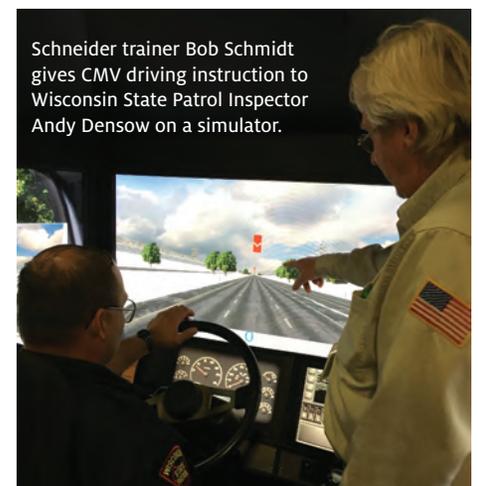
To start the joint training session, Wisconsin State Patrol Sgt. Mark Abrahamson led a discussion on the Compliance, Safety, Accountability (CSA) operational mode, the Safety Measurement System (SMS) and the DataQ process. Not only was staff from Schneider's Regulatory Services Department on hand for the presentation, but employees from other field locations were also listening in and commenting remotely via phone. State patrol

inspectors participated as well, which helped them understand how violations affect industry and the importance of accurate inspection notes.

After Sgt. Abrahamson's presentation, Schneider training instructors provided the inspectors with the opportunity to experience driving a full-size tractor-semitrailer. Officers first trained on the company's simulators before going out to the track to perform backing exercises with actual trucks.

These state-of-the-art simulators respond to driver actions as well as input by the instructor. In addition, they are designed to demonstrate vehicle movement by pitching, rolling and providing auditory cues. In short, they are very similar to driving a full-sized commercial motor vehicle.

After the simulator, inspectors had the chance to actually try backing full-length trailers on Schneider's training grounds. Under the guidance of a training instructor, officers navigated the same course used by Schneider driver trainees. This was followed by riding along with instructors on the interstate and in the urban areas around the company's headquarters. In short, the inspectors were able to see just what it takes to navigate a tractor-semitrailer on the highway and over city streets.



Schneider trainer Bob Schmidt gives CMV driving instruction to Wisconsin State Patrol Inspector Andy Densow on a simulator.



Schneider trainer Dan Rabe explains proper backing techniques to Sgt. Mark Abrahamson.

Continued on next page

Continued from page 37

Taking to the Air

A few days later, Schneider's Director of Training Dan Pierce was a guest on radio station WDOR's monthly "Ask the Trooper" show. This program has been on the station for nearly 20 years and is currently hosted by Tpr. Jennifer Austin. The call-in format allows listeners to ask questions about any aspect of highway safety. The entire program was devoted to Operation Safe Driver Week and the pair even took questions that came in to the station after the show had ended.

With the assistance of WDOR's Eddie Allen, the discussions focused on driving safely in the vicinity of large vehicles, CMV driver training, and questions on specific laws and regulations.

WDOR is based in Sturgeon Bay, Wisconsin, and has a listening audience that includes northeast Wisconsin and parts of Michigan's Upper Peninsula.

Enforcement Detail

On two days during Operation Safe Driver Week, three state patrol inspectors boarded a Schneider training bus along with driving instructor Herb Moring. The intent was for the inspectors to spend about three hours watching for hazardous traffic violations as the bus traveled along Interstate 41 in Green Bay. This stretch of roadway has portions that can be described as both urban and rural, and areas that were active construction zones.

Any unsafe driving practices that were observed were radioed to officers in chase cars who then initiated traffic stops. The bus that the team used was very noticeable and there is no denying that it stood out. Schneider's continued commitment to safety includes highly visible equipment recognizable by the company's

distinct orange color, and the training bus was no exception.

As the bus drove back and forth through the 12-mile zone, several unmarked cruisers rode ahead. When a hazardous violation such as texting while driving, using a handheld cell phone in the construction zone or excessive speed was observed, inspectors on the bus contacted one of the unmarked cruisers to initiate the contact. Personnel on the bus were able to watch the traffic stop and then confirm that the correct vehicle was being pulled over.

On the second day of the detail, to avoid down time for officers in the bus, additional chase cars were added. These included two marked units who also rode a distance ahead of the bus or waited on entrance ramps. This allowed for six chase vehicles to be used to stop motorists who were operating in a hazardous manner around the bus.

The partnership forged by the state patrol and Schneider over the years has proven to be a success. By training together, providing education through the "Ask the Trooper" show and working together in a somewhat different enforcement strategy, both entities strove to meet the expectations of Operation Safe Driver Week.

In addition to the radio program's audience, the team made personal contact with just under 50 motorists who were operating in an unsafe manner. The results of the detail were then put into a media release with the intent of making everyone aware of the team's efforts. While the enforcement aspect was a unique experience, both the state patrol and Schneider would much rather see motorists embrace safe driving techniques and shun texting, excessive speed and other dangerous behaviors.

Looking ahead, Schneider and the state patrol have additional plans in the works, including live demonstrations at Fox Valley Technical College's Public Safety Day – an event that is expected to draw more than 4,000 people from the community in August 2017.

If any agency or carrier has questions about implementing a similar partnership or enforcement detail, contact Andrea Sequin, Schneider's director of regulatory services, at sequina@schneider.com or Wisconsin State Patrol Inspector Sgt. Tim Austin at timothy.austin@dot.wi.gov. ■



Inspector Annabelle Odberg makes a traffic stop on a driver who was texting as he passed the Schneider bus containing three state patrol officers.



WDOR on-air personality Eddie Allen (left), Tpr. Jennifer Austin (center) and Schneider Training Director Dan Pierce (right) in the WDOR studio.



Wisconsin State Patrol inspectors and personnel from Schneider get ready for one of the week's enforcement details.

Synthetic Drugs Endanger Drivers on Our Roadways

By Sgt. Christopher L. Barr, Commercial Vehicle Enforcement Division, Indiana State Police

As the number of synthetic drug users in the United States grows, safety concerns also increase on our nation's roadways. Synthetic drugs, often known as "spice," "bath salts" and "herbal incense," are man-made products created to simulate an experience mimicking drugs such as marijuana and amphetamines. The difference is that the former are legally sold at retail outlets and over the Internet with little restrictions. Moreover, though often labeled "not for human consumption," the use of synthetic drugs has exploded in recent years, particularly among teens.

Because synthetic drugs are man-made, often in small quantities by individual distributors, their contents and effects can vary dramatically. Further, despite being marketed as a safer, legal alternative to drugs, synthetic substances can have serious physical and psychological repercussions, such as loss of control, lack of pain response, panic attacks, seizures, profuse sweating and elevated heart rate and palpitations. They can also cause the user to behave in a threatening or aggressive manner or experience psychotic episodes.

These symptoms are especially alarming when combined with the operation of a commercial motor vehicle, sometimes leading to fatal consequences.

In September 2014, a tractor-trailer truck operating in Oklahoma collided with a bus carrying members of a softball team returning from a scrimmage. Four passengers on the bus were fatally injured, having been either fully or partially ejected during the crash, with the drivers of both the tractor-trailer and bus suffering minor injuries. During the ensuing investigation, the National Transportation Safety Board (NTSB) discovered that the truck driver had been under the influence of synthetic drugs during the crash, which likely impaired his response time when the vehicle veered off-lane.

These tragedies are avoidable. In fact, Congress has taken steps to ban synthetic drugs and in 2012, former president Obama signed into law the Synthetic Drug Abuse Prevention Act which permanently places 26 types of synthetic cannabinoids into Schedule I of the Controlled Substances Act.¹ Similarly, at least 44 states have adopted laws that

restrict the sale or purchase of synthetic drugs.²

The motor carrier industry must follow the lead of local and federal policymakers by encouraging drivers to refrain from taking synthetic drugs and putting into place protocols to detect and penalize drivers who continue their use despite warnings. For example, motor carriers could inform drivers about the dangers of synthetic drugs during on-the-job training, including the risks of long-term dependency, as well as require drivers who test positively for synthetic drugs to successfully complete a designated treatment program in order to be considered for re-certification.

Adopting both education and remediation measures captures drivers who already use synthetic substances, as well as those who may not yet understand their potential for harm. Ultimately, both the nation's highways and motorists benefit from a transportation system that ensures impaired drivers stay off the road. ■

¹ Office of National Drug Control Policy, The White House, available at <https://www.whitehouse.gov/ondcp/ondcp-fact-sheets/synthetic-drugs-k2-spice-bath-salts>.

² *Id.*

REGION III

COHMED Relationship Develops into Valuable Hazardous Materials Training

By **Phillip Haskins**, *Hazardous Materials Investigator Specialist II, Enforcement Division, Public Utilities Commission of Ohio Transportation*

Starting on Nov. 14, 2016, a four-day training program was provided to Public Utilities Commission of Ohio (PUCO) hazardous materials inspectors and U.S. Department of Transportation Federal Railroad Administration (FRA) hazardous materials inspectors.

The Ohio Fire Academy in Reynoldsburg, Ohio, hosted the four-day event arranged through the CVSA COHMED Outreach Program and the professional relationship gained through the COHMED Conference.

James Boehringer of J.E.B. Environmental Services LLC of Yukon, Oklahoma, developed the training program based on a unique request from the PUCO Transportation Department Enforcement Division. The training included a challenging program involving international maritime dangerous goods (IMDG) regulations and a daylong session on the cross-border compliance requirements of Transport Canada's transportation of dangerous goods (TDG) regulations.

Jim Boehringer, a well-established presenter at COHMED Conferences and an advocate for the COHMED Outreach Program, delivered a fast-paced and effective program beginning with the use of the IMDG code and regulation manuals. The training extended further into the analysis of specific case study compliance scenarios where the inspectors were forced into roadside compliance decisions and the applicability of the specific regulations and CVSA procedures.

With Jim's extensive knowledge of global hazardous materials transportation and experience with the PUCO Hazardous Materials Unit, this forum provided an opportunity to further develop skills and understand the proper applicability and complexity of the subject matter.

The training would not have occurred had it not been for the good working relationships gained through one of the major objectives of the CVSA COHMED Conference – to improve the safe transportation of hazardous materials through training, education and knowledgeable enforcement.

Congratulations to all of the participants and special thanks to Jim and Kathleen Boehringer of J.E.B. Environmental Services. ■

REGION IV

CMV Enforcement Trooper Recognized for Criminal Interdiction Activities

By **Capt. Brian Preston**, *Commercial Vehicle Enforcement, Arizona Department of Public Safety*

On Sept. 1, 2016, Arizona Department of Public Safety Tpr. Mace Craft was awarded the Bob Thomasson Interdiction Officer of the Year Award at the 2016 Motor Vehicle Criminal Interdiction Association (MVCI) DIAP Conference in Nashville, Tennessee.

This award is presented annually to one trooper from across the United States who excels in both commercial motor vehicle and passenger car interdiction and shares information with and teaches other police officers who are interested in interdiction.

Tpr. Craft is recognized for his expertise in criminal interdiction and has been called upon to teach the topic extensively and testify as an expert witness.

Over the past 15 years, Tpr. Craft has been responsible for more than 240 seizures resulting in the seizure of 23,318 pounds of marijuana, 778 pounds of cocaine, 188 pounds of methamphetamine, 46 pounds of heroin, 40,006 ecstasy pills and more than \$9 million in U.S. currency. All of these seizures originated from self-initiated traffic stops, and 35 have come from commercial motor vehicles.

Tpr. Craft is assigned to the Arizona Department of Public Safety's Commercial Vehicle Enforcement Program.

MVCI places a strong emphasis on commercial motor vehicle criminal interdiction and seeks to be an outlet for all achievements and praises within the family of law enforcement and those that support the association and its mutual interests. ■



Tpr. Mace Craft, Arizona Department of Public Safety.

REGION IV



Passenger-Carrier Vehicle Inspections at the Canyon's Edge

By Capt. Brian Preston, Commercial Vehicle Enforcement, Arizona Department of Public Safety

Above: Tpr. Brady Bullerd and Tpr. Brian Bullard with a driver.

Regulations regarding passenger-carrier commercial motor vehicles (CMVs) restrict inspections to terminals and points-of-origin/points-of-destination, unless an imminent safety hazard is observed while in transit. This makes effective inspection of passenger carriers a challenge because there just aren't as many acceptable times and locations available for inspecting passenger-carrier vehicles as there are for property-carrier vehicles.

In Arizona, we have adopted a sort of "make the collective universe of passenger carriers safer" philosophy by inspecting these vehicles wherever and whenever the rules permit, even if it isn't along our major traffic corridors. The thought being that if an unsafe vehicle/driver is interdicted at even a secondary location, they are prevented from causing havoc on the state's overall transportation system.

Being that it is such a large tourist destination, the Grand Canyon presents a

great opportunity to engage in passenger-carrier inspection activities. Each year, five million people visit the Grand Canyon, and many of them do so by way of van, bus and motorcoach. For much of the year, the South Rim of the Grand Canyon becomes one of Arizona's busiest passenger terminals, with hundreds of buses dropping off and picking up thousands of visitors per day.

Working with the National Park Service (NPS), the Arizona Department of Public Safety (AZDPS) conducts an annual multiple-day detail in the park. Troopers from around the state lodge at the Horace M. Albright Training Center and conduct inspections at the nearby NPS service facility. NPS personnel channel the off-loaded buses to the inspection location and roving troopers look for anyone who tries to slip away without being inspected. The detail always generates good inspection activity and is a unique experience set in a world-renowned location. ■



Top: The National Park Service's inspection facility.
Middle: Capt. Brian Preston with the Arizona Department of Public Safety.
Bottom: Buses in the queue.

Mike Worlund, One of Washington State Patrol's Finest Commercial Motor Vehicle Enforcement Officers

By Capt. Michael Dahl, Motor Carrier Safety Division, Washington State Patrol



Commercial Vehicle Enforcement Officer 4 Mike Worlund.



Mike Worlund and his sister Kasey.

When you met Mike Worlund, it didn't take long to figure out that he was a personable, down-to-earth and funny individual. Spend a little time with him and you'd find out he was also passionately dedicated to the world of commercial motor vehicle enforcement and to being a teacher. Mike had a lot of strengths. Foremost among them was his tireless dedication to his craft and to teaching others all he knew about it.

Mike was dedicated to the noble work of commercial motor vehicle enforcement and passionate about his people. For someone as knowledgeable about all things related to our work and who was known nationwide, he was humble. He was a walking encyclopedia for rules, regulations and laws; but when he gave advice or guidance to all of us, he did it with a teaching spirit.

When we had our leadership meetings and came to a point in the meeting where codes, policies or practices were vexing, the rest of us would banter back and forth, working our way to an answer. Mike was generally up on the TV screen, having joined us by video feed from the other side of the state. He was patient, only occasionally chiming in to entice more conversation or bring the discussion back to its focus. Eventually, an email would come across the screen, and in the email was the answer. At first, I questioned why he didn't just tell us he knew the answer from the start. Over time, I realized his intent was not to answer it and help us for the day, but to educate us and help us forever. It was the process of working toward the answer that Mike loved to facilitate. He knew that his gift was to give, to teach. He also knew that not all teaching goes down to subordinates or new employees, but sometimes up to his bosses or sideways to his colleagues.

Mike also had the courage to speak truth to power. He held fast to his belief that getting it right was important, and when he felt that something threatened that, he was not afraid to let it be known. Mike challenged me in ways that no other person I have worked with

ever has. I have a feeling that when he was a young boy, his parents never got away with saying "because I said so" when trying to explain why they wanted something done a certain way.

Despite the occasional dust-up that Mike and I had, I had a respect for him that runs deep. It took me a while, but eventually I figured out it was not defiance but passion. Once I got that, my relationship with Mike solidified. Mike was teaching me and it took me a while to figure it out. Ever the teacher.

In September 2016, Mike was overcome with illness and taken to a local hospital. For the next month, Mike's doctors worked to identify what it was that caused the debilitating symptoms that left him unable to recognize his friends of 30 years, to do the work that he had done all his life or to pursue the things he was passionate about when he wasn't working.

Unfortunately, Mike did not recover and he passed away Oct. 2, 2016.

During his nearly 25-year career in commercial motor vehicle enforcement, Mike distinguished himself as a dedicated and tireless employee. Mike placed a high value on taking care of his people and on ensuring his work and the work of those he supervised through the years was done with the primary goal of saving lives and protecting property.

Washington State Patrol (WSP) Chief John Batiste said: "The WSP was lucky to have such a talented individual as Commercial Vehicle Enforcement Officer Mike Worlund. He made people around him better. Worlund was able to positively transform the culture and direction of commercial vehicle enforcement through his passion for teaching and extensive knowledge base."

Mike is survived by his sister Kasey, his niece Emma and a contingent of peers and friends in the WSP, too numerous to count. We miss his insight, we miss his dedication to his people but, most of all, we miss our friend. ■

REGION V

Prince Edward Island Holds First CVSA North American Standard Inspection Course in 16 Years

By **Steven Noonan**, NASI Level I Instructor, Prince Edward Island, Canada

In June of 2000 and February 2001, Prince Edward Island (PEI) hosted the province's first two CVSA North American Standard Inspection (NASI) Level I courses to certify 16 PEI commercial vehicle enforcement officers and two municipal police officers. Being a small jurisdiction with a low staff turnover rate, holding another CVSA NASI Level I course since then was not always feasible for Canada's smallest province.

But in 2016, the Prince Edward Island Highway Safety Division's certified officer list was down to six officers, after retirements and staff changes, causing the number to diminish. So, from Nov. 14-25, 2016, with one instructor from Prince Edward Island and one from Nova Scotia, six commercial vehicle enforcement officers and two motor vehicle inspection officers from Prince Edward Island Highway Safety Division took part in the NASI Level I course as inspector candidates. This would be the first NASI Level I course in almost 16 years for the province.

Over the next six months, the officers will complete the minimum mandatory 32 inspections with a coach/instructor before becoming fully certified NASI Level I inspectors. The Prince Edward Island Highway Safety Division is very pleased to have these officers complete their certification, continuing efforts to improve highway safety moving into the future with CVSA and Region V. ■



Front row, from left to right: Kevin MacLean, Derek Deveaux (NASI Instructor, Nova Scotia Vehicle Compliance), Tim Getson, Kayla McMurrer. Back row, from left to right: Derek Cameron, Stephen Clory, Lance Campbell, Jason McLean, Patrick Dowling, Steven Noonan (NASI Instructor, PEI Highway Safety)

REGION V

Québec Uses a Motorcoach to Detect Cell Phone Use at the Wheel

By **René Désaulniers**, Director of Training, Legal Support and Policy, Directorate General for Development and Performance, Vice President for Roadside Supervision and Vehicle Safety, Société de L'assurance Automobile du Québec

Many drivers put their lives and the lives of other road users at risk by using a cell phone at the wheel. Despite the significant awareness-raising efforts on this issue, some drivers continue to engage in this high-risk behaviour. To detect these drivers more easily, using a motorcoach as a "lookout tower" is proving to be a very effective solution.



Enforcement officers were aboard a motorcoach, using the higher vantage point to spot unsafe driving behaviors.

This pilot project was inspired by an operation led by the members of three Texas police departments. Carrier enforcement officers from the Société de L'assurance Automobile du Québec (SAAQ) and Sûreté du Québec police officers have recently experimented with this approach.



The officers aboard the motorcoach called in driver offences to officers stationed in patrol vehicles along the roadways.

Carrier enforcement officers travelled the road network aboard a motorcoach, with the higher vantage point it provided, to spot drivers using cell phones, while officers along the roadways positioned their patrol vehicles within a radius from which they could intervene quickly. This allowed them to intercept offenders and serve them with the appropriate statement of offence.



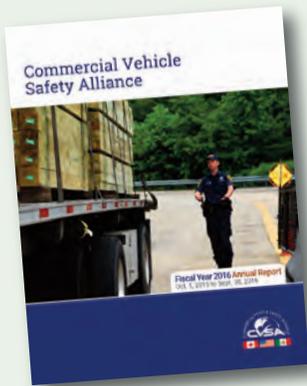
The officers in patrol vehicles then pulled over the identified vehicle and issued appropriate warnings/citations.

This pilot project was implemented by Contrôle routier Québec and carried out on roads in the Greater Québec area in September 2016 as part of the SAAQ awareness campaign based on the theme "When you text and drive, you just don't care about the consequences." During this operation, which also aimed to increase the perceived risk of being pulled over in order to change driver behaviour, nearly 70 statements of offence were served.

This operation also enabled officers to detect other highway safety code offences; in particular, heavy-vehicle drivers failing to wear their seat belt, which accounted for 88 percent of the statements of offences served. ■

Inspection Photos

Check Out CVSA's Fiscal 2016 Annual Report



CVSA released its third annual report, the fiscal 2016 annual report, which encompasses Oct. 1, 2015, to Sept. 30, 2016. The annual report contains financial information, statistics worth noting, and summaries of CVSA's major initiatives, activities, accomplishments and achievements throughout the fiscal year.

In fiscal 2014, CVSA produced its first annual report. Since then, the Alliance is committed to offering a new annual report to its stakeholders and the general public every year.

Visit www.cvsa.org and click on "About CVSA" to check out CVSA's fiscal 2016 annual report.



A logging truck rolled across the scale at the Whitehorse Weight Station with a flat steer tire. Photo by Ofr. Sheldon Bartheaux.



The wheel had recently been welded to fix a crack. Air was leaking from the repair. Photo by Ofr. Sheldon Bartheaux.

Aiming for Zero Highway Fatalities with the Road to Zero Coalition

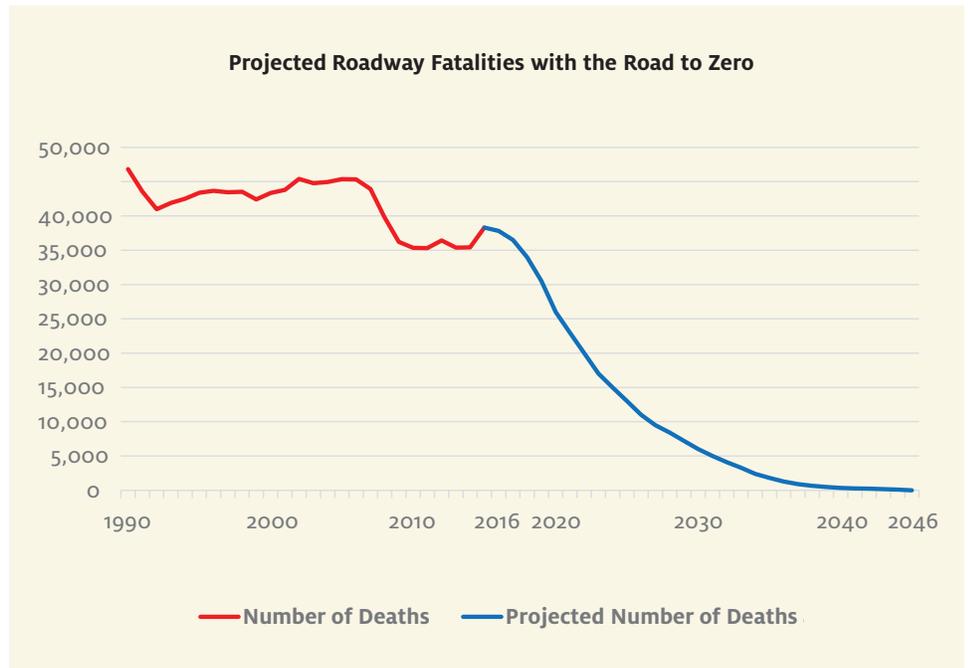
By Jane Terry, Director, Government Affairs, National Safety Council

Highway fatalities are a national health epidemic. After dropping steadily for decades, we are in the midst of an increase in roadway fatalities.¹ The National Safety Council (NSC) is committed to eliminating preventable deaths at work, in homes and communities, and on the road.

In October, the NSC, National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA) and Federal Highway Administration (FHWA) announced an ambitious new goal to eliminate roadway fatalities within 30 years – the Road to Zero Coalition. The coalition builds on previous efforts such as Toward Zero Deaths, Vision Zero initiatives and the Safe Systems transportation approaches to roadway safety.

Continued on next page

¹ National Safety Council, *Injury Facts*, 2016



The Road to Zero Coalition held a full-day kickoff event on Oct. 5, 2016, in Washington, DC. Pictured left to right at the front are coalition panelists NHTSA Administrator Mark R. Rosekind PhD, FMCSA Deputy Administrator Daphne Jefferson and FHWA Deputy Administrator David Kim. NSC President and CEO Deborah Hersman is pictured at the podium.

Continued from page 45

The effort brings together more than 75 organizations, including CVSA, the Institute for Highway Safety and others, with a focus on the four Es – education, engineering, enforcement and emergency medical services – to drive down fatalities. CVSA is a Road to Zero Coalition steering group member.

In concert with the RAND Corporation, the coalition will develop a future scenario with zero highway deaths. This process brings together highway safety experts to articulate what our roadways might be like in 2040 if we are to reach our goal of zero, with specific as well as alternative steps to get there. By going through this scenario building process, we will drive countermeasures to reduce motor vehicle crash deaths and provide policymakers and stakeholders with guidance about how to eliminate deaths on our roadways.

One of the stated goals of the coalition is to encourage the adoption of life-saving technologies in motor vehicle fleets. While fully autonomous vehicles are still decades away, there are many safety technologies available on the market that can make a big difference in bringing down roadway fatalities to zero. Technologies like front crash prevention, lane departure prevention, side-view assist and adaptive headlights have been estimated by the Highway Loss Data Institute to save 10,000 lives and prevent more than 100,000 injuries.

By focusing on safer driving, vehicles and infrastructure, and improved safety management systems, the Road to Zero aims to work across silos in transportation and emergency response to drive down fatalities.

Getting to zero crashes is an ambitious goal. That is why NHTSA is dedicating a total of \$3 million over the course of three years to fund grassroots projects addressing countermeasures by developing innovative solutions and a coordinated safe systems approach to highway safety. NSC is also dedicating \$1 million over three years for the initiative. Join us in addressing problem driving habits, improving roadway design, and building awareness and access to safety technology, so we can get to zero.

Visit www.nsc.org/RoadtoZero to learn more and to find out how to get involved. ■

IANA's DVER System Expands to Link Enforcement with CMV Operators

By **Dennis Monts**, *Intermodal Information Services, Intermodal Association of North America*

The roadability regulations (49 CFR Parts 390 and 396) greatly changed the face of the intermodal industry. For the first time, intermodal equipment providers (IEPs) had to register with the Federal Motor Carrier Safety Administration (FMCSA) and take regulatory accountability for the safety and maintenance of intermodal chassis. Likewise, enforcement agencies needed to better understand the complicated nature of properly attributing violations to the responsible parties, as well as how to best audit regulatory compliance.

CVSA, FMCSA, state enforcement agencies and the Intermodal Association of North America (IANA) worked together to develop systems, standard processes and training to assist both enforcement and industry with the implementation of the roadability regulations.

The proper routing of roadside violations proved particularly difficult. Intermodal drivers are required to supply a copy of equipment citations to both the motor carrier and IEP. It was intended that this should ideally occur within 24 hours of receipt. However, this process proved operationally difficult, if not impossible. Often, neither the driver or motor carrier had the knowledge of how to contact the IEP.

Within 15 days following the date of the citation, the motor carrier or IEP must physically certify on the driver vehicle examination report (DVER) that all violations have been corrected, return a copy of the report to the issuing agency at the address on the DVER, and retain a copy for 12 months within the on-site equipment maintenance records. IEPs found it difficult to meet this timeline due to inefficient paper-based notification processes.

In 2011, FMCSA and IANA discussed the possibility of IANA electronically delivering DVERs to IEPs and motor carriers to eliminate DVER delivery process breakdowns within the intermodal industry. Together, they designed a system that, in a near real-time manner, routes a copy of the DVER to the appropriate IEP and motor carrier, including storage, reporting, lookups and other functionality.

IANA's DVER reporting system leverages the association's Global Intermodal Equipment Registry (GIER) to quickly route information to the appropriate IEPs. GIER electronically correlates the alpha-numeric chassis markings to the IEP's USDOT number and contact information.

After several years of successfully piloting the system, the CVSA Information Systems Committee suggested that the system and web portal be enhanced for state and federal enforcement's use. Currently, IANA receives DVERs from FMCSA, filtered for the intermodal chassis equipment type only. Plans are underway to remove this filter this year and open the system to all commercial motor vehicle operators.

Likewise, system enhancements have been completed that allow commercial motor vehicle (CMV) operators to notify and certify to participating enforcement agencies that any violations or defects noted on the DVER have been corrected. This includes the electronic delivery, storage and retrieval of the required DVER paperwork for all parties.

Enforcement agencies may use the portal to inform their existing systems and processes. The IANA system may be used to support compliance audits, obtain violation metrics and conduct information gathering regarding DVER status. For intermodal chassis, FMCSA and California BIT inspection documentation are also available. The system will also advise FMCSA's MCMIS of the DVER certifications by the CMV operator.

For more information or to participate in system testing, contact IANA representatives Dennis Monts at dennis.monts@intermodal.org or Debbie Sasko at debbie.sasko@intermodal.org. ■





Truck Connectivity Lays the Foundation for Smart Cities and Autonomous Trucking

By Sid Nair, Senior Director, Transportation and Compliance, Teletrac Navman

Autonomous trucking, self-driving vehicles and smart cities have moved to the top of transportation news in recent years. In reality, these innovations are an estimated 30 years away as regulations and improvements to infrastructure are first priority. Right now however, there are more attainable, but still very impactful, initiatives carriers and fleets need to master that fit into the digital connectivity trend.

It's not just about connected cars. It's about connecting disparate sets of activity and data across different channels to drive business priorities. It's about empowering drivers with information that would otherwise go unseen to help them improve their habits on the road, while also equipping dispatchers, compliance officers, fleet managers and maintenance service professionals with tools and resources to find greater efficiencies within vehicles and overall workflow. Connecting various technologies used to create this ecosystem is the first step toward the future of digitally connected cities and autonomous trucks.

Data and Connectivity Create Improved Driving Habits

Telematics is quickly finding its way into more and more trucks, and with the impending electronic logging device (ELD) mandate, carriers will become even more reliant on and connected through technology. The idea of adding more sensors, devices and real-time tracking to trucks can cause anxiety for some – but it shouldn't. The ELD mandate and the general trend toward a more connected driver to the rest of the fleet and the back office help improve workflow, and increase opportunities for drivers to efficiently and safely complete jobs. In fact, connected workflow can be a way to empower drivers – giving them the ability to develop safe driving habits, predict traffic, platoon and more.

At its most basic level, connectivity lets drivers communicate directly with the back office, complete more jobs in a given timeframe, reduce the burden of filling out tedious paperwork, and choose efficient routing options, thereby reducing fuel consumption. But there's much more to it than that.

I recently attended the Intelligent Transport Systems World Congress and was impressed at the strides cities, governments, and private and public organizations are taking to implement connectivity in their ecosystems. A term that may begin trending in the future is V2X (vehicle-to-everything). The "everything" term encapsulates the many moving segments in a digitally connected vehicle-city arrangement: the vehicle fleet's back-office infrastructure connected to street lights, traffic management solutions, other vehicles, city infrastructures, parking and much more to be developed in the future.

A good example of this goal being realized today is in platooning. The emerging technology allows drivers to electronically connect to another vehicle after arriving within a determined distance, with one following the other, diminishing aerodynamic drag and therefore reducing fuel consumption. Not only can the driver decide when to platoon and activate the technology to

Continued on next page

Continued from page 47

implement the process, they can also take advantage of platooning's integrated collision-mitigation systems and lane departure warnings. The vehicles can then automatically react to obstacles detected by sensors and prevent crashes from occurring. True connectivity offers the technology to power platooning – a more immediate reality than autonomous/driverless trucking.

Combining Activities and Data within a Single View Drives Business Priorities

With platooning technology in mind, and not getting overwhelmed with the idea of possibly overhauling a fleet completely, where do transportation organizations start?

Begin with how a fleet of vehicles can use connectivity and data to better drive business decisions. In most legacy businesses, data exists in silos. A good self-reflection for fleet organizations is asking internal teams how data flows through the organization and what the handoff points are. A typical company has account management, dispatching, warehouse planning, driver management, fleet management and compliance tracking. Real value is created when you connect these disparate sets of activities and look at the overall data.

Dispatchers can make split-second decisions that can help a driver arrive on site faster or even help prevent a crash. Executives can make bigger strategic decisions with the data collected. Data can tell a fleet manager if they should lease or buy more trucks, what their costs of maintenance will be next year, how weather patterns will affect their routing and more. Whether it's increasing revenue, improving customer satisfaction or ensuring compliance, combining data from different channels can solve real consumer and business problems.

When adopting new technologies, carriers should ask how they can integrate these systems within their entire tech stack. They should invest in solutions that support the connected workflow and have the ability to integrate with other platforms, ideally combining all fleet information into a single view. Not only does this reduce the complexity of managing multiple systems, it

can also provide a more unified view of the entire business.

Fleets already equipped with GPS fleet-tracking software have a head start to a truly connected future, one where trucks not only pass information with each other and with the back office, but are also connected with the streets and highways they travel on. Soon, regulatory pressures won't be the deciding factor of telematics adoption. Instead, the ability to run a business without these tools will become economically unsustainable.

Connectivity Helps Us Reach a Future of Autonomous Trucks and Smart Cities

Connectivity is empowering our drivers to make smarter split-second decisions while they're on the move and these disparate technologies are becoming more closely integrated. This is taking us a step closer to autonomous trucks and a truly connected city. These "smart cities" are essentially environments that interact with the vehicles rolling through them. A whole new field has emerged and is rising toward implementation of fully autonomous vehicles. But it's the transportation industry that has been laying the foundation for years, through telematics and advanced GPS technologies.

There are predictions that industrial fleets will lead adoption of autonomous trucks, then consumer cars will follow. This is, in large part, because the transportation industry is already so connected, using technologies to track fleet movement, predict traffic patterns, prevent crashes and unsafe driving habits, and ensure drivers know where they need to be at all times. The last part will be connecting these autonomous vehicles within the cities they drive through – that's where we'll reach true connectivity. ■

Highway Safety Through Innovative Technology

By **Diego Capelluto**, Director of Public Transportation, TSO Mobile



Displaying innovative and successful best practices in safety and security are key to making the highways safer. GPS vehicle tracking increases security and allows monitoring of driver performance and various driver behaviors while on the road. Integrated fatigue monitoring technology can also protect drivers and pedestrians by assessing driver behavior, such as observation of speed limits, accelerations, braking, operational activities and routes in real-time.

Another safety feature of GPS vehicle tracking is that vehicles can be controlled remotely. Through telematics, any electric part of the vehicle, including starting or killing the ignition, locking and unlocking the doors, opening and closing the windows, and turning the headlights on or off, can be controlled remotely from any location via a computer, tablet or smartphone.

Ensuring that fleets are where they need to be is important and GPS fleet tracking allows the creation of geofences around certain areas. Whenever these areas are crossed, text messages or email alerts are sent warning that boundaries were crossed.

In addition to tracking driver behavior, dispatch and human resources can utilize driver behavior score cards by randomly screening drivers for drug and alcohol testing. These tools can help reduce the likelihood of incidents occurring and help companies be in compliance with the electronic logging device (ELD) mandate.

Asset management is also improved with vehicle tracking procedures, preventing permanent or temporary loss. Company vehicle inspections can be faster and easier with this technology and can help solve issues by notifying the correct department in time to fix the problem before it becomes detrimental to company productivity. Ultimately, the benefit of adopting an ELD along with GPS fleet tracking systems is to provide a safer driving environment for employees and the public. ■

Continued from page 49

The advantages that mobile devices and cloud-based mobile resource management software solutions provide over paper logs for DVIR and other inspection requirements are considerable: faster inspections, cost savings, fewer errors and a verifiable historical digital record.

they actually spent any time at each point and/or inspected it properly.

Leveraging the multi-axis accelerometer found in today's smart devices, these reporting programs can also measure movement. It not only verifies that the driver moved around the vehicle, but it can also determine how many steps they took, how much time was taken from point to point, and if they performed movements and actions that would indicate they took the time to adequately inspect each point.

This combination of time and movement can then be calculated into a "confidence score" that informs the back office/safety manager/fleet manager of how each driver is doing with their inspections. Each driver's score can then be plotted on a graph or curve to determine a baseline of common results, and then make conclusions about the outliers. If they're taking too long, does it mean they require additional training? Are they loafing? If they speed through it too fast with very little alteration in movement, are they faking it? In need of training? Cutting corners to get on with their day?

To take it to the next level, we can then incorporate machine learning. Machine learning is essentially artificial intelligence that evolves as new data is input into the program – further presenting a snapshot into what is normal/common for vehicle inspections and what is uncommon. When all is said and done, we are using technology that is already in the hands of the driver to verify that they have completed a good inspection and we are using machine learning to continually refine those numbers and get more accurate confidence scores.

Visual Learning and Communication Improve Inspection Quality

Every smart device on the market today comes with a camera. It also comes with the ability to quickly access – either through stored media or wireless connection – materials that can better inform the driver's pre-trip inspection and/or teach them how to perform the checks properly.

If a driver is unsure of something on the vehicle, he or she can snap a picture and send it back to a mechanic or more experienced driver to get immediate input. DVIR programs can also be customized to understand if a driver is performing a specific inspection for the first time and automatically offer a quick walk-through video as a tutorial.

Immediate access to training materials can also streamline the inspection process and ensure the vehicle is roadworthy and in compliance. For instance, a driver who is substituting on another driver's route or operating a class of vehicle different from their own can access training materials on how to properly inspect and secure specific components of that vehicle.

Multiple capabilities can also be customized into a single activity called merged reality. Think of it as collaborative augmented reality. If a driver has questions about their vehicle or cargo – such as how to properly secure a load – he or she can share a live picture or video with a colleague back at the office or shop. That colleague can then interact with that live image and superimpose their actions over it on the driver's device – such as drawing where straps should be placed across a load – to assist that driver in real time.

Further Evolutions of the Connected Vehicle

Much of what DVIRs revolve around is the visual: issues of structural integrity and security that affect safety and compliance. These mobile research-management tools can also provide real-time visibility into more internal factors such as engine diagnostics through that smart device (depending on the vehicle and solution), empowering the driver to better understand the overall performance and health of the vehicle.

As vehicles become more connected – and we keep finding new ways to incorporate sensors and communicate back to mobile devices and back-office programs – there are additional monitoring/inspection points that we'll be able to automate. This includes tire-pressure monitoring systems, weight/load scales and cargo temperature sensors. The industry is also advancing toward wireless vehicle inspection records, where roadside inspectors will be able to immediately pull up the full history of a vehicle to get a better immediate understanding of both the driver and vehicle.

And it's important to note that with these programs, it's relatively easy to create custom forms/checklists/reports for individual customer applications and industries. In addition to the mandated DVIRs, a company may have a specialized checklist they need to do pertaining to cargo, or other tools and materials contained in a vehicle.

The advantages that mobile devices and cloud-based mobile resource-management software solutions provide over paper logs for DVIR and other inspection requirements are considerable: faster inspections, cost savings, fewer errors and a verifiable historical digital record. Fleets still relying on logbooks should consider leveraging the mobile devices already in each vehicle to achieve these benefits. ■

Fitness to Drive – It's All in Your Head

By **Shaun Garvey**, *Advantage Fleet Services Inc.*

Operating a motor vehicle is a relatively simple task, with many of the sub-tasks done almost unconsciously, without much thought. Driving, however, requires vision, sensation, control of muscular movements, balance, strength, alertness, focus and, most importantly, cognitive abilities. When cognition is impaired in any way, because of an underlying medical condition, injury, illness, drugs or distraction, the risk of being involved in an at-fault crash increases by as much as three times (1994, NHTSA).

Census data from the U.S. and Canada indicates that the average age of a commercial motor vehicle driver is anywhere from 50-60, depending on which sector (e.g. truck, bus) the driver works. In the 1980s, both the U.S. and Canada abolished mandatory retirement. Consequently, many commercial motor vehicle drivers are still driving into their 70s. As we age, we are more likely to develop medical conditions that, if left undetected or untreated, can negatively impact cognitive abilities. Any condition that restricts regular blood flow to the brain will impact normal cognition. Subsequently, any driver that has one or more of these conditions may be technically unfit to drive.

Why would any organization that employs those that drive as part of their normal duties, including sales staff, enforcement and commercial drivers, not be concerned about this emerging risk and want to address it in some way?

First, when recruiting anyone who will operate a commercial motor vehicle on behalf of an organization, a driver's abstract simply does not contain enough information to make an informed hiring or contracting decision. Making the correct hiring decision is the foundation for fleet risk management. If a potential driver, when assessed, is found to

be cognitively impaired and not fit to drive, the organization may not hire the individual – at that moment. If there is an underlying medical condition which is subsequently treated effectively, the impairment may diminish or be eliminated entirely. Then, if everything else checks out with the driver's experience, skills and knowledge, the company may move forward with hiring or contracting the individual.

Second, if a current driver is involved in multiple preventable incidents, cognitive impairment may be an immediate cause. Again, once the level of impairment is determined and the core factors remediated, the driver may be able to return to safe and productive operation.

Third, occupational health and safety regulations and tort liability dictate that any employee or contractor be qualified, trained and fit to perform their required duties. Should the company not take appropriate action to determine the causes of workplace incidents, including motor vehicle collisions, they can be held liable for the damages and consequences stemming from these incidents. To prove due diligence, the organization should have their drivers assessed for cognitive impairment to rule this out as an issue.

Cognitive assessments are not meant to be a tool to limit hiring or provide a means of terminating drivers. They serve as a device to identify existing basic causal factors that, once rectified, allow organizations to keep good drivers longer. ■



Cognition and Driving

- Cognitive abilities required to drive safely include memory, thinking, judgment, decision making and attention. Each ability resides in a separate domain of the brain, yet works in concert.
- Medical conditions, such as heart disease, respiratory ailments, diabetes and sleep apnea, have been found to impair normal cognition.
- Mature drivers are not the only ones at risk for cognitive impairment; it can affect anyone. Some people are more susceptible than others.

About 'RAD Inspection News'

"RAD Inspection News" features news and other stories pertaining to the North American Standard Level VI Inspection Program for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material. This inspection is for select radiological shipments that include enhancements to the North American Standard Level I Inspection Program and the North American Standard Out-of-Service Criteria with added radiological requirements for transuranic waste and HRCQ of radioactive material.

[Learn more about the Level VI Inspection Program at www.cvsa.org.](http://www.cvsa.org)

"RAD Inspection News" is made possible under a cooperative agreement with the U.S. Department of Energy (DOE). Since January 2007, it has run as a section inside CVSA's "Guardian" magazine. ■

WIPPTRAX Exercise in New Mexico a Success

By **Dolores Baca**, WIPP Coordinator, New Mexico Department of Public Safety

In anticipation of the reopening of the Waste Isolation Pilot Plant (WIPP) site in Carlsbad, New Mexico, the New Mexico WIPP Working Group planned and conducted a WIPPTRAX exercise. The planning for this exercise took approximately a year with coordination from Santa Fe County Fire and Emergency Medical Services (EMS), New Mexico State Police, St. Vincent's Hospital, Cardinal Health pharmaceutical company and support from Department of Energy WIPP.

The exercise was structured to accommodate first responders to evaluate their skill levels in the event of an incident involving a WIPP truck. Santa Fe County Fire and EMS was the lead in this full-scale exercise with the Department of Homeland Security and Emergency Management overseeing the exercise and lending support to keep the exercise on track.

The exercise was designed to establish a learning environment for responders to use their past training and evaluate current emergency response plans, policies, procedures and capabilities for a radiological incident response as they pertain to each agency or department.

The scope of play for the WIPPTRAX required a simulated emergency response to a motor

vehicle incident on a major highway involving a Department of Energy WIPP transport truck, a radiological pharmaceutical delivery vehicle and a private passenger vehicle with injuries to the driver.

The Department of Public Safety's (DPS) commercial vehicle enforcement officers were well prepared and able to accurately identify all of the Level VI violations embedded in the scenario. Also, the DPS emergency response officers responded to the scene with clear knowledge of their roles in such an event.

Some of the lessons learned on the first day of the exercise were that certain roles were not clearly identified or roles were misunderstood by the players. In one example, when the fire department arrived to the scene, they saw the WIPP truck and immediately started to set up an isolation zone without responding or giving consideration to the injured patient who was hurt and in distress. These issues are currently being reviewed for an after-action discussion to determine if it is a training issue or an omission of protocol.

The WIPPTRAX exercise brought out strengths that show New Mexico first responders are well equipped and trained for such incidents. While some weaknesses were identified, they will be addressed for changes to protocols. ■



Class 159 Held in Sacramento, California

The CVSA Level VI Program spent election day (Nov. 8, 2016) in Sacramento, California, holding the 159th Level VI basic certification class. Certified Level I and hazardous materials/dangerous goods inspectors from the California Highway Patrol, North Dakota Highway Patrol, Nevada Highway Patrol and the Federal Motor Carrier Safety Administration were in attendance. All 12 of the students passed the class. Adam Roha of the California Highway Patrol, Sgt. Artez Lester of the Florida Highway Patrol and CVSA Director of Level VI Inspection Program Carlisle Smith provided the instruction. The hospitality and resources of the California Highway Patrol were much appreciated. ■



Adam Roha of the California Highway Patrol provides instruction on the proper use of the Ludlum 14C survey meter.



Sgt. Artez Lester of the Florida Highway Patrol provides instruction on the survey procedures for a Level VI Inspection.

Class 160 Held in Tumwater, Washington

CVSA held its 160th Level VI basic certification class in Tumwater, Washington, the week of Nov. 28, 2016. Twenty-two members of the Washington State Patrol motor carrier enforcement division attended. All 22 students passed the class. Sgt. Tom Fuller of the New York State Police, Tony Anderson of the Idaho State Police, Reggie Bunner of the West Virginia Public Service Commission and Sgt. Artez Lester of the Florida Highway Patrol provided the instruction for Class 160. With the completion of the Tumwater class, CVSA certified 68 new Level VI inspectors in calendar year 2016. ■



Tony Anderson of the Idaho State Police provides instruction on the Level VI out-of-service criteria.



Sgt. Artez Lester of the Florida Highway Patrol provides instruction on the Level VI survey procedures.

2017 Level VI Basic Certification Classes

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes each year. Classes are administered on the topic of inspecting motor carriers and their drivers while transporting both transuranic waste and highway route controlled quantities (HRCQ) shipments of radioactive material. Under this cooperative agreement, CVSA will provide Level VI training to jurisdictional inspectors who meet the prerequisite of having obtained CVSA Level I and hazmat certification.

2017 Level VI Basic Certification Classes

- **Knoxville, Tennessee**
March 20-23, 2017
- **Pearl, Mississippi**
April 3-6, 2017
- **Raleigh, North Carolina**
May 22-25, 2017
- **Albany, New York**
June 20-23, 2017
- **Golden, Colorado**
July 31-Aug. 3, 2017

Any jurisdiction interested in Level VI training or with the available facilities to host a Level VI class is asked to contact CVSA Director of Level VI Inspection Program Carlisle Smith at 301-830-6147 or carlises@cvsa.org.



Level VI Outreach Program Attends International Emergency Managers Conference

CVSA's Level VI Public Outreach Program attended the International Emergency Managers Conference, held in Savannah, Georgia, Oct. 16-20, 2016. More than 1,500 attendees representing state and local emergency managers and university students participated in the conference.

Level VI Public Outreach Coordinator Larry Stern reported that approximately 120 attendees stopped by the Level VI booth asking questions regarding the Level VI Inspection procedures and the out-of-service criteria.

The Level VI Public Outreach Program schedule for calendar year 2017 is as follows:

U.S. Department of Energy's National Transportation Stakeholders Forum
Pittsburgh, Pennsylvania
June 6-8, 2017

National Conference of State Legislators
Boston, Massachusetts
Aug. 6-9, 2017 ■



U.S. DOE Awards Contract for the Operation of Depleted Uranium Hexafluoride Conversion Facilities

The U.S. Department of Energy (DOE) awarded a contract to Mid-America Conversion Services LLC for the operation of depleted uranium hexafluoride (DUF6) conversion facilities at Paducah, Kentucky, and Portsmouth, Ohio.

The work to be performed under the contract is for operation of the DUF6 conversion facilities and management of the cylinder yards located at the DOE Portsmouth gaseous diffusion plant (GDP) site in Ohio and at the DOE Paducah GDP site in Kentucky, with some management functions performed at an office in Lexington, Kentucky.

The services to be provided under the contract include, but are not limited to:

- Providing surveillance and maintenance for the DUF6 conversion facilities and associated equipment

- Operating the conversion facilities to convert the DUF6 from the inventory at Paducah and Portsmouth to uranium oxide at design throughput of the conversion facilities
- Reusing and/or transporting and disposing of the DUF6 conversion process end-products and wastes
- Selling the aqueous hydrofluoric acid (AqHF) product
- Providing surveillance and maintenance services for the cylinder storage yards

The mission of the DOE Environmental Management Program is the safe cleanup of the environmental legacy resulting from five decades of nuclear weapons development and government-sponsored nuclear energy research. ■

Roadside Inspections, Level VI (2017 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	10	10	100%
Point of Origin	0	7	7	70%
En Route	0	3	3	30%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	10	10	100%
Level VI Inspections with Violations	0	0	0	0%
Level VI Inspections with Out-of-Service (OOS) Violations	0	0	0	0%

CVSA LEADERSHIP

BOARD OF DIRECTORS

PRESIDENT

Julius Debuschewitz
Yukon Highways and Public Works

VICE PRESIDENT

Capt. Christopher Turner
Kansas Highway Patrol

SECRETARY

Capt. Scott Carnegie
Mississippi Highway Patrol

PAST PRESIDENTS

Maj. Jay Thompson
Arkansas Highway Police

Sgt. Thomas Fuller
New York State Police

Deputy Chief Mark Savage
Colorado State Patrol

REGION PRESIDENTS

Region I

Sgt. John Samis
Delaware State Police

Region II

Ross Batson
Arkansas Highway Police

Region III

M/Sgt. Todd Armstrong
Illinois State Police

Region IV

Lt. Scott Hanson
Idaho State Police

Region V

Richard Roberts
*British Columbia Ministry of
Transportation and Infrastructure*

REGION VICE PRESIDENTS

Region I

Sgt. Scott Dorrler
New Jersey State Police

Region II

Lt. Allen England
Tennessee Highway Patrol

Region III

Capt. John Broers
South Dakota Highway Patrol

Region IV

Sgt. Joshua Clements
California Highway Patrol

Region V

Vacant

LOCAL PRESIDENT

Ofc. Wes Bement
Grand Prairie (Texas) Police Department

LOCAL VICE PRESIDENT

Ofc. Jason Belz
Arlington (Texas) Police Department

NON-VOTING LEADERSHIP

ASSOCIATE MEMBER PRESIDENT

Jason Wing
Walmart Transportation LLC

ASSOCIATE MEMBER VICE PRESIDENT

Dave Schofield
Oldcastle Materials

COMMITTEE CHAIRS

Driver-Traffic Enforcement Committee

Sgt. Chris Barr
Indiana State Police

Enforcement and Industry Modernization Committee

Maj. Derek Barrs
Florida Highway Patrol

Hazardous Materials Committee

Sgt. Brad Wagner
Nebraska State Patrol

Information Systems Committee

Holly Skaar
Idaho State Police

Passenger Carrier Committee

Lt. Donald Bridge, Jr.
Connecticut Department of Motor Vehicles

Policy and Regulatory Affairs Committee

Alan R. Martin
Public Utilities Commission of Ohio

Size and Weight Committee

F/Sgt. Kenneth Snead
North Carolina State Highway Patrol

Training Committee

Milan Orbovich
Public Utilities Commission of Ohio

Vehicle Committee

Tpr. John Sova
North Dakota Highway Patrol

PROGRAM CHAIRS

Level VI Inspection

M/Sgt. Todd Armstrong
Illinois State Police

Cooperative Hazardous Materials Enforcement Development (COHMED)

Donna McLean
Transport Canada

International Driver Excellence Award (IDEA)

Don Egli
Iowa Motor Truck Association

Operation Safe Driver (OSD)

Brian Neal
Amazon

Operation Airbrake (OAB)

Lt. Scott Hanson
Idaho State Police

Shelley Conklin
Landstar Transportation Logistics

International Roadcheck

Maj. Derek Barrs
Florida Highway Patrol

North American Inspectors Championship (NAIC)

Richard Roberts
*British Columbia Ministry of
Transportation and Infrastructure*



CVSA SPONSORS

DIAMOND



PLATINUM



GOLD



CVSA SPONSORS

SILVER

Amazon	EROAD Inc.	NATC Inc.
American Pyrotechnics Association	FoxFury LLC	Specialized Carriers and Rigging Association
Arkansas Trucking Association	Great West Casualty Company	STEMCO Brake Products
Austin Powder Company	Groendyke Transport Inc.	Sysco Corporation
Brake Tech Tools	Kenan Advantage Group Inc.	US Ecology
Canadian Council of Motor Transport Administrators	Landstar Transportation Logistics	Usher Transport
Cargo Transporters Inc.	MANCOMM Inc.	
	Mercer Transportation Company	

BRONZE

American Bus Association	Intransit LLC	Smart Safety Services
Anderson Trucking Services Inc.	ISE Fleet Services	Telogis
Asplundh Tree Expert Company	Iteris Inc.	TSO Mobile
BigRoad Inc.	J.E.B. Environmental Services LLC	United Motorcoach Association
DATTCO Inc.	Kiewit Power Constructors	Walmart
Direct ChassisLink Inc.	Lytix Inc.	Warren Transport Inc.
Frontier Logistics	National Tank Truck Carriers	Werner Enterprises Inc.
Gorilla Safety Fleet Management	PeopleNet	Western Express Inc.
Greatwide Truckload Management	Schlumberger Technology Corporation	Workforce QA
Greyhound Lines Inc.	SleepSafe Drivers	

FRIENDS OF CVSA

ABF Freight	Dibble Trucking Inc.	Institute of Makers of Explosives
American Coatings Association Inc.	Envirun	Praxair Inc.
Bork Transport of Illinois	EQT Corporation	Sutliff & Stout, Injury & Accident Law Firm
Canadian Propane Association	Gateway Distribution Inc.	Western States Trucking Association
Commercial Vehicle Safety Associates of Florida	Greg Neylon	
	Horizon Freight System Inc./Kaplan Trucking Co.	

NEW CVSA ASSOCIATE MEMBERS

Advanced Chemical Transport
Bennett Motor Express LLC
DeLullo Trucking Corporation
Fieldale Farms Corporation
Frontline Commercial Vehicle Solutions

Heritage Transport LLC
HVH Transportation Inc.
Summit Drilling Company
The Lane Construction Corporation
Turquoise Trucking

As of Jan. 24, 2017



6303 Ivy Lane, Suite 310
Greenbelt, MD 20770-6319

NON-PROFIT
U.S. POSTAGE
PAID
SUBURBAN, MD
PERMIT No. 2800

View the magazine online at
www.cvsa.org.

Mark Your Calendar for CVSA's 2017 Meetings and Events



2017 CVSA Workshop
April 23-27, 2017
Atlanta, Georgia



2017 North American Inspectors Championship (NAIC)
Aug. 7-11, 2017
Orlando, Florida



**CVSA Data Management, Quality
and FMCSA Systems Workshop**
Aug. 8-10, 2017
Orlando, Florida



2017 Annual Conference and Exhibition
Sept. 17-21, 2017
Whitehorse, Yukon, Canada