

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

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CVSA and FMCSA Offer Data Management and Quality Training

■ **CVSA Supports Human Trafficking Awareness and Prevention**

■ **Christopher Turner Joins CVSA as Director of Crash and Data Programs**

IN THIS ISSUE

Insight

Leadership Message	1
Letters to the Editor.....	4

Regional News

Connecticut Conducts Two-Day Mobile Home and Oversized Load Check Tolls for Three – He Should Have Just Paid the Toll.....	7
Maine Inspection Photos	8
McKenzie Tank Lines Provides Miniature Cargo Tanks as Training Aides for Florida’s Inspection and Post-Crash Courses.....	8
More Than 85 Members of Florida’s Office of Commercial Vehicle Enforcement Received Class 3 Hazardous Materials Training Through CVSA’s Direct-Delivery COHMED Training Program	9
Chief Derek Barrs Serves as Panelist at the Florida Automated Vehicles Summit.....	10
Oklahoma Highway Patrol Doubles its Number of Certified Passenger Carrier Inspectors.....	10
Kentucky State Police Partners with FMCSA for Drug and Alcohol Safety Enforcement Initiative	10
Trucks Park Here System Debuts: Making Indiana Interstates Safer.....	11
Illinois Introduces Screening System for Flat Tires at Weigh Stations.....	12
Glider Trucks: More than Meets the Eye	14
Michigan State Police Works to Protect the Public from Unsafe For-Hire Passenger Carriers	15
‘Respect the Load, Share the Road’ Drives Home CMV Safety Message..	16
South Dakota Highway Patrol Attends South Dakota Trucking Association’s Fall Convention.....	17
Montana Inspection Photos	17
Updates from Mexico.....	18
Alberta Motor Transport Association Opens New Training Facility at Edmonton International Airport	21
Yukon Inspection Photo.....	21
Check Out CVSA’s Fiscal 2018 Annual Report	21
Register for CVSA’s Vehicle Requirements Roadside Inspection Course for Industry.....	22
TDG Road Blitz.....	22

Cover Story

CVSA and FMCSA Offer Data Management and Quality Training.....	24
----------------------------------------------------------------	----

CVSA Committee and Program News

COHMED Conference Attendees Receive Specialized Training on Hazardous Materials/Dangerous Goods Transportation Safety	26
CVSA Supports Human Trafficking Awareness and Prevention	28
Christopher Turner Joins CVSA as Director of Crash and Data Programs	29
CVSA Now Accepting 2019 College Scholarship Applications	30

Government News

The Legislative and Regulatory Rundown.....	31
FMCSA’s Data Quality Program is Committed to Partnering with States.	32
FMCSA Helps Enforcement Personnel Stay Up-To-Date on ELDs	33

Knowledge Matters

Hazardous Materials/Dangerous Goods Training – Not Just a ‘Once Every Three Years’ Endeavor	34
UMassSafe Launches Commercial Vehicle-Safety Technical Assistance Center	35

Inspector’s Corner

Inspection Hazards	36
--------------------------	----

From the Driver’s Seat

End the Distracted Driving Epidemic	37
-------------------------------------------	----

Industry Perspectives

Putting Modern Truck Brakes to the Test.....	38
Tick-Tock: Your Fleet Has Nine Months to Achieve Full ELD Compliance	42

RAD Inspection News

Past CVSA President and Founder of Level VI Program Jim Daust Passes Away.....	43
Level VI Certification Class 171 Held in Texas; Class 172 in Sacramento ...	44
Argonne National Lab Resumes Shipments to WIPP	44
2018 Brings 85 New Level VI Certified Inspectors Nationwide.....	45
97 Percent of Level VI Inspections in 2018 Had No Violations	45
2019 Level VI Training Courses.....	45
Level VI Roadside Inspections (2018 - Calendar)	46
Level VI Roadside Inspection Violations (2018 - Calendar)	46

GUARDIAN

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LEADERSHIP MESSAGE



The Building Blocks of a Successful Roadside Safety Inspection and Enforcement Program

By **Collin B. Mooney**, MPA, CAE, Executive Director, Commercial Vehicle Safety Alliance; and **Chief Jay Thompson**, Arkansas Highway Police, CVSA President

Over the past 37 years, many of the faces and personalities that played a key role in laying the foundation of CVSA are long past; however, their vision is not lost and is still very relevant today.

The purpose of this article is to recap some of the history, evolution and framework that created the Alliance as we know it today. In doing so, we'll outline the building blocks of a successful roadside safety inspection and enforcement program surrounding commercial motor vehicle (CMV) safety and compliance in Canada, Mexico and the U.S., which is commonly referred to as the North American Standard Inspection Program.

Prior to the early 1980s, the transportation industry throughout North America was subject to a variety of compliance and enforcement initiatives while traveling across and through jurisdictional boundaries. Additionally, in the early 1980s, the trucking industry was going through economic deregulation. In both cases, there was much concern about the potential consequences of not having a coordinated and comprehensive approach to CMV safety across North America.

As a result, the various levels of government, in conjunction and collaboration with the

CMV enforcement community, trade and public-sector associations, transportation safety professionals and the various segments within the motor carrier industry, created an organization to assist with the implementation and coordination of uniform roadside truck and bus inspection activities – CVSA.

A critical development occurred in the late 1980s – the creation of a set of enforcement guidelines and tolerances for uniform “out-of-service” standards for CMVs conducting interstate or interprovincial operations. These guidelines were later formally recognized as the North American Standard Out-of-Service Criteria (OOSC).

Over the next several years, CVSA developed and, to this day, continues to maintain all non-regulatory elements of the North American Standard Inspection Program (such as designing and manufacturing the tools and equipment used in the roadside inspection process), procures and disseminates CVSA decals, and is the author of the certification standards, inspection procedures, operational policies, inspection bulletins, training videos, safety standards, enforcement tolerances and OOSC that government personnel use while conducting roadside CMV safety inspections and enforcement activities throughout North America.

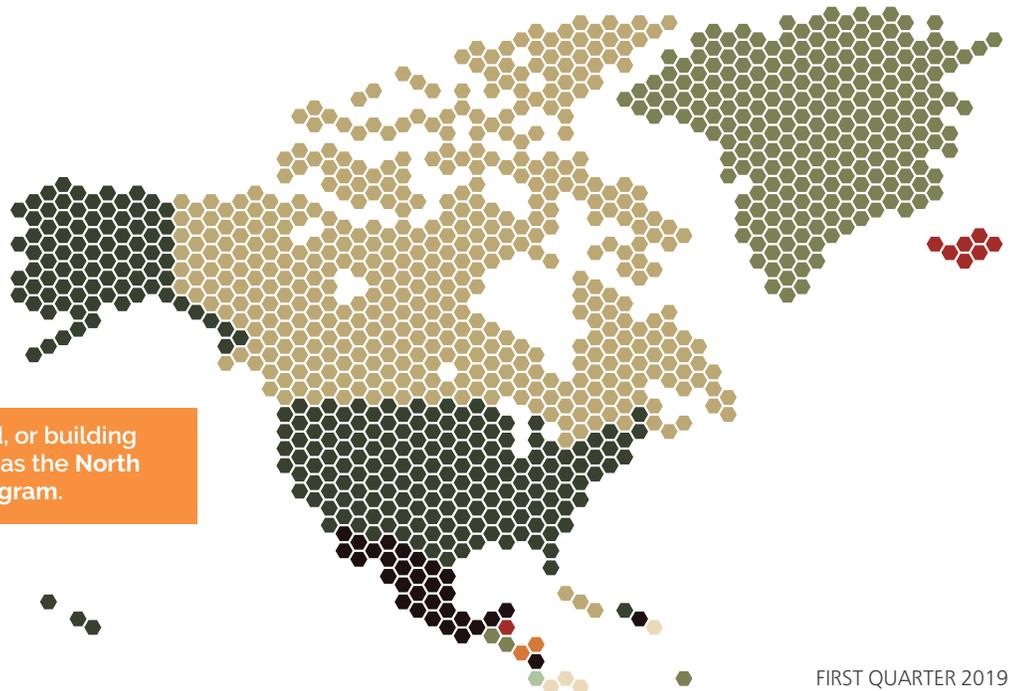
The program elements established, or building blocks, are collectively referred to as the North American Standard Inspection Program and are referenced throughout the Federal Motor Carrier Safety Regulations (FMCSRs) and implemented by all U.S. jurisdictions through the Motor Carrier Safety Assistance Program. In Canada, these program elements are incorporated by reference in National Safety Code Standard 12 – “CVSA On-Road Inspections,” and subsequently adopted by all 13 Canadian provinces and territories.

To fully appreciate the structure of the roadside safety inspection and enforcement program and the intent of the OOSC, one must first recognize and fully understand the three separate and distinct types of CMV inspections within the U.S. and Canada:

-  Annual/periodic and preventative maintenance requirements for all commercial motor vehicles
-  Driver trip inspection requirements
-  Roadside inspection and enforcement program conducted by government law enforcement officials

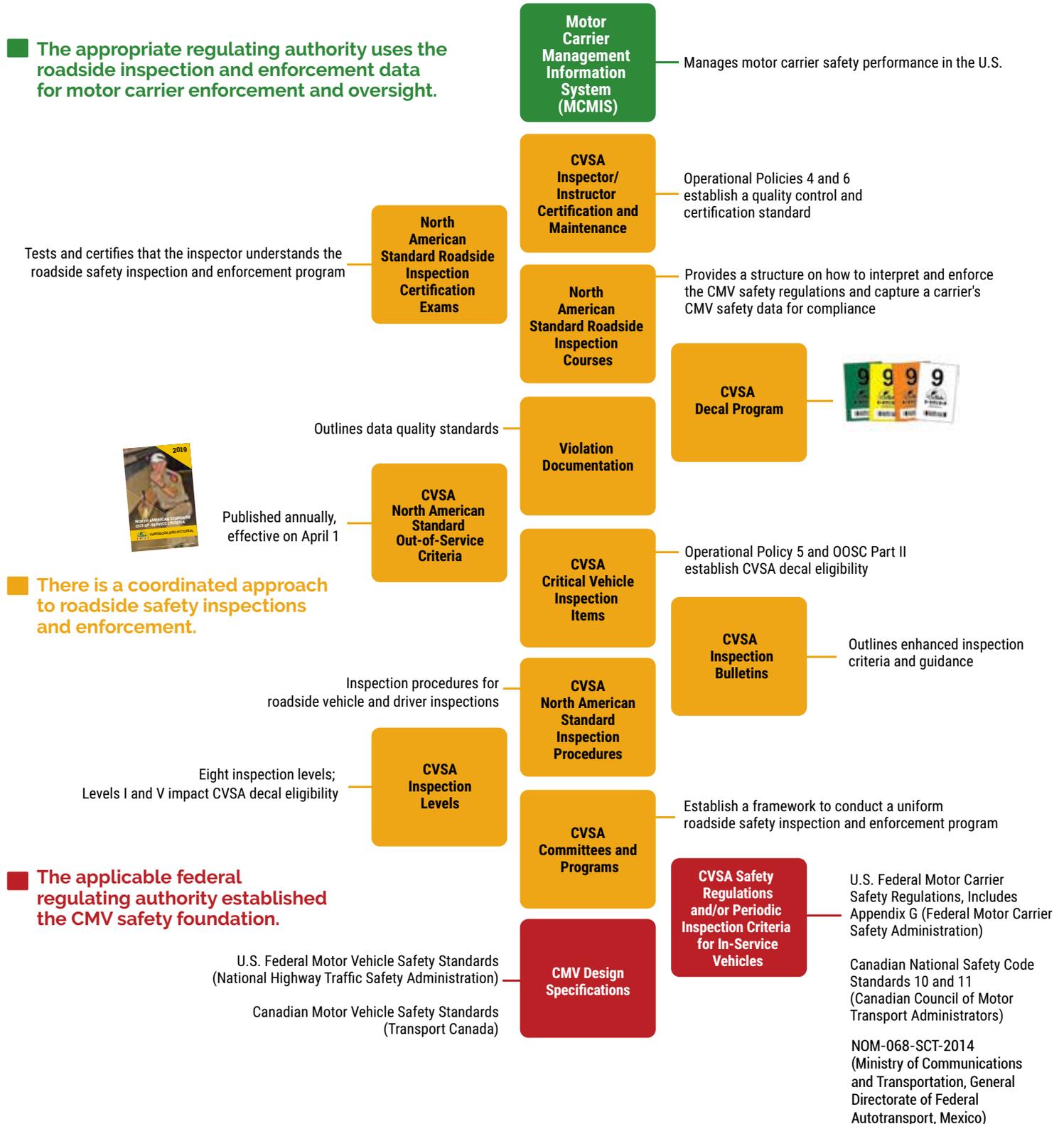
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The program elements established, or building blocks, are collectively referred to as the North American Standard Inspection Program.



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The Building Blocks of a Successful Roadside Safety Inspection and Enforcement Program



All three types of inspection are intended to complement each other and one inspection is not any more important than another. The roadside safety inspection is sometimes referred to as the “last line of defense” for highway safety. When a driver, vehicle or company is placed out of service during a roadside safety inspection, it may be indicative that the motor carrier has a failing or defective preventative maintenance and/or driver pre- and post-trip inspection program.

The roadside safety inspection and enforcement program is not designed to be equivalent to a government-mandated maintenance standard for an annual/periodic preventative maintenance program. The North American Standard Inspection Program, the North American Standard Inspection Procedures and the North American Standard Out-of-Service Criteria have been in place for more than three decades in the U.S. and Canada and were never intended to serve this purpose.

During a roadside safety inspection, all CMVs are inspected to jurisdictional-specific highway safety regulations while following the applicable, CVSA-approved North American Standard Inspection Procedures. Any regulatory violation(s) identified during the safety inspection are cross-referenced to the established OOSC to determine whether the violation(s) identified are likely to cause or contribute to a crash or breakdown if the driver and/or vehicle is allowed to proceed. This is defined as an imminent hazard and is further referred to as the Critical Vehicle Inspection Items which are outlined in Operational Policy 5 and Part II of the OOSC.

The Critical Vehicle Inspection Items provide the basis for CVSA decal eligibility. The OOSC does not supersede or summarize any federal, state, provincial, territorial safety regulation or trade association standards. Although the OOSC was developed with the assistance of, and continues to rely on, a variety of applicable trade associations and safety organizations, it does not reflect their recommended manufacturing standards.

Far too many drivers, roadside safety inspectors, enforcement officials, mechanics, company

safety professionals and owner-operators reference the OOSC as the U.S. Department of Transportation standard. This is a mistake and a misuse of the intent of the OOSC.

The OOSC serves as a uniform set of guidelines for government and law enforcement officials when determining whether a driver and/or vehicle are an imminent hazard to the traveling public.

The Policy Statement under Part II of the OOSC states, “These criteria are neither suited nor intended to serve as vehicle maintenance or performance standards.”

In 1998, the Federal Highway Administration, the predecessor agency to the Federal Motor Carrier Safety Administration (FMCSA), issued an advanced notice of proposed rulemaking (ANPRM) concerning the North American Uniform Out-of-Service Criteria (FMCSA-98-3414). In 2003, FMCSA withdrew the ANPRM (FR Vol. 68, No. 142, pg. 43893). In its response, the agency provided several important pieces of information that are relevant to this discussion:

1. “During roadside inspections, federal, state and local enforcement officials use the [North American Standard] Criteria as a guide in determining whether a commercial motor vehicle (CMV) or driver should be placed out of service. The criteria provides a list of violations of the safety regulations that are so unsafe that they must be corrected before operations can resume. Correction of other less severe violations may be deferred to a later date, but generally no later than 15 days from the date the violations were discovered (49 CFR § 396.9(d)(3)).”
2. “The criteria represent enforcement tolerances and should not be construed to be regulations. The FMCSRs require compliance with all applicable requirements at all times. There is nothing in the FMCSRs that makes operating a commercial motor vehicle in interstate commerce, while violating any of the requirements contained

therein, an acceptable practice. The agency recognizes that violations do occur and does not expect that motor carrier operations cease completely until 100 percent compliance is achieved. However, certain violations represent such serious safety risks to the motoring public that they must be corrected immediately. The criteria presents such a list of violations developed over a period of 20 years by federal, state and provincial safety professionals, with input from the motor carrier industry, vehicle and equipment manufacturers, researchers and other interested parties.”

3. “FMCSA believes it is in the public’s interest that these enforcement tolerances be managed through a partnership between the federal, state and provincial governments from the United States, Canada and Mexico, with participation by the industry, motor vehicle and equipment manufacturers, researchers and other interested parties. The use of uniform international enforcement tolerances is necessary to ensure highway safety and to facilitate the efficient transportation of passengers and freight between states and provinces, and between countries in North America.”

All CVSA member jurisdictions sign a memorandum of understanding to adopt by reference all elements of the North American Standard Inspection Program. Due to the ongoing maintenance to all aspects that make up the structure of a successful roadside safety inspection and enforcement program, it is our strong belief that these elements should only be referenced and not rewritten into a separate CMV safety regulation or standard. In reality, we live in an ever-changing environment and this allows for flexibility within the North American Standard Inspection Program when updates are required. ■

LETTERS TO THE EDITOR

Expect FMCSA to Propose Changes to Split Sleeper Berth Rule

By **Eric Witty**, Vice President of Product for Trimble Transportation, and **Dave Osiecki**, President of Scopelitis Transportation Consulting LLC and Regulatory Consultant to Trimble Transportation



In 2019, it seems likely that the Federal Motor Carrier Safety Administration (FMCSA) will propose changes to its split sleeper berth rule. This is a prediction as we write this article in early January 2019. By the time CVSA publishes this piece, perhaps FMCSA will have provided us with its answer. Regardless, we have monitored this situation closely and have received a few indications that lead us to anticipate proposed changes are coming at some point this year.

In late 2018, FMCSA officials made an informal announcement at a trucking conference that the agency cancelled a long-planned flexible split sleeper berth pilot program. The original intent of the now-cancelled pilot program was to allow participating drivers to split their off-duty time in a sleeper berth within different parameters set by FMCSA (e.g., obtaining an equivalent 10-hour off-duty break by splitting sleeper berth time into two periods of seven and three, six and four, etc., in addition to the currently-mandated eight and two hours) in order to examine whether regulatory flexibility related to the sleeper berth provision could be used to improve driver rest and alertness. See 82 FR 26236. In making the announcement, an FMCSA official stated that the agency had already collected a fair amount of data and research on this topic.

This understated FMCSA explanation of its decision to cancel the pilot program made us wonder:

- What data and research does the agency already have?
- Does the data/research lean for or against changing the split sleeper berth rules?
- Will FMCSA use the data and research it collected to propose a change to the current split sleeper berth rule?

Let's walk through each of these questions.

Much of the research FMCSA already collected is easily found. Ironically, it was listed and described by FMCSA in a June 2017 notice officially proposing the flexible split sleeper berth pilot program. In that notice, FMCSA listed 12 different research studies and described each as either showing benefits or negative impacts of split sleep. See 82 FR 26234-35.

The research included five reports based on the schedules of commercial motor vehicle (CMV) drivers, multiple surveys of railroad workers, an analysis of the sleep/wake schedules of astronauts (yes, astronauts) and a distribution and analysis of sleep patterns for night and non-night workers (non-transportation).

The list was fairly impressive and indicated that FMCSA's research office had broadened its search criteria and located potentially relevant research outside the typical trucking and motor carrier research communities. And, perhaps that's exactly why, at the time in June 2017, FMCSA leadership decided it needed to sponsor and conduct a split sleeper berth pilot program – to generate additional trucking-specific data since less than half of the 12 cited studies evaluated the schedules of truck drivers.

Now, let's turn to the second question: Does the cited data/research lean for or against changing the split sleeper berth rules? The answer to this question was also easily discovered. It appears to lean in favor of more flexible sleeper berth rules. Eight of the 12 studies (67 percent) described by FMCSA in June 2017 were listed in a table with the title "Selected Studies Supporting the Benefits of Split Sleep for Transportation Operators." The remaining four studies (33 percent) were listed in a separate table with the title, "Selected Studies

Showing Negative Impacts of Split Sleep for Transportation Operators." Importantly, the report dates of the eight studies supporting the benefits of split sleep ranged from 2007 to 2013 – meaning those studies are of relatively recent vintage.

Conversely, the four cited studies showing negative impacts of split sleep are significantly older, ranging from 1988 to 2002. In fact, FMCSA commented in its June 2017 pilot program notice that the findings from these four studies are potentially outdated due to advances in methods of conducting studies as well as advances in the understanding of fatigue, fatigue management and how different sleep patterns affect performance. See 82 FR 26235. At that time, FMCSA made this comment to explain and justify why the agency was revisiting the split sleeper berth provision by proposing a pilot program.

As described above, in late 2018, current FMCSA leadership arrived at a different decision regarding the pilot program; presumably based, in part, on the split sleep data and research it currently possesses. And, we'd be remiss if we didn't include the possibility of FMCSA having collected additional data and research since publishing its list of 12 studies in 2017.

So, this brings us to the third and final question: Will FMCSA use the data and research it already collected and analyzed to propose changes to its current split sleeper berth rule/provision? As we stated up front, the likely answer is yes. We arrived at this answer by connecting these dots:

1. In June 2017, FMCSA proposes a split sleeper berth pilot program. The decision was made by an acting FMCSA administrator and a holdover from the Obama administration.



PHMSA Preempts California Law, Giving Hazmat Drivers Relief from Delays and Security Risks

By **Daniel Furth**, *President, National Tank Truck Carriers*

The Pipeline and Hazardous Materials Safety Administration (PHMSA) recently determined that California's meal and break laws conflict with the federal Hazardous Materials Regulations (HMRs) and, therefore, are preempted by the HMRs. The National Tank Truck Carriers (NTTC) filed the petition that led to this determination to alleviate confusion for hazmat drivers who couldn't obey both state and federal law.

This determination marks a major victory for the entire tank truck industry. For years, we at NTTC have argued that unnecessary delays in hazmat transportation compounds the risk to our carriers, our shippers, our professional drivers and the public at large. All stakeholders win when safety is the foremost priority and I want to credit PHMSA for asserting its authority appropriately.

California applies one meal and break standard to all of the employees in the state. It requires that employees be given a 30-minute lunch break if they work more than five hours and a 10-minute break, in addition to that, for every four hours worked. These breaks, California says, should be as close as possible to the middle of the work period, and the employee must be free to take them off-premises and without responsibility for any work duties.

California's laws contradicted HMRs, which require drivers to avoid unnecessary delays and require that commercial motor vehicle drivers transporting security-sensitive loads be responsible for attending to the cargo at all times during the trip. For these loads, drivers can't even allow their tractor and trailer to leave their line of sight.

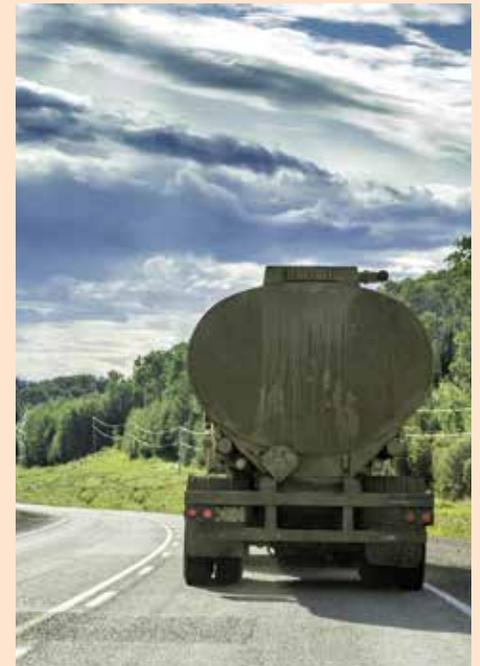
California's laws were written with a specific worker in mind: one who works at a set location for a set number of hours. This is at odds with the federal hours-of-service regulations, which are designed for truck drivers and incorporated into the FMCSRs, apportioning hours and break requirements to ensure adequate rest. The intent of the federal regulations is to ensure that drivers can get where they need to go without fatigue.

Unable to follow both sets of regulations, our members operating in California told us they were confused and frustrated. So, NTTC petitioned PHMSA. California's laws imposed

unnecessary delays, conflicted with the hours-of-service regulations and actively prevented hazmat drivers from exercising constant attendance over their loads. PHMSA agreed on all fronts and determined that California's meal and break laws are preempted by the HMRs.

Four months later, PHMSA's decision still stands. California and the International Brotherhood of Teamsters have both requested that PHMSA reconsider the determination. These requests criticize the determination on several fronts, calling it untimely and an overreach of PHMSA's authority. NTTC hopes that the agency ignores these transparent attempts to fight distracting state-level labor law battles when the real focus should be safety and a single, national standard for hazmat transport.

Hazardous materials are dangerous cargo. Mismanagement or mistakes in their transport can damage infrastructure and the environment and, in especially grievous circumstances, can cause illness and fatalities. For these reasons, hazardous materials transport requires uniform regulation. The hazmat industry has a long history of cooperating with law enforcement of all levels to uphold that safety. We all should hope that PHMSA reaffirms its decision sooner, rather than later. ■



2. In early 2018, the Senate confirms a Trump administration-appointed administrator to lead FMCSA.
3. In August 2018, based, in part, on the introduction of mandatory electronic logging devices (ELDs), FMCSA publishes an advance notice of proposed rulemaking asking questions about several hours-of-service rules, including the split sleeper berth provision.
4. In late August 2018, the American Transportation Research Institute, a trucking industry-supported and funded research organization, releases a new study highlighting potential benefits of allowing truck drivers more flexibility when taking required rest breaks using a sleeper berth.
5. In late October 2018, FMCSA leadership cancels the proposed split sleeper berth pilot program, explaining that it collected a fair amount of data and research on the topic.
6. In late 2018, FMCSA leadership indicates the hours-of-service-related decision making within FMCSA and the U.S. Department of Transportation is on an accelerated timeline.

Given its accelerated decision-making timeline, FMCSA is likely to publish its proposed hours-of-service changes early in 2019, perhaps before the end of the first quarter. We should know soon enough what proposed sleeper berth changes FMCSA believes the current research and data might support.

Have questions? If so, contact Trimble's ELD and Regulatory Consultant Dave Osiecki, of Scopelitis Transportation Consulting LLC, at dosiecki@scopelitisconsulting.com or 202-728-2851. ■

REGION I

Connecticut Conducts Two-Day Mobile Home and Oversized Load Check

By Lt. Donald Bridge, Jr., Commercial Vehicle Safety Division, Connecticut Department of Motor Vehicles

On Oct. 9-10, 2018, the Connecticut Department of Motor Vehicles Commercial Vehicle Safety Division, in conjunction with the Connecticut Department of Transportation and the Connecticut State Police, conducted a mobile home and oversized load check at the Danbury Weigh and Inspection Station.

The two-day check was based on several complaints received by the Connecticut Department of Transportation about possible oversized mobile homes being moved without proper oversize permits. The three agencies set out to check as many vehicles as possible that were transporting mobile homes and oversized loads. During the two days, we checked and inspected 43 shipments. Out-of-service (OOS) inspection details are as follows:

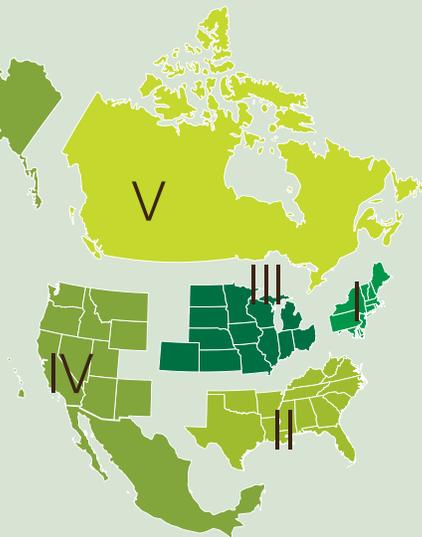
- **16 Level I Inspections**
13 vehicles OOS and two drivers OOS
- **23 Level II Inspections**
Seven vehicles OOS and two drivers OOS
- **Five Level III Inspections**
No OOS violations were discovered

Vehicle violations consisted of 40 OOS vehicle violations that included:

- 13 brakes
- Eight lighting
- Four steering
- One suspension
- Two tire
- One wheel
- Five load securement
- Six other vehicle defects

The brake violations were found mainly on the trailers (frames with wheels) transporting mobile homes. Total fines for the detail were \$42,372.

Based on the defects discovered on the mobile home trailers during the two-day detail, along with other mobile home inspections from throughout the year, we plan to complete more mobile home inspection details in the future. ■



REGIONAL MAP

Region I

Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, U.S. 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, Northwest Territories, Nova Scotia, Nunavut, Ontario, Prince Edward Island, Quebec, Saskatchewan and Yukon

Tolls for Thee – He Should Have Just Paid the Toll

By **Cpl. Chris Rogers**, *Maine State Police*, with contribution from *Katy England*, *Social Media Coordinator, Maine State Police*

Paying tolls on the Maine Turnpike is a reality. Funds are used to maintain the road and make improvements over time. Though some may grumble, most folks comply without complaint. Other people will do what they can to avoid them. But that typically means using GPS to find an alternate route, not blowing through tollbooths without paying. But one man took avoiding tolls to an astonishing new level.

In the spring of 2018, the Maine State Police received information on a commercial motor vehicle that had been travelling through toll plazas throughout the state without paying. The Maine Turnpike Authority reported the truck had been skipping tolls for nearly 10 years and had racked up thousands of dollars in unpaid tolls and fees. Normally, this would have been a simple case of suspending the truck owner's registrations and tracking him down. However, he had illegally attached stolen license plates to both his truck and trailer and had also switched trucks and trailers over the years.

Maine State Police Cpl. Chris Rogers and Tpr. Jeffrey Degroot made it their mission to identify the driver and bring him to justice. They spent weeks working to identify the driver and conducting surveillance. Early efforts came up empty, so they focused on the specific make and model of the vehicle and trailer the driver was currently using. Cpl. Rogers narrowed the trailer down to a specific model, which had a very narrow run of production dates. Using toll camera photos, troopers identified the driver.

With the driver identified, it was short work to locate his home. Cpl. Rogers and Tpr. Degroot located the trailer roadside, disconnected from the power unit, near the driver's home. The power unit was seen from a distance in the driver's driveway.

But troopers wanted to catch the driver running tolls without paying. Once again, they set up surveillance, but came up empty. So, they took it to the next level and applied for a search warrant to use a GPS tracker on the tractor trailer unit. Once the warrant was granted, they placed the tracker and within days were able to follow the driver's movements remotely. He'd travelled as far west as Wisconsin before turning back east.

On May 17, 2018, it appeared the driver and his truck were Maine-bound and troopers made sure they were on the welcoming committee. Sgt. Eric Bergquist, in an unmarked unit, covertly followed the driver from the New Hampshire border to Auburn, Maine, where Cpl. Rogers and Tpr. Degroot



The truck the day of the stop in Auburn, Maine.

were staged. They conducted a traffic stop and inspection and placed the driver under arrest for felony theft. He was transported to the Androscoggin County jail where he was charged, and his truck and trailer were seized for further inspection.

While piecing together the history of the driver and his vehicle, the real scope of his efforts to avoid regulation was revealed. He had registered his truck as a 1996 T600 with a specific VIN. However, the truck appeared to be a W900 with the visible VIN removed. The investigation revealed that he had purchased a model year 2000 W900 (ELD exempt) truck from Alabama and also obtained the title for a junked 1996 T600 (ELD exempt) from the same dealer. He brought both titles to Maine and registered the 2000 W900 as a 1996 T600, which is also known as committing Class B felony forgery with state documents.

It should be noted that the whole purpose of the driver committing the forgery, in his view, was to avoid the electronic logging device (ELD) mandate. However, his 2000 truck was equipped with a 1999 engine, meeting one of the Federal Motor Carrier Safety Administration's exemptions from ELDs. So, ultimately, his fraud and forgery efforts were for nothing.

The driver pled guilty to the charges on Jan. 24, 2019. His plea deal mandated he serve a 60-day jail sentence, pay back all the skipped

tolls to the Maine Turnpike Authority and forfeit his truck, valued at approximately \$40,000, to the Maine State Police.

This may be the first time in the history of the Maine State Police that it has been awarded a tractor trailer unit as a forfeiture. ■



Pictured left to right: Cpl. Chris Rogers, Assistant District Attorney Pat Mador and Tpr. Jeff Degroot.



The 1996 T600 in Alabama used to fraudulently register the truck.

Maine Inspection Photos

On Oct. 29, 2018, Cpl. Christopher Rogers, of the Maine State Police, stopped a truck in the town of Richmond for inspection. During the Level I/Hazmat Inspection, the load was checked and these photos show what was found. The truck was travelling from rural Maine to New Hampshire moving three types of blasting agents for a blasting company. The driver attempted to secure the load with load bars but, clearly, this did not work. The company was cited for the violations and the truck was placed out of service. The Bureau of Alcohol, Tobacco, Firearms and Explosives and the Maine State Fire Marshal's office are looking into the case for further action. ■



McKenzie Tank Lines Provides Miniature Cargo Tanks as Training Aides for Florida's Inspection and Post-Crash Courses

By **Capt. Bryant Gay**, *Commercial Vehicle Enforcement, Florida Highway Patrol*

The Florida Highway Patrol's Bureau of Commercial Vehicle Enforcement (CVE) recently purchased miniature cargo tanks from McKenzie Tank Lines, Terminal Service Company (TSC), to be utilized as training aides in the Cargo Tank Inspection (CTI) Course and Post-Crash Inspection Course. Having these miniature cargo tank training aides allow CTI and post-crash instructors to demonstrate the components of a cargo tank and how the components function. CVE purchased miniature MC331, DOT406, DOT407, DOT412, and is planning to purchase miniature MC306, MC307 and MC312 very soon.

Capt. Bryant Gay and Tpr. Matt Chaffin had discussed the idea of building these tanks with McKenzie Tank Lines' Jim Kennedy, vice president of maintenance, and Chris Joyner, operations manager. Kennedy and Joyner took the idea of using miniature cargo tanks as training aides and built these tanks to replicate the cargo tanks used on the roadways transporting hazardous materials. TSC is a cargo tank manufacturer and has the needed knowledge, tools and equipment to build these tanks.

McKenzie has been an influential stakeholder for many years, assisting CVE with cargo tank training and CMV crash investigation. Capt. Gay has known McKenzie Tank Lines his entire life, beginning in the mid-1970s when his father started driving for McKenzie. The company has been operating for decades with an extensive history in hazardous materials transportation.

Guy McKenzie Sr. opened State Oil Company in 1943, transporting fuel oil, gas and other petroleum products in the Florida panhandle. On April 20, 1949, the company's name was changed to South State Oil Company, followed by another name change on Jan. 7, 1959, to McKenzie Tank Lines, Inc. The last change was to prevent potential customers from thinking the company was an oil jobber. McKenzie Tank Lines currently operates terminals in Florida, Alabama, Louisiana, Texas, Georgia, South Carolina and North Carolina. The service area includes all 48 continental states and Canada. As of Jan. 1, 2019, McKenzie Tank Lines was purchased by Groendyke Transport out of Enid, Oklahoma, and continues to operate as a southeast terminal for Groendyke Transport.

Guy McKenzie Sr. enjoyed the business so much that he continued to work after at least three retirement parties. There were several family members who served as president while Guy

McKenzie was still involved – Tom McKenzie Sr., Guy McKenzie Jr. and William Patterson. Jim Shaeffer was named president and CEO in 1995, prior to Guy McKenzie Sr. passing on Sept. 1, 1996. The company was owned primarily by the next three generations of the McKenzie family.

The company began building cargo tank trailers in 1964 under the company name Southern Terminal and Transport. The operation later was combined with Terminal Service Company which was incorporated in April 1953 and reached a point where many new trailers were in McKenzie's inventory without a business need. After looking at the cost to continue building trailers on a smaller scale versus purchasing from manufacturers, the decision was made to cease production. Fortunately, McKenzie Tank Lines has been able to retain several talented technicians who have built and helped maintain cargo tank trailers through the tanks' decades of useful life. TSC will continue to remain within the McKenzie family and provide tank services to other cargo tank industry members and the Florida Highway Patrol. ■



REGION II



More Than 85 Members of Florida's Office of Commercial Vehicle Enforcement Received Class 3 Hazardous Materials Training Through CVSA's Direct-Delivery COHMED Training Program

By Chief Derek D. Barrs, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

On Dec. 3-4 and Dec. 6-7, 2018, instructors from the CVSA Cooperative Hazardous Materials Enforcement Development (COHMED) team traveled to Florida and instructed a two-day Class 3 Hazardous Materials Training Course in Jacksonville and in Orlando.

More than 85 members of the Florida Highway Patrol Office of Commercial Vehicle Enforcement (FHP/CVE) were able to

participate. This training was made possible through the strong partnership that FHP/CVE has with CVSA, which we truly value.

Hazardous materials present unique challenges to the transportation industry, enforcement personnel and emergency responders. Effective preparedness and education are important to the reduction of exposure risk to our citizens and visitors of our state. The training provided to the

members of the FHP/CVE by the CVSA COHMED staff was relevant to our roadside troopers and will make them better inspectors of hazardous materials shipments.

We have only received positive feedback from the members who attended this training and they hope that CVSA will be able to return to conduct similar training in the future. ■



REGION II

Chief Derek Barrs Serves as Panelist at the Florida Automated Vehicles Summit

Chief Derek Barrs of the Florida Highway Patrol was one of five panelists during a breakout session on the Cross Sector of Emerging Technologies at the sixth annual Florida Automated Vehicles (FAV) Summit on Nov. 27, 2018. The FAV Summit assembles industry leaders from around the world to address technologies, operations and policy issues. Its mission is to gain insight into what Florida is doing to create the ideal climate for the implementation and deployment of autonomous and connected vehicle technologies.

For more information, visit www.favsummit.com. ■



REGION II

Oklahoma Highway Patrol Doubles its Number of Certified Passenger Carrier Inspectors

By Tpr. Steven Payne, Troop S, Commercial Vehicle Enforcement, Oklahoma Highway Patrol



The Oklahoma Highway Patrol conducted its first-ever internally instructed Passenger Vehicle Inspection Class on Nov. 5-7, 2018. Lt. Darrin Rose and Lt. Ron Jenkins were the instructors for the class. During the class, 14 highly trained troopers learned about the confusing world of passenger-carrying vehicles.

Most students had the knowledge of what a bus was and when a "P" endorsement was required. However, new terms like private motor carrier of passengers, private motor carrier of passengers non-business and the list goes on, was a bit taxing. Then came the "special" inspection items specific to passenger-carrying vehicles: seating capacity, emergency exits and so on.

To tie everything together, a field trip was coordinated with Village Tours, Oklahoma City terminal. The mechanics at Village Tours were very helpful in providing information about motorcoaches. Village Tours is one of the many safety partners the Oklahoma Highway Patrol relies on to enhance training for inspectors and safety for the users of passenger-carrying vehicles in Oklahoma.

All students passed the course, a few of the students attended the class for refresher training and the Oklahoma Highway Patrol doubled its number of certified passenger carrier inspectors. ■

REGION II

Kentucky State Police Partners with FMCSA for Drug and Alcohol Safety Enforcement Initiative

In August 2018, the Kentucky State Police Commercial Vehicle Enforcement Troop conducted numerous details along the I-75 corridor in Fayette County (Lexington) and the I-65 corridor in Jefferson County (Louisville). The details were conducted in association with the Federal Motor Carrier Safety Administration's (FMCSA) drug and alcohol safety enforcement initiative.

Under the direction of Maj. Nathaniel Day and with assistance from FMCSA's Federal

Program Specialist Sean Anderson (Kentucky division), commercial motor vehicle enforcement officers focused on all driving violations with an emphasis on drug and alcohol impairment.

A total of 283 inspections were conducted during the details throughout the two major north/south corridors. Violations discovered included: speeding, no seatbelt usage, drug possession, under the influence of alcohol, hours of service and vehicle maintenance. ■





Trucks Park Here System Debuts

Making Indiana Interstates Safer

The Indiana Department of Transportation (INDOT) launched the Trucks Park Here system, a multi-state, regional effort to make interstate travel safer by creating a network of safe, convenient parking areas for trucks, with the ability to collect and share real-time parking availability with drivers through dynamic message signs, smartphone applications and traveler information websites.

Although access to safe and convenient parking areas for trucks is essential for a robust freight transportation network, truck drivers consistently have difficulty finding areas to safely rest. Drivers who have not located parking before reaching their hours-of-service limits are often forced to park illegally or unsafely, often on the shoulders of highways, off-ramps or at abandoned facilities.

“Freight movement is critical to Indiana’s economy with more than 1.5 billion tons transported through our state each year,” Indiana Department of Transportation Commissioner Joe McGuinness said. “With much of that freight moving through Indiana on our highways, providing real-time information to truckers on where to find safe parking at the end of their shifts is one of the most effective ways we can preserve safety for all motorists. INDOT is proud to join seven other states in making interstate travel safer across our region.”

A 2013 study found that 83 percent of drivers routinely took longer than 30 minutes to find parking. It is estimated that the search for safe, convenient parking annually costs the country \$4.4 billion and increases CO2 emissions by 3.3 million tons.

According to the National Transportation Safety Board, 30-40 percent of semi-truck related crashes are the result of driver fatigue. By using this system, drivers can monitor parking availability and make better-informed parking decisions as they near the limit of their federally mandated hours of service.

“A fatigued driver can be as much of a threat on the road as an intoxicated driver,” said Indiana State Police Superintendent Doug Carter. “Helping professional drivers make informed decisions of when and where they can safely park and rest helps make Hoosier roads safer for every motorist.”

INDOT will feature 19 sites in the Trucks Park Here system along Interstates 65, 69 and 70. These routes are some of the most important corridors in the U.S., with truck volumes already exceeding 25,000 trucks per day and expected to grow. These high truck volumes create congestion at parking sites, making it difficult for truck traffic to easily locate safe, convenient parking during peak rest hours.

Trucks Park Here uses existing intelligent transportation systems infrastructure and capabilities, along with emerging vehicle detection and data collection technologies, to monitor the availability of truck parking. It provides real-time information through multiple platforms to commercial motor vehicle operators for more than 150 parking sites across the Midwest. Since over-the-road truck drivers typically travel at least 500 miles in a day, they will benefit most from this seamless system unbound by state lines and capable of future expansion to additional freight corridors and states.

Along with Indiana, Trucks Park Here sites will be deployed along major interstates in Iowa, Kansas, Kentucky, Michigan, Minnesota, Ohio and Wisconsin.

Development of the Trucks Park Here system began in 2016 and was funded in part by a \$25 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation, of which Indiana received more than \$4.1 million. INDOT also contributed nearly \$609,000 in state matching funds.

To learn more about INDOT, visit www.in.gov/indot.

For more information about Trucks Park Here, visit www.trucksparkhere.com. ■

Illinois Introduces Screening System for Flat Tires at Weigh Stations

By **Rich Telford**, *Weight Enforcement Engineer, Illinois Department of Transportation*; **Master Sgt. Todd Armstrong**, *Illinois State Police*; **Tom Der**, *Vice President, ITS Solutions and Engineering, International Road Dynamics*

Last spring, the Illinois Department of Transportation (IDOT) and Illinois State Police (ISP) performed a site acceptance test at the I-55 Williamsville (SB) weigh station to evaluate the effectiveness of the Tire Anomaly and Classification System (TACS™), a new screening technology developed by International Road Dynamics (IRD) for identifying vehicles with flat tires.

TACS uses an array of in-road sensors that measure tire “footprints.” When a vehicle passes over the sensors, data from the tires are sent to the roadside electronics. From there, the weigh station software evaluates whether a tire problem should be flagged for the vehicle.

During the test period, 205 vehicles were flagged as having flat tires, one vehicle was identified with a completely missing tire and 33 vehicles had mismatched tires with a significant difference in diameter.

Inspectors filled out forms to confirm that tires identified as flat by TACS met the out-of-service criteria. Following the successful evaluation, IDOT commissioned IRD to expand the deployment with the installation of two more TACS at the I-55 Bolingbrook and I-70 Marshall weigh stations in October 2018. IDOT plans for three more TACS to be brought online in spring 2019.

In Illinois, TACS was installed on ramps approaching weigh station facilities to identify vehicles that are unsafe due to missing, flat or mismatched diameter tires. The systems identify vehicles that meet these criteria, enabling ISP personnel to select vehicles for further inspection. Inspectors verify the tire problems and commercial motor vehicles with missing or flat tires can be placed out of service. The driver will be required to fix tire problems before leaving the inspection station.

ISP sees the importance of tire safety screening, as tires are a frequent vehicle-related factor in fatal crashes. Tire anomalies and flat tires decrease directional control, increase the risk of catastrophic failure, and negatively impact tire life and fuel economy.

Underinflation, especially combined with overloading, leads to tire damage that can cause blowouts and potentially crash-causing rubber debris. TACS inspections have also helped reduce the amount of road debris caused by damaged tires. This, in turn, has reduced time spent by ISP collecting the debris, which must be picked up and disposed of by the agency to ensure the safety of road users.

Since May 2018, the TACS installation at the Williamsville weigh station has been screening

all commercial motor vehicles on the weigh station ramp. The Bolingbrook TACS site was deployed in October 2018 and TACS was installed at the Marshall weigh station in November 2018.

Aggregated data from the three sites indicate a rate of tire anomalies of 1.37 percent. TACS is configured to identify flat tires specifically to ensure that all vehicles flagged for inspection will meet the out-of-service criteria. As expected, this results in a lower number of tire anomalies identified than the total rate of out-of-service tire problems identified in inspections.¹ However, setting a higher tolerance focuses on the most unsafe vehicles and ensures that inspectors are not occupied with inspecting tires that have low pressure but do not meet the out-of-service criteria.

Software and Reporting

Illinois TACS is integrated into IRD’s Operator Workstation software. Vehicles with an identified tire anomaly will automatically be directed by lane signs to report to the weigh station, and a tire anomaly warning and highlighted axle will appear on the vehicle record. If enabled, an audible alarm will sound to notify station operators of the tire issue.

If a vehicle has a tire anomaly, the record includes a TACS tab that the operator may



select to view a graphic representation of the vehicle's tire configuration. Tire anomalies flagged by TACS are indicated with red shading.

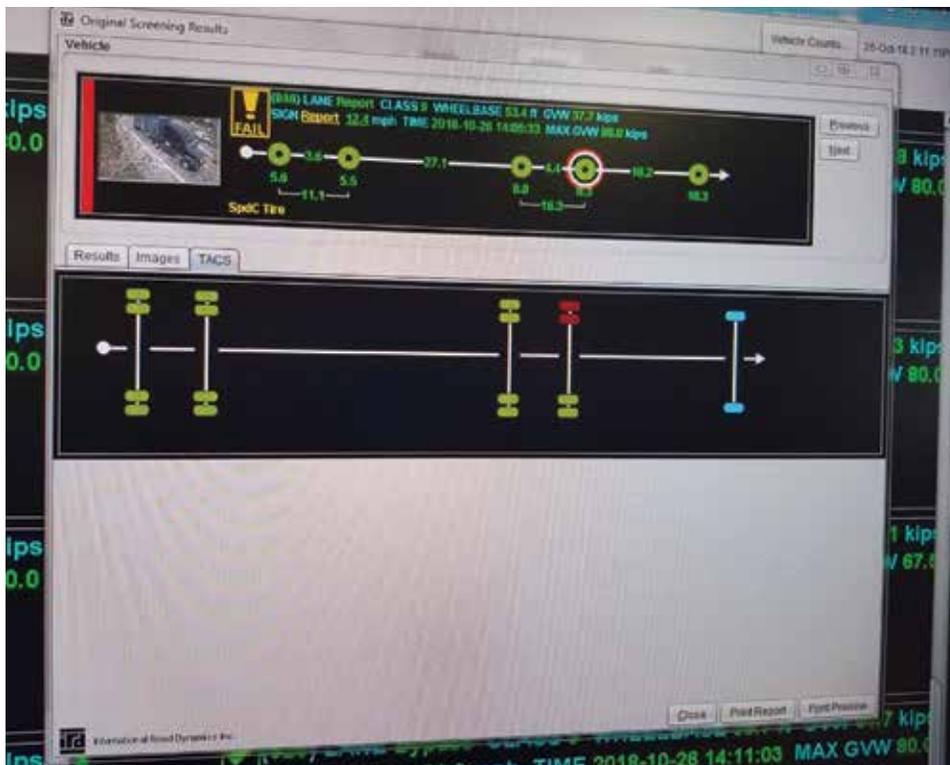
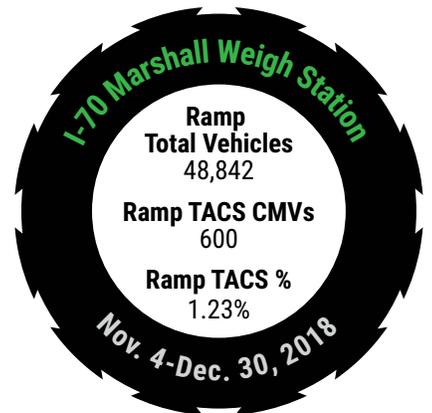
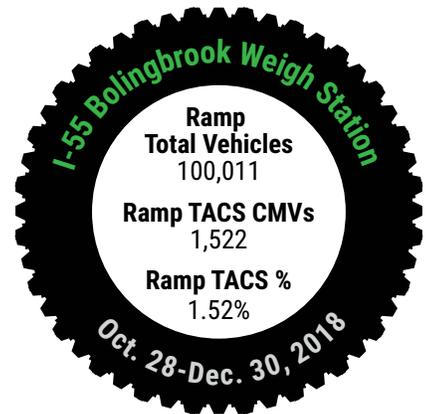
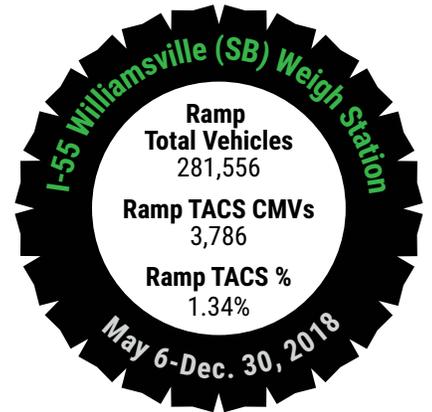
IDOT uses a web-based centralized data reporting system for monitoring TACS and weigh-in-motion systems at two sites. IRD's Vehicle Information in Motion (VI²M™) software provides reports on overweight Class 9, or five-axle trucks, detected when the weigh stations are closed. The reports provide the total number of overweight trucks, break down those overweight trucks into 5,000-pound weight ranges and provide the amount of uncollected overweight fines and surcharges. Reports for the Marion weigh station provided rationale for adding an additional truck weight inspector to the overnight shift. IDOT plans to adopt VI²M at other interstate weigh station sites.

In addition to providing reports on weigh-in-motion data, VI²M provides reporting specific to TACS. Reports and visualizations are available for hourly, daily and weekly rates of tire anomalies detected. VI²M allows the user to select the type of anomaly and will return the number, or percent, of anomalies by vehicle class.

Conclusion

Over the first eight months of TACS implementation, ISP used the technology to detect more than 5,000 suspect trucks which were sent to the report lane for further inspection. Seamless integration with existing weigh-in-motion systems made it easy to onboard TACS without disrupting established inspection processes. ISP has found TACS to be one of the most effective technologies for commercial motor vehicle safety screening. The system provides accurate results that are verified by vehicle inspections and lead to placing unsafe vehicles out of service. ■

¹ Office of Analysis, Research, and Technology (2017). *Pocket Guide to Large Truck and Bus Statistics, Federal Motor Carrier Safety Administration. Statistics indicate that state and federal inspectors identify tire defects during roadside vehicle inspections at a rate of 2.13 percent of commercial motor vehicles.*



Glider Trucks: More than Meets the Eye

By **Chris Douglass**, *Safety Investigator, Public Utilities Commission of Ohio*

Whether you are a roadside inspector, a safety investigator or a motor carrier operator, it is essential that you stay up to speed on the evolution of glider trucks.

Glider trucks continue to grow in popularity among truck owners in the U.S. and one driving force is the ever-changing regulatory climate. A “glider” is the unpowered shell of a truck. The basic shell consists of a factory cab, chassis and front axle.

Glider kits are available in several different options. With the basic shell, the buyer already has a second-hand engine, transmission and rear axle (powertrain and drivetrain), and needs only a new shell. A rolling glider kit is sold as the basic shell, along with the rear axles and without an engine, transmission or accessories. Finally, there is the powered glider kit, which is a shell equipped with an engine that is not new and is often called a “pre-emission” engine. Glider kits are titled as a new vehicle in the U.S.

Why is the popularity of glider trucks increasing in the U.S.? With U.S. Environmental Protection Agency (EPA) emission standards entering the trucking industry in 2007 and 2011, as a result of the Clean Air Act, the popularity of glider trucks reached a new all-time high. According to “The New York Times,” production of heavy-duty glider trucks was estimated at more than 10,000, or 4 percent, of all sales in 2015.

However, a production limit of 300 per year, per manufacturer, took effect in 2018. This limit was due to indications that many truck owners were attempting to dodge the newly enacted EPA emissions standards by operating glider trucks with pre-emission engines. EPA’s research found that gliders emit 20 to 40 times more nitrogen oxide and soot than trucks with new engines. While there was much discussion about changes to this limit over the previous year, it remains in effect today.

Side note: In Canada, glider kits are not certifiable and so they are not recommended as an option for Canadian drivers.

Electronic Logging Devices

Just as the interest in pre-emission gliders peaked, the Federal Motor Carrier Safety Administration (FMCSA) mandated that as of Dec. 18, 2017, most drivers that use paper logs had to switch to an electronic logging device (ELD). The choices are an automatic on-board recording device meeting the current requirements in § 395.15, installed before Dec. 18, 2017, or a device meeting the ELD standards found in Subpart B to Part 395 and the associated appendix.

There are exceptions. One of the exceptions is drivers operating a vehicle predating model year 2000. This is due to the regulations requiring the ELD be connected to the engine control module (ECM). However, the ELD mandate did not account for the model year of the engine. If a new truck has a pre-2000 replacement engine – like in the case of a glider truck – the engine probably does not have a standard ECM to connect to an ELD and is therefore exempt from the ELD requirement.

In September 2018, FMCSA published ELD FAQs that expanded the exception to include engines predating model year 2000. This development led to yet another wave of interest in glider trucks. An operator can now order a new powered glider truck with a pre-emission, pre-2000 model year engine, which costs between 15 to 25 percent less than a new factory truck that must comply with the emissions standards and the ELD rule.

Glider kits often use either a used engine, a rebuilt (or reconditioned) engine or a remanufactured engine. A used engine may have been removed from a wrecked or disabled vehicle. A rebuilt engine includes most of its original capabilities and parts and therefore maintains its original identity determined by the original serial number. A remanufactured engine consists of the latest specs, capabilities and parts, and therefore it takes on a new identity, including a new serial number and, in many instances, a new warranty.

Keep in mind also that not all trucks with a replacement engine are glider trucks, such as a truck that blows an engine and another engine is used from a donor truck.

An Inspector’s Perspective

What should an inspector do if the emission control label on the engine is missing or illegible? Search for the stamped serial number on the engine, which is generally located on the passenger side of the cylinder block, just behind the exhaust manifold. Most often, the stamping is not easily viewed and may require the assistance of a mechanic. Another option to consider is contacting the engine dealer or the manufacturer. However, neither are likely a viable option during a roadside inspection due to time limitations.

Because the driver is not required to possess documentation that confirms the vehicle engine model year, I rely on the model year of the truck. If the model year of the truck cannot be determined after exhausting all reasonable options, I would accept the model year that the driver or owner verbally

conveys, make a note in my report and proceed accordingly.

Notes in an inspection report are important to an investigator if performing a compliance review, where the burden of proof belongs to the operator. 49 CFR Part 379 Appendix A requires motor carriers to maintain all documentation on motor and engine changes at the principal place of business (not all states have adopted this rule). An ELD is required if the operator cannot provide proof that their truck is ELD exempt at the time of the compliance review.

What if only the serial number is visible? Depending on the make of the engine, there may be a website available where you can enter a serial number and obtain the model year of the engine. Otherwise, you need to contact the engine dealer or the manufacturer. I recommend establishing relationships with local truck dealerships to use as resources.

During a compliance investigation in 2018, I had an operator who purchased a new glider truck in 2015 and was using paper logs. The operator was adamant that the Detroit Diesel engine in the truck was a model year 1998 and therefore exempt from using an ELD. After inspecting the engine, I was able to locate the emission control label on the driver’s side and saw it was remanufactured in 2014.

The operator had two roadside inspections during 2018 and was not cited either time for not using an ELD. The operator explained that during each inspection he told the inspectors that he had a glider truck with a model year 1998 engine and the inspectors did not verify what he told them.

I had to be the bearer of bad news and inform the operator that remanufactured engines are manufactured with a new build date. Even if other serial numbers are found stamped on the engine, the only one that matters is the one on the emission control label.

Remanufactured engines are equipped with the latest engineering advancements, meaning it can connect to an ELD.

On the flip side, it is easy to see how a roadside inspector who does not open the hood to inspect an engine might incorrectly cite a driver for not having an ELD. This may happen if the driver is operating a newer glider truck with a pre-2000 model year engine and the driver fails to inform the inspector that the truck qualifies for the ELD exemption. ■

REGION III

Michigan State Police Works to Protect the Public from Unsafe For-Hire Passenger Carriers

By **MC Lt. Steven Horwood**, Commercial Vehicle Enforcement Division, Michigan State Police

Passenger transportation safety is a national concern and the Michigan State Police (MSP) has been actively working to protect the public from unsafe for-hire passenger carriers. Nationwide, negligent operators of motorcoaches, party buses, stretch limousines, transportation network companies and ride-hailing companies have been involved in serious public safety incidents. With unqualified drivers, defective vehicles and unauthorized transportation providers on our roads, they put the public at risk. This can create a serious traffic safety issue with sometimes severe consequences and tragedy.

Michigan has not avoided such tragedy. In 1997, after the Detroit Red Wings won the Stanley Cup, team members riding in a stretch limousine veered off the road and struck a tree. Three individuals were seriously injured, while two never fully recovered. The driver was both impaired and unqualified to drive the vehicle.

This past year, the MSP Commercial Vehicle Enforcement Division (CVED) performed almost 500 roadside probable-cause traffic stops and subsequent inspections on for-hire commercial passenger transportation vehicles, many being done in the Metro Detroit area. The majority of the violations are associated with nine- to 25-passenger and party-bus-style transportation vehicles.

Of the almost 500 vehicles inspected last year, 1 percent of motorcoach drivers and 5 percent of motorcoach vehicles stopped in Michigan were placed out of service (OOS). Drivers and vehicles associated with smaller bus and party-bus-type vehicles had a much higher OOS rate with nearly 25 percent of drivers and 14 percent of vehicles being placed OOS. Those that were found with OOS violations often had multiple serious driver and vehicle defects. The common violations included unqualified drivers and inoperable emergency exits.

The MSP has been very successful in building relationships with industry and entertainment venues that depend on safe passenger transportation. By working together with high-profile entertainment venues, fewer officers are required for visible enforcement. Traffic flows around these venues are maintained and the public is better ensured that they are provided with safe vehicles and qualified drivers to and from these venues.

The North American International Auto Show (NAIAS), held annually in Detroit, Michigan, is the largest single-night fundraiser in the world, raising more than \$100 million for Michigan



children's charities. Working with NAIAS Security Director Carl Berry, the MSP has been able to incorporate a vetting system for all passenger transportation providers permitted for the event by NAIAS. This system encourages compliance by the industry, eliminates the need for officers to be actively patrolling and improves traffic flow. Vetting the transportation providers also helps avoid any public relations issues relating to persons being displaced due to an unauthorized or OOS driver or vehicle.

Berry said, "Working with the Michigan State Police has been a pleasure." Passenger transportation safety is very important to us. Getting the public to and from the auto show safely is our highest priority.

Detroit has three major league sports venues: Comerica Park, Little Caesars Arena and Ford Field. While all three venues regularly allure a crowd of avid sports fans, they are also used for many other entertainment events throughout the year. Passenger transportation is a major factor for these events. Working together with these venues has helped improve public transportation safety, while still allowing for efficient traffic flow. Building relationships with these organizations is an important element of our success. ■

What can the public do to ensure they are using safe transportation?

- ✔ Ask questions before signing a contract.
- ✔ Check to see if the provider is licensed by their state agency.
- ✔ Look for state inspection certification decals on passenger vehicles.

In Michigan, the public can view commercial bus company authority information, along with general guidance for safe passenger transportation by visiting <https://www.michigan.gov/mdot>. Under "Doing Business" on the left-hand navigation, select "Passenger Transportation" then click on "Bus and Limo."

'Respect the Load, Share the Road' Drives Home CMV Safety Message

By **Martin W. Schwartz**, *Communications Manager, Central Office – Communications, Missouri Department of Transportation*

Imagine watching a football game where the reigning division champions, in full protective gear, take on a group of professional jockeys in racing silks and goggles. As a smart gambler, where would you put your money?

On the surface, it sounds ludicrous.

And yet this Super Bowl of the imagination plays out daily on the nation's highways, where automobiles that weigh around 5,000 pounds frequently jockey for position against large trucks that are 16 times heavier. Is it any wonder that of the 96 fatal crashes involving large trucks in 2017, 77 of the 102 people killed were in passenger vehicles?

Emphasizing the difference between the operation and reaction time of large trucks and passenger vehicles is one of the primary goals of the Missouri Department of Transportation's (MoDOT) "Respect the Load, Share the Road" campaign, which was rolled out in 2018 to help drivers understand and appreciate the trucking industry in the Show-Me State.

"The trucking industry provides critical goods and services most Americans depend on daily," said Jon Nelson, assistant to the state highway safety and traffic engineer at MoDOT. "We all rely on the industry's timeliness and one of the greatest threats to this is a crash either involving or delaying a commercial motor vehicle. More importantly, these vehicles are large and more likely to cause serious harm or death when involved in a crash."

Commercial motor vehicles make up 20 percent of Missouri's interstate traffic. When crashes involving large trucks and passenger vehicles happen, it is fairly easy to predict the outcome. In the majority of such altercations, the drivers of passenger vehicles unnecessarily endanger themselves and their passengers by not paying attention and driving recklessly around big rigs. Education plays a vital role in reducing this kind of aggressive driving.

Traditionally, MoDOT promotes a commercial motor vehicle (CMV) awareness campaign

twice a year – one running for a week in April and the second coinciding with CVSA's Operation Safe Driver Week in October. In 2018, the decision was made to eliminate the two short campaigns in favor of a single, longer campaign.



"I thought we were missing the mark by only putting information out there for a week, so we decided to extend the campaign over several months," said Commercial Motor Vehicle Program Manager Angie Hoecker. "On average, September and October are the months where we see the highest number of CMV-involved crashes in Missouri. That led me to believe that we needed to move the campaign to educate drivers prior to those months."

A conscious effort was made to involve truck drivers as much as possible in the early stages of crafting the campaign. MoDOT's Human Resources and Motor Carrier Services divisions were brought in on the planning – HR because of its expertise in crafting surveys – and the discussion turned to the type of message that would be necessary to reach the target audience of 18- to 24-year-old males.

"Our Motor Carrier Services Division has a lot of contacts in the trucking industry and I used my partnership with the Missouri Trucking Association to help distribute the survey," Hoecker said.

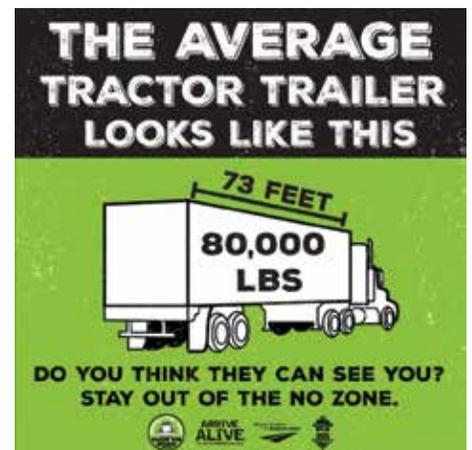
What the group discovered from the surveys echoed a lot of information they already knew or suspected, Hoecker said. "A lot of passenger vehicle drivers are scared of large trucks and large truck drivers are also afraid of them," she said. "Truck drivers see a lot of distracted driving. We knew that. We know that distracted driving is one of the leading causes of crashes. It was interesting that the crash data we ran from our office was completely in line with the comments received from the survey."

As a result of the survey, the group decided to aim the campaign at not only drawing awareness to driving safely around large trucks, but also promoting an understanding and

appreciation of the industry. "We need these large trucks for our economy," Hoecker said. "That's where the tagline 'Respect the Load' came from."

"Respect the Load, Share the Road" was introduced on July 15 in a statewide awareness campaign developed by Bucket Media, a Columbia, Missouri, advertising and marketing company. The campaign ran through Sept. 30 and included television and social media videos providing simple facts about driving safely around big trucks. A 30-second video currently on YouTube has received more than 590,000 views and was MoDOT's most viewed video statewide in the first quarter of fiscal 2019.

The message has been well received by motorists and the industry alike. "The truck drivers, in particular, seemed to appreciate that we incorporated their comments into our campaign message," Hoecker said. "They commented, 'This is not only our job, this is our profession. We're delivering the products you buy. And at the end of the day, we all want the same thing: To go home safely to our families.'" ■



REGION III

South Dakota Highway Patrol Attends South Dakota Trucking Association's Fall Convention

By Sgt. Matt Koll, South Dakota Highway Patrol

In September 2018, the South Dakota Highway Patrol attended the South Dakota Trucking Association's Fall Convention. The patrol had a safety booth at this event and provided a demonstration of how it utilizes performance-based brake testers (PBBT) at roadside inspection sites.

Capt. John Broers presented a Partnership in Safety Award to Dakota Carriers Inc. for displaying great improvement and maintenance in safety. The South Dakota Highway Patrol also took part in the interview and selection process of the South Dakota Trucking Association's Driver of the Year, which was awarded to Dan Caneran of K & J Trucking Inc. The South Dakota Highway Patrol was present for the entire three-day convention and we were surprised at the awards banquet when the South Dakota Trucking Association presented the patrol with the Pride of Show Award for the Fall Convention. ■



TOP LEFT Left to right: Port Manager Vicki Kracht, Port Manager Rhianna Nerby and Sgt. Matt Koll receive the Pride of Show Award. **TOP RIGHT** Sgt. Matt Koll and Port Manager Rhianna Nerby work the South Dakota Highway Patrol's safety booth at the South Dakota Trucking Association's Fall Convention.



Capt. John Broers and Port Manager Rhianna Nerby provide the South Dakota Trucking Association with an explanation of how the patrol utilizes the PBBT at roadside inspection sites.



South Dakota Highway Patrol provides a PBBT demonstration.



Capt. John Broers presents the Partnership in Safety Award to Dakota Carriers Inc.

REGION IV

Montana Inspection Photos



Cracked frame. Discovered by Ofc. Myrlyn Schatz, Montana Motor Carrier Enforcement.



Cracked frame. Discovered by Ofc. Myrlyn Schatz, Montana Motor Carrier Enforcement.



Cracked spring hanger. Discovered by Ofc. Myrlyn Schatz, Montana Motor Carrier Enforcement.



Broken main leaf spring. Discovered by Ofc. Dan Carroll, Montana Motor Carrier Enforcement.



Damaged/Cracked rim. Discovered by Ofc. Dan Carroll, Montana Motor Carrier Enforcement.

UPDATES FROM Mexico

Changes in Size and Weight and Regulations in Mexico

The Federal Motor Carrier Transportation General Directorate (DGAF, by its Spanish acronym) of the Secretary of Communications and Transportation (SCT, by its Spanish acronym) acted to meet the current needs of the motor carrier industry and increase roadway safety as it relates to the size and weight of vehicles operating on the federal highway system.

When talking about roadway safety for the motor carrier industry, it is necessary to emphasize the importance of updating regulations and standards and, by doing so, increasing efficiency while preserving road safety for all users of the federal highway system.

In 2018, updates were made on several Official Mexican Standards (NOM, by its Spanish acronym). NOM-012-SCT-2-2017 was one of the most important NOMs updated in 2018. NOM-012 establishes the weight and maximum dimensions with which motor carrier vehicles may operate on the roads and highways under federal jurisdiction. In its latest version, new speed limits were established, as well as new size and weight parameters based on the configuration of each vehicle. NOM-012 also establishes the requirement for motor carrier vehicles to display a valid annual vehicular mechanical inspection decal/permit and pollution emissions inspection. Tractors, known as "fulles" (double-articulated vehicles), must have a decal to show that the tractor, semi-trailer and dolly are duly registered with the SCT.

In addition to these measures, the fulles are required to have a global positioning system (GPS) that reports at minimum the position and speed of the vehicle.



New Leadership of Federal Motor Carrier Transportation General Directorate

On Dec. 1, 2018, Salomón Elnecavé Korish was appointed director general of the DGAF by SCT Secretary Javier Jiménez Espriú and Under Secretary of Transportation Dr. Carlos Moran Moguel.

Elnecavé Korish leads the federal governmental agency that regulates more than 151,908 trucking companies, 20,016 bus and motorcoach companies, and approximately 689,949 federal driver's license (LFC) holders.

Elnecavé Korish possesses extensive experience in the government sector. He has been administrator and director of incomes at the Service of Tax Administration. Prior to that, he led the coordination of engineering and communication at SCT's infrastructure division. He also worked in the private sector as a consultant in areas such as logistics, transport, quality, organizational design, leadership, among others, and has shared credits on several research papers in fields related to engineering topics in Mexico and Latin America.

He has a degree in electro-mechanical engineering from the National Autonomous University of Mexico and has worked extensively within relevant fields, such as research and technology.



Training Course for Federal Motor Carrier Inspectors and 'Train the Trainers'

Mexico's Federal Police, in cooperation with the Mexican Transportation Institute (IMT), the Federal Motor Carrier Safety Administration (FMCSA) and Mexico's Secretary of Communication and Transportation, delivered a North American Standard Inspection Part B (NAS B) Course at the IMT's campus in Pedro Escobedo, Querétaro, Mexico, Aug. 20-24, 2018. Fifty Federal Police commercial motor vehicle inspectors and five SCT commercial motor vehicle inspectors participated in the NAS B Course. The training course is based on CVSA's out-of-service criteria and Mexico's vehicle maintenance standard, NOM-068-SCT-2-2014, with the goal to increase motor carrier safety throughout Mexico.

This course was conducted with the support of inspectors from SCT's DGAF: Jacobo Garcia, Luis Merino and Octavio Quiroz, all of whom have been certified by FMCSA's National Training Center.

CVSA International Roadcheck in Mexico

Mexico's DGAF, alongside the Federal Police, participated in CVSA International Roadcheck, June 5-7, 2018. Commercial motor vehicle inspections were carried out based on Mexico's vehicle maintenance standard (NOM-068-SCT-2-2014) and CVSA's out-of-service criteria.



Continued on next page

Continued from page 19

Updates and Hazmat in Mexico

The following courses were carried out:

- July 2-6, 2018, a course on the updates of the Regulation for Land Transportation of Hazardous Material and Residues took place, with the participation of all 54 DGAF inspectors.
- Aware of the importance of the matter, SCT's DGAF carried out a course on United Nation's Recommendations on the Transport of Dangerous Goods, Model Regulations on its 19th revised edition, with a total attendance of 45 DGAF participants. "...UN has developed mechanisms for the harmonization of hazard classification criteria and communication tools, and for transport conditions for all modes for transport." The course took place July 16- 27, 2018, with a duration of 20 hours.
- A workshop was carried out July 2-6, 2018, on the updating of the Infringement Notice format for inspectors of the federal motor carrier and elaboration and filling of the new infraction notice format issued for fixed weight and dimensions' verification centers.



SCT's New Standard on Driving Hours

NOM-087-SCT-2-2017 was created and put in force on Aug. 27, 2018. NOM-087 establishes the maximum driving time and obligatory rest breaks for motor carrier drivers operating on federal roads and highways. It is well known that tiredness and driver fatigue are a major cause for crashes. For the SCT, it is of vital importance to regulate this matter. NOM-087 requires the use of printed or electronic logging devices to document motor carrier drivers' compliance with the maximum driving time rest breaks established.



Per NOM-087, every driver must take a break of 30 minutes when he or she has driven up to five continuous hours, or this break can be distributed over a period of five and a half hours in accordance with the conditions of the route. Rest breaks may not be accumulated. On routes that require the maximum driving time of 14 hours, the driver must have a break of no less than eight continuous hours. ■

REGION V

Alberta Motor Transport Association Opens New Training Facility at Edmonton International Airport

By Aneesha Birk, Advisor, Marketing Communications, Alberta Motor Transport Association

Alberta Motor Transport Association (AMTA) is proud to announce the opening of the world-class AMTA training facility, which forms the third component of the Alberta Aerospace and Technology Centre, joining a Canadian North 737 training simulator and HNZ Topflight helicopter training simulator, at the Edmonton International Airport (EIA). The facility functions as a hub for research, technology innovation and training development and delivery for the commercial transportation industry.

In January 2017, AMTA announced the construction of a new facility and five-acre training track at the EIA, with the potential to transform industry training as we know it. Construction of the new facility located on the northeast section of EIA, between RedTail Landing Golf Course and 36 Street East, began in August 2017. AMTA supplier member, Spacemakers Construction, was named the design-build contractor for the facility. The contractor's name may be familiar to AMTA members, as Spacemakers was also responsible for the construction of the current Calgary office in 2009.

A ground-breaking ceremony was held on Sept. 6, 2017. In attendance were Edmonton-South West Member of the Legislative Assembly Thomas Dang; EIA President and CEO Tom Ruth; Commercial Vehicle Enforcement Chief Steve Callahan; AMTA President and former Board of Directors Vice Chair Chris Nash; former AMTA President Lorraine Card; and AMTA Past Chairman Dan Duckering.

Groundwork for the facility began with the five-acre training track in the hopes of having it paved before temperatures became too cold. Crews were able to prepare all material and compaction; however, only a small portion could be paved before the weather turned too cold for paving asphalt. The remainder of the training track was paved in spring, in time to host the 2018 Professional Truck Driving Championship in conjunction with

the 25th annual Alberta Commercial Vehicle Enforcement Inspectors Challenge on June 23, 2018. AMTA opened its doors at the facility on Oct. 30, 2018.

The AMTA is the first association to have a member-approved facility like this one, which removes training vehicles from public roadways onto the safety of a controlled training track. The facility was constructed to LEED Silver standards and features a green roof and electrical vehicle charging stations.

The facility provides AMTA with the opportunity to provide enhanced driver education, as well as be the industry leader in training initiatives. The facility also serves to further strengthen AMTA's partnerships with government, the Workers Compensation Board and various industry stakeholders. These are exciting times in Alberta and for commercial transportation.

With 24/7 electronic access and proximity to EIA and Queen Elizabeth II Highway, the AMTA training facility provides a destination for announcements, events, meetings, product launches, research, technology testing and training development and delivery.

For facility rental and general inquiries, contact info@amta.ca. ■

About AMTA

The Alberta Motor Transport Association is a not-for-profit, advocacy and safety training association functioning as the voice, the standard and the resource for the commercial transportation industry in Alberta. For the past 80 years, AMTA's work has encompassed a broad range of environmental, social, economic, safety, and compliance matters that impact Alberta's highways. For more information, visit www.amta.ca.



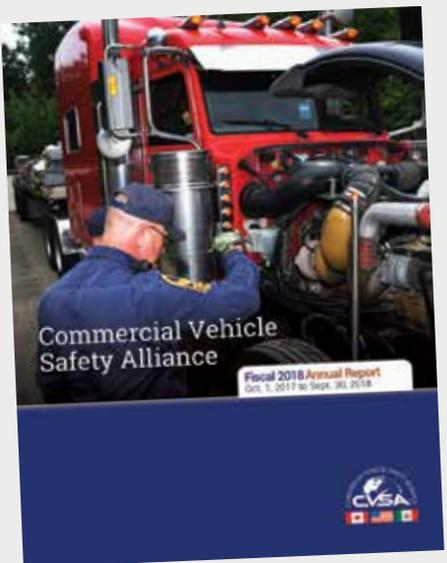
REGION V

Yukon Inspection Photo



Disconnected slack adjuster. Photo by Ofc. Brennan Nugent. Watson Lake, Yukon, Canada.

Check Out CVSA's Fiscal 2018 Annual Report



CVSA released its fiscal 2018 annual report, which encompasses Oct. 1, 2017, to Sept. 30, 2018. The fiscal 2018 annual report contains financial information, notable statistics, and summaries of the Alliance's major initiatives, activities, accomplishments and achievements throughout the fiscal year.

To view the report, visit www.cvsa.org/about-us-page/about-cvsa/annual-report. ■

Register for CVSA's Vehicle Requirements Roadside Inspection Course for Industry

CVSA will hold its Industry Roadside Inspection Course on Vehicle Requirements in Reno, Nevada, May 6-10.

This training course is for motor carrier safety directors, owner-operators, commercial motor vehicle drivers, technicians, fleet managers, vendors, etc.

This training will provide each motor carrier with the tools and knowledge to achieve compliance with the roadside safety regulations and a better understanding of the relationship between regulatory requirements and out-of-service conditions.

For more information, to register for this course and to find out what other training courses are available, visit www.cvsa.org/trainingpage/training. ■

TDG Road Blitz

By **Vincent Whitton**, *Transportation of Dangerous Goods Inspector, Headquarters, Transport Canada*

Partnership is a key component for the overall purpose of the Transport Canada (TC) Transportation of Dangerous Goods (TDG) Road Blitz. On an annual basis, federal inspectors attend the TDG Road Blitz for one week to support provincial/territorial inspectors by providing additional subject matter expertise in relation to TDG by road. During this week, all participating inspectors are able to:

- Focus on networking with other designated inspectors
- Apply a consistent approach related to the enforcement of:
 - Transportation of dangerous goods regulations
 - The Transportation of Dangerous Goods Act, 1992
 - Any other road transportation acts
- Provide public awareness to drivers
- Allow for visibility of non-compliances found on the road

By providing a national view of the situations presented on Canada's roads, the TDG Road Blitz helps to better determine a risk-based approach to enforcement as well as foster better working relationships with commercial vehicle enforcement officers (CVEO) nationwide.

Joint Efforts

The National Compliance Working Group (NCWG) serves as a forum for the provinces/territories to work together with TC toward the common goal of the safe transportation of dangerous goods in Canada. With the collaboration between members during the NCWG meetings, the TDG Road Blitz serves as a platform to evaluate the trends CVEO and federal inspectors discover by the data collected.

Some of the data collected includes:

- The classes of dangerous goods handled, offered for transport and/or imported
- The most commonly found UN numbers
- The requirements of emergency response assistance plans
- Whether the company has an equivalency certificate (permit)

During the 2016 TDG Road Blitz, more than 400 provincial and territorial inspectors across Canada inspected nearly 1,700 vehicles nationally.

The 2017 TDG Road Blitz took place during the week of Sept. 26-29, with similar findings across Canada. 1,568 vehicles were inspected. 1,370 contained dangerous goods and 273 violations were noted. ■



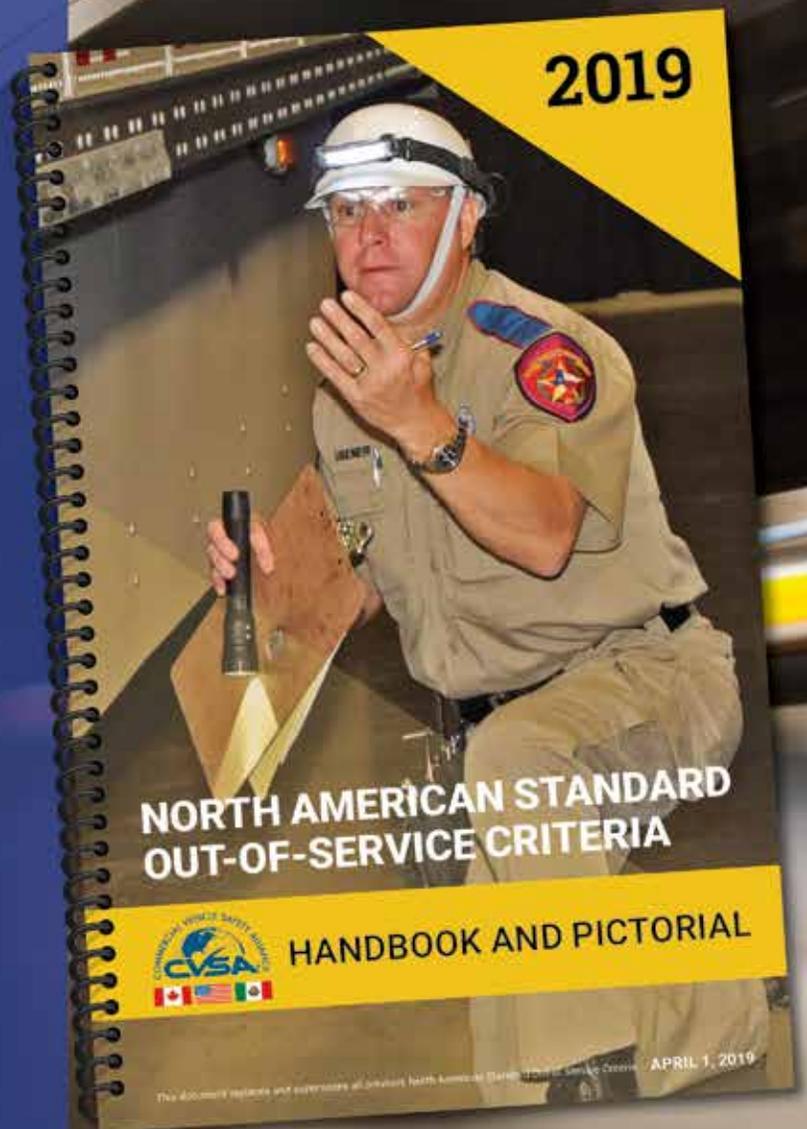
TDG inspector stands beside a parked highway tank with a UN1203 placard.

NEW Out-of-Service Criteria Goes into Effect on April 1, 2019

The new 2019 North American Standard Out-of-Service Criteria goes into effect on April 1. The 2019 version replaces and supersedes all previous versions. If you do not have the 2019 version, you will be operating using outdated information.

The Commercial Vehicle Safety Alliance now offers three ways to obtain the April 1, 2019, North American Standard Out-of-Service Criteria.

- **The hard copy** (print version) handbook.
- **The electronic handbook.** The electronic handbook is a PDF file with a restricted three device and/or web browser limit; best for viewing on a desktop computer.
- **The app.** The app is downloadable onto any Apple or Android device and contains the out-of-service criteria, inspection bulletins, pictorials, the learning management system for online training, inspection procedures, operational policies, inspection and educational videos, brochures and webinars.



To purchase the printed or electronic (PDF) copy of the out-of-service criteria, visit www.cvsa.org and click on the "Store" tab. To purchase the app, search "CVSA" in the Apple or Google Play store.



CVSA and FMCSA Offer Data Management and Quality Training

Nearly 150 data quality and information system specialists attended CVSA Data Management, Quality and FMCSA Systems Training, Jan. 29-31, 2019, in San Antonio, Texas. This three-day training course, jointly supported by the Commercial Vehicle Safety Alliance (CVSA) and the Federal Motor Carrier Safety Administration (FMCSA), was offered to state partners who report inspection and crash records to support federal and state safety programs.

CVSA's Information Systems Committee and FMCSA worked together to assemble the customer-focused curriculum for attendees. Most sessions were delivered by two instructors – one state and one federal – who provided technical information, encouraged discussion and led hands-on system training.

The general session, moderated by CVSA Information Systems Committee Chair Holly Skaar, research analyst senior for the Idaho State Police Commercial Vehicle Safety Department, kicked off the three-day training event with comments from:

- CVSA Executive Director Collin Mooney
- FMCSA IT Customer Engagement Manager Joel Hiatt
- FMCSA Chief of IT Operations Everett Dowd
- FMCSA Privacy Officer Pam Gosier-Cox
- FMCSA Data Quality Program Manager, Analysis Division, Scott Valentine

“As state users within your organization, I hope you realize the important role you play in transportation safety,” said Skaar to attendees during her general session remarks. “Everything we do is data driven. Every decision made that affects public safety is thoroughly researched and supported by data. Those solutions wouldn't be possible without those of you who work hard every day to ensure the data is accurate and data systems are reliable.”

Each day of the training workshop featured double-track breakout sessions where attendees chose to attend one of two training options. This allowed each attendee to select the sessions that offered the training and information they found most valuable.

Attendees also had the opportunity to meet one-on-one with their state data quality specialist to talk specifically about their state's data quality performance measures.

This event offered hands-on training on FMCSA's software systems, such as:

- Configuring SAFETYNET for Improved Efficiency and Improved Data Quality
- Understanding the SSDQ Measures
- Writing Basic and Advanced Queries for Inspections and Crashes
- Running and Using the Inspection and Crash Data Quality Tool
- Improving Accuracy and Completeness in Inspections and Crashes
- SAFETYNET Tips and Tricks

Sessions also included important and relevant topics such as FMCSA cybersecurity and privacy compliance, adjudicated citations, A&I Online, MCMIS and Query Central, FMCSA Portal, DataQs crash topics and Aspen 3.2.

This event also featured a state panel that explored crash processing issues. During the panel, individuals shared their challenges and offered solutions to improve state crash processes. Through the facilitated discussion, participants learned from one another by sharing examples of how they successfully navigated and solved common problems.

During the closing session, the group worked together to address topics brought up during the previous days of training. Participants proposed ideas about what they wanted to see in future FMCSA systems, asked questions of FMCSA and CVSA representatives during the open forum, and shared their thoughts and opinions about the training overall. ■





COHMED Conference Attendees Receive Specialized Training on Hazardous Materials/Dangerous Goods Transportation Safety

More than 250 individuals involved in the regulation, enforcement and safety of hazardous materials/dangerous goods transportation attended the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, Jan. 28-Feb. 1, 2019, in San Antonio, Texas.

Hosted by the Commercial Vehicle Safety Alliance (CVSA), with support from the Pipeline and Hazardous Materials Safety Administration (PHMSA), the COHMED Conference is an annual five-day event providing specialized technical training and instruction to individuals representing organizations and agencies responsible for regulating and enforcing the safe transportation of hazardous materials and dangerous goods, along with industry stakeholders.

Hazardous materials specialists, law enforcement personnel, trucking companies and associations, interest groups and private industry attended the COHMED Conference to receive proactive and progressive training on highly specialized issues; discuss and address concerns related to hazardous materials/dangerous goods regulations and enforcement; share perspectives; and provide input into future changes and regulations.

Attendees at the conference received regulatory updates from Transport Canada and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration.

The 2019 COHMED Conference also featured informative and collaborative sessions on some of the most important topics related to the hazmat community, such as:

- Hazardous Waste Inspections and Common Violations
- Division 2.1, 2.2 and 2.3 Gases
- Cargo Tank Facility Reviews
- Transportation of Anhydrous Ammonia in Nurse Tanks
- Cargo Tank Inspections
- Hazardous Materials in the Federal Motor Carrier Safety Regulations
- PHMSA Special Permits and Interpretations
- CVSA Out-of-Service Criteria and Hazardous Materials Out-of-Service Violations
- Chemistry, Risk and Safe Transportation of Toxic Materials
- Agricultural Operations and Materials of Trade
- Inspecting Radioactive Materials
- Hazardous Materials Shipments Crossing Borders in North America (Canada, U.S. and

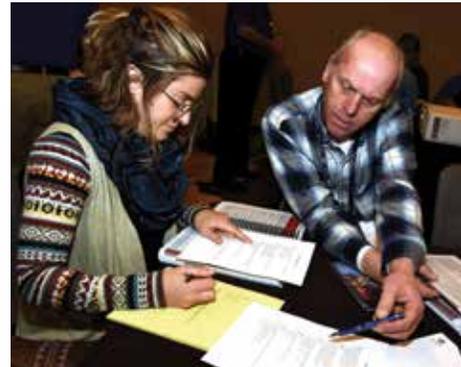
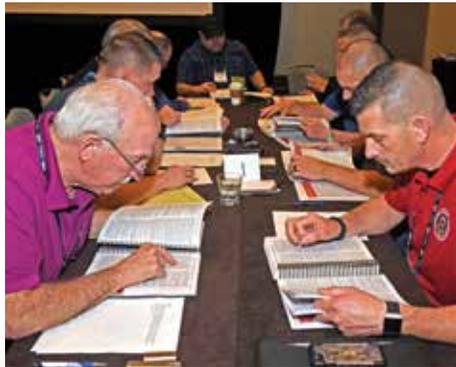
Mexico)

During the general session, COHMED Chair Phillip Haskins, hazardous materials investigator specialist II, with the Public Utilities Commission of Ohio, presented the Industry Appreciation Award to Tony Parente with Praxair. In addition, each year, the chair has the distinct honor of selecting an individual who exemplifies excellence in hazardous materials transportation safety to receive the Chairman's Award. This year, Haskins selected Allan Melton with Schlumberger to receive the Chairman's Award. Also, COHMED leadership industry liaisons, Brian Kucharski with US Ecology and Dave Edmondson with J&M Tank Lines, presented Reggie Bunner, of the Public Service Commission of West Virginia, with the Law Enforcement Appreciation Award.

In addition to this conference, through a partnership with PHMSA, CVSA also offers regional training courses throughout the country – giving hazardous materials specialists who were unable to attend the COHMED Conference an opportunity to receive high-level hazmat training, closer to home. Visit www.cvsa.org/trainingpage/ training to check out dates and locations for this year's COHMED training courses.

Next year's COHMED Conference is scheduled for Jan. 27-31, 2020, in Louisville, Kentucky. ■





CVSA Supports Human Trafficking Awareness and Prevention

January was National Slavery and Human Trafficking Prevention Month in the United States. The law enforcement community and motor carrier industry membership of CVSA fully supports this important cause and is committed to bringing awareness to the crime of human trafficking and working together to prevent human trafficking throughout Canada, Mexico and the United States.

On Jan. 15, 2019, CVSA Executive Director Collin Mooney attended the Truckers Against Trafficking (TAT) Everyday Heroes Truck Press Conference on the National Mall in Washington, D.C. TAT debuted its Everyday Heroes Truck and offered tours of the Freedom Drivers Project, a full-scale tractor-

trailer retrofitted into a mobile anti-trafficking educational museum.

Speakers at the press conference included:

- Washington, D.C., Attorney General Karl Racine
- Don Blake, New Truck Sales Manager, Inland Kenworth
- John McKown, UPS Driver and TAT Ambassador
- Kevin Baney, Assistant General Manager of Sales and Marketing, Kenworth
- Congresswoman Ann Wagner (R-MO)
- TAT Executive Director and Co-Founder Kendis Paris

The United Nations defines “trafficking in persons” or “human trafficking” as the recruitment, transportation, transfer, harboring or receipt of persons by force, coercion, abduction, fraud, deception, etc., to control a person for the purpose of exploitation, such as sexual exploitation or forced labor.

The International Labour Organization estimates that forced labor and human trafficking is a \$150 billion industry worldwide. In 2017, the U.S. National Human Trafficking Hotline received reports of 8,524 suspected human trafficking cases. In Canada, there were 340 incidents of human trafficking in 2016, according to police-reported data.



This is TAT’s tractor-trailer anti-trafficking educational museum.



A number of special guests spoke at the press conference.



TAT Executive Director and Co-Founder Kendis Paris addressed the crowd.



TAT held a press conference on Jan. 15, 2019, in Washington, D.C.

“As members of law enforcement who inspect commercial motor vehicles, CVSA member jurisdictions throughout North America serve as the eyes and ears of our nation’s roadways,” said former CVSA President Lt. Scott Carnegie with the Mississippi Highway Patrol. “Inspectors serve in a hands-on capacity that grants them prime access and opportunity to potentially identify and recover individuals who are being trafficked using our roadways.”

The 2018 Combating Human Trafficking in Commercial Vehicles Act expanded the scope of activities under the Federal Motor Carrier Safety Administration’s outreach and education program to include human trafficking prevention; established a human trafficking prevention coordinator position within the U.S. Department of Transportation (DOT); expanded the commercial driver’s license financial assistance program to include recognition, prevention and reporting of human trafficking; and established the creation of an advisory committee on human trafficking.

In October 2018, CVSA Operation Safe Driver Program Chair Chief David Lorenzen, with the Iowa Department of Transportation, was appointed to the U.S. Department of Transportation’s Advisory Committee on Human Trafficking (ACHT). ACHT provides information, advice and recommendations to the U.S. DOT on matters related to human trafficking and develops recommended best practices for state and local transportation stakeholders in combating human trafficking. Chief Lorenzen represents the Alliance and the law enforcement perspective as an active member on the national advisory committee. ■



Jan. 11, 2019, was Wear Blue Day and CVSA staff demonstrated its solidarity with victims of human trafficking by wearing blue and contributing on social media using #WearBlueDay.

Christopher Turner Joins CVSA as Director of Crash and Data Programs



Christopher Turner, a former captain with the Kansas Highway Patrol, joined CVSA on Feb. 19, 2019, as director of crash and data programs.

Turner served in law enforcement for more than 20 years and managed the Kansas Highway Patrol’s Motor Carrier Safety Assistance Program, size and weight fixed and mobile divisions, and the breath alcohol unit. His law enforcement training focused heavily on crash reconstruction with an emphasis on causation and human factors. Turner retired from the Kansas Highway Patrol in 2019.

As far as his Alliance-related experience, Turner was a CVSA president (2017-2018), served as chair of the CVSA Election and Finance Committees, and vice chair of CVSA’s Programs Initiatives Committee (now the Policy and Regulatory Affairs Committee) and the Adjudicated Citations Ad Hoc Committee.

“With Chris serving as a member in leadership positions within the Alliance for the past six years, we’re confident that with his extensive experience and knowledge in commercial motor vehicle law enforcement and crash reconstruction, he meets all the professional requirements of this position and will be a great addition to the CVSA staff,” said CVSA Executive Director Collin Mooney.

As director of crash and data programs, Turner will develop commercial motor vehicle crash investigation processes and standards, as well as related training materials. He will

manage roadside inspection, crash and traffic enforcement data collection processes and systems, and coordinate crash data analysis. Turner will also conduct and manage the Alliance’s commercial motor vehicle traffic enforcement programs and initiatives and size and weight enforcement programs. He will serve as the primary resource and expert on commercial motor vehicle crash reduction efforts, issues and programs, and will provide advice and counsel on crash reduction strategies, crash data standardization and analysis, post-crash analysis and training, crash data quality improvement, judicial outreach and legislation, safety policies, and information systems and technology.

Turner will also serve as the CVSA staff liaison for Class III Local Members; the Information Systems Committee; Crash Data and Investigation Standards Committee; CVSA Data Management, Quality and FMCSA Systems Training; and the Operation Safe Driver Program.

“As the new director of crash and data programs, I will draw on my years of experience, education and knowledge to do my part to advance CVSA’s mission, vision and goals,” said Turner. “I have proudly served the state and people of Kansas for more than 20 years and I now look forward to serving the members of the Alliance.”

Turner holds a Juris Doctor degree from Washburn University School of Law and a Bachelor of Arts degree in sociology with an emphasis in religious studies/philosophy. He is an accredited crash reconstructionist, forensic mapping specialist, standardized field sobriety instructor and drug recognition expert. ■

CVSA Annual Conference and Exhibition

September 22-26, 2019
Biloxi, Mississippi

Don't miss your opportunity to join your colleagues at this year's most important gathering of the commercial motor vehicle safety community. Together, we make a difference and save lives.

For more information and to register, visit www.cvsa.org/eventpage/events/cvsa-annual-conference-and-exhibition.



CVSA Now Accepting 2019 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 2019 College Scholarship Award.

CVSA will provide \$1,000 college scholarships to outstanding graduating high school seniors whose parent or legal guardian is a member of the Alliance in good standing.

The CVSA College Scholarship Award 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

Recipients are selected by the CVSA Scholarship Committee and will be notified of the committee's decision. Payment will be made to

the recipient's school of choice upon notification and in accordance with the school's scholarship guidelines.

All applications must be completed with all required documentation submitted together at the same time. Incomplete applications will not be considered.

All applications and corresponding documentation must be received by April 30.

Visit www.cvsa.org/program/programs/college-scholarship-award to learn more and to download the 2019 CVSA College Scholarship Award application form.

The CVSA College Scholarship Award Program is dedicated to Gary E. Curtis. While working for the Virginia State Police, Gary was an active member of CVSA and a cornerstone in the development of the roadside North American Standard Inspection Program. Gary was recruited by the old Interstate Commerce Commission and later focused on commercial motor vehicle safety programs as the federal government restructured and developed the Office of Motor Carrier Safety (OMCS) under the Federal Highway Administration. Gary retired from the OMCS and came to CVSA in 1992, faithfully serving as the Alliance's director of technical services. His efforts and contributions helped form the solid base upon which CVSA now proudly stands. Gary lost his life to cancer in December 1998. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

By **Adrienne Gildea**, CAE, Deputy Executive Director, Commercial Vehicle Safety Alliance

New Congress Convened Amidst Partial Federal Shutdown

As the new Congress convened in January, it did so in the midst of a partial shutdown of the federal government, as lawmakers were not able to come to agreement over funding for the president's proposed border wall. The shutdown forced furloughs throughout the U.S. Department of Transportation; however the Federal Motor Carrier Safety Administration (FMCSA) was not directly impacted, as the agency is funded through the Highway Trust Fund. However, the shutdown did have an impact on the agency's work, including publication of regulatory items in the "Federal Register" and other initiatives, as various segments of the approvals and review processes were impacted by the shutdown. The shutdown, the longest in U.S. history, ended on Jan. 26, when Congress agreed to a continuing resolution through Feb. 15, at which point lawmakers were able to come to a compromise agreement on an omnibus appropriations package that funds the remaining federal agencies through the end of the fiscal year.

CVSA is paying close attention to the impacts that the current approach of using continuing resolutions to provide federal funding is having on the jurisdictions. Input from the membership has indicated that the lack of consistent, reliable, year-long funding is making it more difficult for states to plan their programs, fill positions and implement strategies. As the motor carrier industry continues to grow, we need to see more enforcement, not less, and CVSA will be working with the states, FMCSA and Congress to find ways to provide jurisdictions with the funding stability necessary to maintain robust, effective, long-term programs.



Congress Finalizes Committee Assignments

Despite the shutdown, the 116th Congress convened in early January and quickly got to work on a number of initiatives. First, both chambers finished making necessary changes to committee assignments. As expected, Senator Wicker (R-MS) assumed the gavel on the Senate Committee on Commerce, Science, and Transportation. Senator Fischer (R-NE) retained her role as chair of the subcommittee that handles motor carrier safety issues. Meanwhile, Senator Cantwell (D-WA) has taken over as ranking member of the full committee and Senator Duckworth (D-IL) will serve as the new ranking member of the Transportation and Safety Subcommittee.

On the House side, Congressman DeFazio (D-OR) has taken over as chairman of the Transportation and Infrastructure Committee and Congressman Graves (R-MO) will serve as the full committee's ranking member. Congresswoman Norton (D-DC) and Congressman Davis (R-IL) will serve as chair and ranking member, respectively, for the Highways and Transit Subcommittee.

Congress Focuses on Transportation Initiatives

With committee assignments resolved and leadership in place, work began quickly on a number of transportation initiatives. Talks continued on Capitol Hill regarding the potential for an infrastructure package. Details on the scope of such a package were still being negotiated in mid-February, though leadership on the House side indicated that a framework would likely be released in the late spring. Both the House and Senate held hearings on the need to invest in infrastructure. Work has also begun on the next highway reauthorization bill. While the process is still in its very early stages, members are beginning to meet with constituents and stakeholder groups to discuss priorities and potential recommendations. A handful of bills have already been introduced that will likely be wrapped into the discussions as well. It remains to be seen how a potential infrastructure bill might impact the next highway reauthorization.

In preparation for these discussions, the CVSA Reauthorization Task Force, which has been tasked with evaluating implementation of the Fixing America's Surface Transportation (FAST) Act and recommending changes in policy that will improve motor carrier safety and enforcement programs and efforts, continued its work through the winter. A survey was developed and sent to Class I Members, Class II Local Members and Class III Associate Members to gather input on a variety of issues and concerns. In May, members of the task force will meet in Washington, D.C., to discuss implementation of the FAST Act and its impact on the jurisdictions' Motor Carrier Safety Assistance Program (MCSAP) activities and motor carrier enforcement and safety. The group will also talk with stakeholders and discuss potential recommended changes to MCSAP and motor carrier enforcement programs. The group will meet for two days and provide feedback to CVSA and FMCSA on opportunities for improvements.

HOS Discussions Continue

FMCSA was forced to play catch-up in early 2019, due to the lingering effects of the partial federal government shutdown. Enforcement and industry alike await publication of the agency's notice of proposed rulemaking regarding potential changes to the hours-of-service (HOS) regulations, following the advance notice of proposed rulemaking published in October of 2018. The rulemaking seeks to address a number of industry concerns surrounding the HOS rules.

Meanwhile, the agency continues to receive exemption requests from various segments of the motor carrier industry seeking relaxed requirements and additional driving time. In general, CVSA continues to oppose these requests, particularly those based on the argument that specific commodities necessitate longer hours and those being coupled with the existing 150 air mile radius exemption. The type of commodity being hauled has no impact on whether or not a driver is fatigued and while it's important that regulations take into account the diversity of the industry, the first priority must be safety and ensuring that drivers have the time necessary to get the rest they need. ■

FMCSA's Data Quality Program is Committed to Partnering with States

By **Scott Valentine**, State Data Quality Program Manager, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) relies on data to inform safety decisions that drive the agency's effectiveness toward improving commercial motor vehicle safety.

In existence since 2005, FMCSA's Data Quality Program systematically identifies and continually implements enhancements to improve the quality of its vital safety data.

Working in partnership with FMCSA, states submit accurate and comprehensive crash and inspection data, which the agency uses to focus efforts to improve safety. FMCSA is committed to improving the quality of large truck and bus safety data through our Data Quality Program.

States Talked, We Listened

Today, FMCSA's Data Quality Program continues to take a responsive approach to data quality improvement by listening to feedback from our state partners and delivering new tools and comprehensive training to support them in their data quality improvement efforts.

This includes training, conducted in partnership with CVSA, including online training and one-on-one assistance from the program's data quality specialists who provide the states with analysis, tools and guidance.

Each month, FMCSA gives each state a performance measure rating based on the accuracy, timeliness and completeness of their reporting of crash and inspection data.

Data Quality Website

To provide states better insight and empower them to improve data, FMCSA recently released enhancements to its data quality website. New data visualization tools and methodology changes make the performance measures more up-to-date and easier to understand. For instance, a new interactive dashboard

allows state users to dig deeper into the data by breaking down state measures into monthly snapshots and trends.

FMCSA released another tool called the "Leading Indicator," which provides a three-month forecast to help states detect problems before they impact the full 12-month measures.

To help the states understand their results and how these tools can improve their measures, the program's data quality specialists work one-on-one with their states to monitor their data quality, answer questions and offer improvement assistance. The data quality specialists not only provide technical assistance, but they engage state contacts to ensure the state users' needs remain top priority.

The Data Quality Program is also available to provide long-distance and on-site support for a state's crash data collection process. The team has helped numerous states with the selection and extraction logic to SAFETYNET, and provided training for law enforcement personnel and data managers.

Everyone Has a Role in Data Quality

The 2019 CVSA Data Management, Quality, and FMCSA Systems Training occurred Jan. 29-31, 2019, in San Antonio, Texas, and provided an opportunity for state partners to learn about how to more effectively use FMCSA systems in their day-to-day work to improve data quality. Offered in partnership with CVSA, state and federal instructors led the training, contributing their invaluable expertise and knowledge. During the training, states were able to connect with their data quality specialists in-person and discuss feedback or questions. The incredible turnout at the event demonstrates federal and state commitment to data quality. To read more about the training workshop, check out page 24.

To provide more training opportunities to states, FMCSA is now offering online training courses on the data quality website for FMCSA Portal users.

SAFETYNET 101

The first interactive course available in the Help Center, titled "SAFETYNET 101 Onboarding," provides an overview of SAFETYNET, an automated information management system that allows states to keep up-to-date records that monitor the safety performance of motor carriers and serves as the system to upload crash and inspection records to FMCSA.

FMCSA plans to bring more interactive learning opportunities to its website so that individuals can learn where and when it is convenient for them.

Visit <https://ai.fmcsa.dot.gov/DataQuality> to review the enhancements and please share your feedback by selecting "Submit Feedback" in the bottom right-hand corner of any data quality webpage.

FMCSA values your input as we work in partnership to improve the quality of data and advance our safety programs. Because better data leads to safer roads for every traveler. ■



CVSA Data Management, Quality and FMCSA Systems Training took place Jan. 29-31, 2019, in San Antonio, Texas.

FMCSA Helps Enforcement Personnel Stay Up-To-Date on ELDs

By **Frank Rosales**, National Training Center, and **Donnice Wagoner**, Enforcement Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) is continuing its efforts to provide the most up-to-date training on electronic logging devices (ELDs) to federal and state Motor Carrier Safety Assistance Program partners, and local law enforcement personnel who perform roadside safety inspections.

These training resources allow enforcement personnel access to the latest FMCSA policy guidance as it applies to using ELDs during the roadside review of a driver's compliance with hours-of-service (HOS) regulations.

ELDs – Roadside Course

The ELDs – Roadside Course is designed to provide students with a basic understanding of ELD technology and how to interpret the recorded HOS data to determine compliance with HOS rules.

The course is structured to guide students through the steps of conducting an inspection on a driver who uses an ELD, including, first determining if the driver is subject to HOS regulations and, second, verifying that the device is on FMCSA's list of registered, self-certified devices.

Students learn the procedures for ensuring that drivers carry all required in-vehicle ELD information, as well as driver responsibilities, including what they must do should an ELD malfunction occur. The course also provides information covering special driving categories.

For more information on the ELDs – Roadside Course, visit www.fmcsa.dot.gov/national-training-center.

eLearning: Introduction to ELDs and eRODS

The Introduction to ELDs and eRODS (Electronic Record of Duty Status) eLearning Course provides an overview on how to request and review driver HOS data to determine compliance with HOS regulations while conducting a roadside driver inspection.

Topics include: distinguishing ELDs from automatic onboard recording devices (AOBRDs); determining the method of transferring ELD data; and locating, opening and reviewing ELD files in the eRODS software.

This online course is for roadside inspectors, as well as safety investigators and auditors. Students can focus on the information most relevant to them and can access additional resources for more in-depth information and resources.

Course information is available at <https://eld.fmcsa.dot.gov/Enforcement>, under the Field Resources tab. Enforcement personnel must log into the ELD Field Resource Center to access resources, including the Introduction to ELDs and eRODS eLearning courses.

ELD Website

In fall 2018, FMCSA launched a redesigned and updated ELD website, which includes information targeted to ELD providers, drivers, motor carriers and enforcement partners.

The new ELD website offers the following:

- ELD providers can access information they need to develop, test and register their product. Providers can also register with FMCSA to get access to vital technical information, as well as manage device listings.
- Drivers and motor carriers can determine if they are subject to the ELD rule, learn the specifics of the rule, and obtain information and resources to help in using ELDs to track HOS. Motor carriers can verify that a specific ELD model is on FMCSA's list of registered, self-certified ELDs.
- Enforcement partners can review FMCSA training materials on ELD exceptions, the AOBRD grandfather clause, and requesting and reviewing HOS data. Enforcement personnel can also log into the ELD Field Resource Center to access resources created specifically for FMCSA field staff and state partners, including field trainings and policy guidance.

The new ELD website is available at <https://eld.fmcsa.dot.gov>. ■

Hazardous Materials/Dangerous Goods Training – Not Just a ‘Once Every Three Years’ Endeavor

By Rex Railsback, *Railsback Hazmat Safety Professionals LLC*

This article will quote the U.S. Hazardous Materials Regulations (HMRs) as it relates to more frequent recurrent training; however, the same reasoning can be applied for Transport Canada’s Transportation of Dangerous Goods (TDG) regulations and Mexico’s Secretaría de Comunicaciones y Transportes (SCT) (Ministry of Communications and Transportation) regulations.

49 CFR § 172, Subpart H, prescribes requirements for training hazardous materials (hazmat) employees. Additionally, modal-specific training requirements are found in 174, 175, 176 and 177. These requirements are in addition to those prescribed by other federal organizations, e.g., Occupational Safety and Health Administration, Environmental Protection Agency, etc.

After the initial training requirements are completed per § 172.704, it further states that a hazmat employee must receive the training required by this subpart at least once every three years. Additionally, recurrent in-depth security training is required once every three years, unless something in the security plan changes, then the security training needs to be updated. So, that’s it? Just once every three years for all, except in-depth security training should the security plan change?

Not so fast. If we look closer at § 172.704, we’ll see that the training requirements state in § 172.704(a)(1) and (2) “...the requirements of this subchapter.” So, if the requirements change before the end of the three-year recurrent training requirement, then, per the regulations, you would need training on the relevant changes in both general awareness/familiarization and function-specific requirements. Since the HM-215 (Harmonization with International Standards) series of rulemakings are on a two-year cycle, and just about every part within Subchapter C is always “touched,” it could be considered that the required recurrent training just went from a three-year cycle to a two-year cycle. Throw into that all the other series of rulemakings and updates of relevant special permits, safety data sheets and emergency response information, then that two-year cycle just might not be enough and we should now consider a one-year recurrent training cycle.

A one-year recurrent training cycle? Are you delusional? Do you know what that will cost? Well, no, I don’t know what it will cost. Cost will vary depending on how much changes year to year. As a retired Kansas State Patrol trooper with 22 years of hazmat enforcement experience, I can tell you that hazardous materials/dangerous goods carriers stopped for inspections who fail to keep up with current regulatory requirements spend more time on said roadside inspections as the inspector writes out the violations and/or citations and/or out-of-service orders. I do know that if an incident should occur, federal regulators will not be kind should they discover non-compliance led to enhanced consequences of said incident. I do know that if an incident should occur and you’re non-compliant of even the smallest of regulations, your liability on the civil side is greatly enhanced.

So, I ask this question – What is the true cost of not staying current with all relevant changes should an incident lead to serious injuries and/or fatalities because it cost too much to keep up with all the changes on a yearly basis?

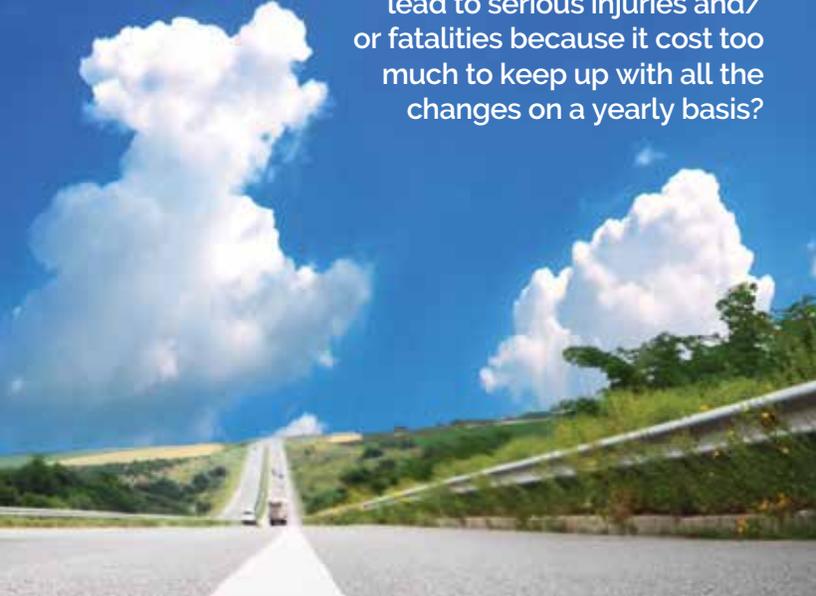
CVSA Operational Policy 4 states that an inspector “shall attend minimum in-service/refreshers training covering inspection of drivers and vehicles; North American Standard Out-of-Service Criteria; inspection of hazardous materials/dangerous goods, inspection of cargo tanks, other bulk package inspections and passenger carrier vehicle inspections as applicable, annually.”

Some jurisdictions require a minimum of 12 hours per year for the non-hazmat inspector and an additional eight hours for certified hazmat inspectors. Although training requirements will vary from jurisdiction to jurisdiction, inspectors are still receiving updated training annually.

Remember, inspectors enforce all federal safety regulations, hazmat regulations and jurisdictional laws and regulations, so I can see where 12+ hours of annual training might be needed. But for motor carriers and shippers, their slice of the regulatory pie is smaller and annual updated training/testing might only require four hours or less.

Additionally, with today’s technology, this training could be done remotely via self-paced online courses/updates, which would eliminate some cost.

What is the true cost of not staying current with all relevant changes should an incident lead to serious injuries and/or fatalities because it cost too much to keep up with all the changes on a yearly basis?



If those who enforce the regulations need to keep current, shouldn't those who put the regulations into practice also work to stay current? Not only because the regulations require it, but because it's the right thing to do.

A few years ago, I wrote an article titled "Zero is Not Taboo." In that article, I told inspectors that the goal of regulators, enforcement and industry – outside of zero fatalities, injuries and crashes – is to have inspections with zero violations. If carriers and shippers don't keep abreast of relevant regulatory changes, then the "road to zero" will never happen.

The safe transportation of hazardous materials/dangerous goods is like a three-legged stool. Remove one leg and the stool will fail, just like the goal for the safe transportation of hazardous materials/dangerous goods. If shippers and carriers don't do their part, the three-legged stool will never stand.

Finally, if you say "rules, rules, rules, there are too many rules," then don't stay silent during the rulemaking process. When the Pipeline and Hazardous Materials Safety Administration or other federal agencies post advance notices of proposed rulemakings, notices of proposed rulemakings or other items in the Federal Register and ask for comments, speak up and tell them your thoughts about what they're asking/proposing. The more feedback the regulators get, the better informed they are about what industry is thinking and the potential cost or hardships a proposed rule or other notice might cause. If you don't believe that regulators listen, then just read some of the final rules. Multiple times, you'll see how industry's and/or enforcement's input helped to shape said final rule. Sometimes, the input has even led to the withdrawal of a proposed rule.

I'm not familiar enough with the regulatory processes of Transport Canada's TDG or Mexico's SCT; however, if your interests are geared toward either of those sets of regulations, I would recommend reaching out to find the best path for your voice/input to be heard to help shape the best possible outcomes.

Remember, the safe transportation of hazardous materials/dangerous goods does not just happen; it takes all of us to make it happen. ■

UMassSafe Launches Commercial Vehicle-Safety Technical Assistance Center

By **Benjamin R. Yeager**, *Research and Project Assistant, UMassSafe, UMass Transportation Center*



UMassSafe, a multidisciplinary traffic safety research program housed in the University of Massachusetts Transportation Center at the University of Massachusetts Amherst, recently launched its Commercial Vehicle-Safety Technical Assistance Center (CV-STAC) for the Federal Motor Carrier Safety Administration (FMCSA) Eastern Service Center.

The purpose of CV-STAC is to guide law enforcement, state driver's licensing agencies and universities in the development and expansion of partnerships and programs promoting commercial motor vehicle (CMV) safety and commercial driver's license (CDL) compliance. Building off the momentum from UMassSafe's 2016 Commercial Vehicle Safety Research Summit, CV-STAC highlights projects implemented by states and universities, culling best-practice information on safety countermeasures and current safety research findings, as well as publishing blog posts on relevant topics.

In December 2018, CV-STAC hosted a webinar series of Best Practices for Crash Data Tools, wherein university transportation specialists provided information about utilizing crash data query tools to decrease the incidence of crashes (videos of the webinars and related materials can be viewed on the CV-STAC website).

Additionally, CV-STAC has been producing a blog series on a variety of topics related to large truck and bus safety. One article focuses on driver fatigue, explaining recent studies that have found a link between fatigue-related crashes and a deficit in CMV parking spaces. Another piece highlights a recent law disqualifying drivers from CMV operation if they use their vehicle for sex trafficking. Yet another describes recent state and federal endeavors to connect military veterans to CMV jobs. Moving forward, CV-STAC will continue to publish articles about pertinent changes to the policies and procedures surrounding the CMV industry.

CV-STAC also highlights CMV-related projects being implemented nationally, such as analyses of the culture of impaired driving, upcoming summits and recent grants.

The project is supported by FMCSA under a cooperative agreement: FM-CDL-0192-15-01-00.

For more information, visit www.umasstransportationcenter.org/cvstac or contact [Robin Riessman](mailto:Robin.Riessman@ecs.umass.edu) at riessman@ecs.umass.edu. ■



INSPECTOR'S CORNER

Inspection Hazards

By **Tpr. Jeremy Usener**, *Commercial Vehicle Enforcement, Texas Department of Public Safety; 2018 North American Inspectors Championship Grand Champion*

As a trooper, inspector, officer, etc., who is certified to perform levels of commercial motor vehicle (CMV) inspections, we conduct those inspections on a daily basis. Most of the time, those inspections are routine in nature and business as usual. However, there are those times when things go wrong and that routine CMV inspection can be hazardous to the inspector, the driver or the motoring public.

I know that being safe during that inspection is part of the procedures, but sometimes things happen. Have you ever thought of everything that could go wrong during that inspection? Have you ever been injured during an inspection? Has a driver ever been injured during an inspection? Has a crash occurred during an inspection? Unfortunately, you name it and I am sure that it has probably happened.

Several times during a CMV inspection, I have told myself or others that were assisting me to be careful because of a perceived dangerous violation, such as unsecured and shifted loads that were about to fall off a trailer. We have all seen it. You do not want to be under or beside it because it could fall at any minute. There have been times when I was concentrating on an inspection on a vehicle that had one of those loads and while walking around the trailer, not paying attention to the load, I suddenly stopped and told myself, "You shouldn't be standing here."

Loose or broken brake chambers can be a real problem also. I tell the new guys to always look at and push on the brake chambers before having the driver apply the brakes. If it is loose or broken, then it may be too dangerous to even inspect that brake. I have never seen one fly out from underneath the vehicle, but I am sure it has happened. I have seen a video of a tire blowing out during a traffic stop on a commercial motor vehicle. Fortunately, the officer wasn't near the tire when it blew out and no one was hurt.

I have conducted inspections where there was a hazardous material leaking from the package. Leaking hazardous materials pose their own hazards. One time, I was assisting a rookie inspector with a Level I Inspection



and while he was under the trailer, a liquid substance dripped from the trailer onto him.

Understandably, since he was new to Level I Inspections, he was freaked out and slid out from under the trailer thinking that some type of hazardous material had dripped onto him. It was just condensation from the trailer and after laughing at him for a while, we continued the inspection.

Just recently, we were weighing a CMV upon which we were intending to conduct a Level I Inspection. We discovered that the weight of the trailer was way over the allowed tire load rating and were surprised that the tires hadn't blown out already. Needless to say, we changed that Level I Inspection to a walk-around inspection. We were not getting under that one. The list goes on and on.

If you are a CMV driver, there are hazards associated with inspections for you also. Pulling into an inspection facility or pulling over for a roadside inspection could be hazardous. For example, in the area of Texas where I work, we do not have inspection facilities. We patrol the roads and select CMVs for inspections. We communicate our intentions to the CMV driver and pull off the roadway. Most of the time, there are many other vehicles around on the same roadway. Most of them, mainly the four-wheelers, have no idea what our intentions are

and sometimes cause a hazardous situation by not yielding to us. They may cause one of us to brake hard or take evasive action to avoid a collision. We are trying to get to step one of the inspection procedure and already there is a hazard. Most of you know what I am talking about.

Another hazard for the CMV driver is when the inspection is completed and the driver is trying to get back onto the road and he or she has to merge back into traffic. That can be complicated and hazardous because most CMVs take a while to get up to speed with the flow of traffic. You would think that the motoring public would perceive that this big vehicle is slower and give them room, but sometimes the CMV driver has to jockey for position because no one will let them in. I feel for those drivers because driving that big truck is more difficult than driving a passenger vehicle. Whenever I have completed a roadside inspection, I try to assist that driver, if I can, by using my emergency lights to warn the motoring public that the CMV is about to enter the roadway.

I say all of that to say this: Sometimes when it is fourth and 10, you should punt. No violation or inspection is worth someone getting hurt. Make going home safely at the end of your shift the last step of your inspection procedures. Stay safe. ■



FROM THE DRIVER'S SEAT

End the Distracted Driving Epidemic

By **Todd Stine**, *Carbon Express; America's Road Team Captain; 2017 Professional Tank Truck Driver of the Year*

Driving hundreds of miles a day gives you an interesting look at a wide array of people, behaviors and personalities. Like the guy with his tablet velcroed to his steering wheel so he could more conveniently watch a movie. Or the woman steering with her knees so that she could use both hands to type on her phone.

While these are good examples to share with young drivers to explain unsafe driving practices – and interesting conversation starters – as a truck driver, it makes me feel extremely unsafe to see people texting, watching movies, eating, drinking, messing with the GPS, turning around to reprimand a misbehaving child or any similar action while traveling 70+ miles per hour just feet away from my driver's side door.

And the most troubling piece of this? As I drive across the Northeast United States delivering oil and chemicals as a tank truck driver, it has become quite apparent that distracted driving is increasing.

Truck drivers often describe distracted driving as the “glow.” From our elevated position in the cab of the truck, we can see the glow as cars approach us in the side mirror and then confirm that the driver is distracted as they pass us on the left. The glow is especially visible at night when the dangers of distraction are even greater. By my count, I'd estimate that one out of every three cars has a distracted driver. It is that prevalent.

One thing we emphasize when we speak to students and young drivers is why distracted driving is dangerous. Most of the young people I see on the road are wearing their seat belt because they've grown up hearing about and seeing what happens if you are involved in an accident and are not wearing a seat belt. You can get thrown through the windshield or slam into the dashboard.

But young people continue to operate vehicles while distracted. In fact, according to the Centers for Disease Control and Prevention, distracted driving is the leading cause of death among teens. For an age group that has adopted seat belts at high levels, how can they disregard the perils of distracted driving?

When we emphasize the why, it clicks for some students. They need to experience how far the vehicle travels in the three seconds it takes to look down and send a text. They need to understand that objects enter highways and neighborhood streets even when it feels like the coast is clear. They need to see how dangerous it is to swerve back and forth in the passing lane while passing a tank truck carrying hazardous materials. They need to recognize that missing a posted speed limit sign for an exit ramp can cause a vehicle to roll over, especially in wet or icy conditions.

It's also important that young drivers hear these messages from truck drivers and law enforcement officers because we speak from experience and apply these lessons to our jobs.

For tank truck drivers, we pay close attention to stopping distances, posted speed limits and ramp speed signs because the liquid in the tank has waves and can create rollover risks. If we were to be distracted, we would be putting ourselves, other

motorists and the environment at risk. One text is simply not worth it.

And the text is not worth it in any situation. Sometimes, it may appear that at slow speeds or stop-and-go traffic, it's safe to check text messages or browse Google. Trust me, it's not. When I drive through Pittsburgh, there is a good chance that at some point I'll hit stop-and-go traffic. That's when I see the most distracted driving. But even at slow speeds, city driving requires complete focus on the task at hand.

In cities, abrupt lane changes and turns are more common than on highways and there's also a possibility that pedestrians, pets, bouncing balls or building materials could enter the roadway. Whether you're driving on the highway or in the city, distracted driving is a threat to your safety and those around you.

As much as distracted driving is a major risk to young people, it is also important to note that young people present the greatest opportunity to become advocates in our communities. Through America's Road Team, an ambassador program of American Trucking Associations, and through my tenure as the National Tank Truck Carriers Driver of the Year, we have emphasized distracted driving prevention messages to kids and teens. Truck drivers give dozens, even hundreds, of safety demonstrations each year to groups of young people and one of the best ways to end the presentation is to ask kids if they have ever seen their parents use their phones while driving. Usually, several hands go up.

So, we leave the kids with one simple request: Whenever you see an adult texting or playing with their phone while driving, say “Please put the phone down, I do not want to be in an accident today.” The right message, heard from the right source, can make all the difference. ■



Putting Modern Truck Brakes to the Test

By **Jim Park**, *Equipment Editor, Heavy Duty Trucking Magazine*

I consider brakes the single most important system on a truck. Yet, few drivers or even fleet maintenance personnel have ever had the opportunity to see what brakes can really do. I had such an opportunity recently and came away with huge respect for a system many of us take pretty much for granted.

Earlier this summer, Meritor, supplier of drivetrain, mobility, braking and aftermarket solutions for commercial vehicle and industrial markets, invited me to spend a couple of days putting various combinations of air brakes through their paces under controlled conditions on a test track stopping pad. It was a rare privilege to do this and it's something I wish every driver could experience.

The purpose of the exercise was to compare the feel and performance of drum and disc brakes, and drums and discs in different configurations on the tractor. We tested three combinations, starting with a full-drum setup featuring Meritor's Q+ RSD (reduced stopping distance) drum brakes on the tractor axles. Next was the all-disc combination, with Meritor EX+ air disc brakes on the steer and drive axles. Finally, we tested a split setup, with the EX+ discs on the steer axle and the Q+ RSD brakes on the drives. The trailer was equipped with 7-inch drum brakes, type 30 chambers and Meritor's bread-and-butter MA212 friction.

I went into this exercise expecting the disc brakes to outperform the drum brakes in most respects, but I came away with a different opinion. Their performance was nearly equal in all respects except the fade tests. The drum brake stopping distance did increase as the brakes got hotter, but by a lesser margin than I had expected.

Mark Ugo, senior test engineer for brakes at Meritor, was in the cab with me during the test runs, explaining what was occurring in each case. Thanks to Mark, I learned much about

brakes and braking in the few hours we spent on the track.

75,000 Lbs. Full Stop

The tests consisted of a straight run into the stopping area in a standard 12-foot-wide lane. A pair of orange cones marked the starting point where I was supposed to apply the brakes. Another pair of cones marked the spot where I could come to a stop. A formal FMVSS 121 brake test is done under much stricter conditions with professional test drivers.

We started each series of tests with five low-energy stops from 35 mph with a light to moderate application pressure, maybe 10-20 psi – the kind of stop most drivers would make on a city street. Predictably, there was no discernible difference in performance or handling between the three configurations. The drum and disc trucks stopped in the same distance, give or take a few feet, but that probably had more to do with the way I applied the brakes and when I applied them. I was just eyeballing the start marker.

The stops done with disc brakes on the steer axle had a more automotive feel to them and applied more “smoothly.” Drum brakes, on the other hand, applied a bit more aggressively at first because of their self-energizing nature. At moderate speeds and with fairly gentle applications, the difference between the discs and drums was barely noticeable.

From there, we went to full-pressure applications (100-120 psi) at 35 mph. Here, the difference between discs and drums was more obvious. For one thing, we started to get some antilock braking system (ABS) activity on the drive axles of both the disc- and drum-equipped trucks.

At some point, a sufficient amount of torque will lock up the wheel regardless of the type of brake producing it. With ABS, as soon as a

wheel locks, the system releases the pressure at that wheel, allowing it to rotate again before immediately reapplying the brake. If lockup reoccurs, the ABS releases the brake once again.

“The amount of torque required to lock a wheel is a moving target dependent on the friction between the tire and pavement, which is further dependent on the tire tread (lug or rib, low-rolling resistance or traction, tread depth, etc.), the weight on the tire, the coefficient of friction of the road surface and, of course, the condition of the brakes,” Ugo explained. “Very generally speaking, application pressures in the 60-75 psi range are needed to lock a drive or trailer wheel and trigger an ABS event on dry pavement.”

We had an old-fashioned analog accelerometer on the cab that showed the G forces experienced in these stops. The moderate stops produced a force of 0.5 G, while the full-pressure stops hit 0.8 G. That's more than enough to dislodge an unbelted driver from the passenger seat or launch any loose stuff in the cab toward the windshield. Things, such as laptops, suitcases, unsecured TVs, etc., would become projectiles and could do serious damage if they took flight.

Here's something for flatbed haulers to consider: The minimum performance standards for cargo securement devices referred to in the cargo securement regulations require those devices to withstand forces of 0.8 G forward and 0.5 G laterally and to the rear. Based on how the full-application stops threw us tight against the seat belts, 0.8 G forward is a pretty tall order.

It's hard to imagine what modern brake systems are capable of until you really put them to the test. I did and I came away amazed.



Performance-wise, both the disc, drum and disc/drum combinations produced similar stopping distances. All produced ABS activity on the drive and trailer wheels. Even after five full-pressure stops from 35 mph, there was little discernible fade in the drum systems. Again, I'd call it a wash at this point; the drums were hanging right in there with the discs.

100+ psi, 60 mph

Some interesting things began to happen when we punched the test into high gear with full-pressure applications from 65 mph. Like before, we made at least five stops with each configuration and the brakes became hotter each time, which changed the dynamics of each stop. A test like this comes close to simulating the effect of braking on long downhill grades.

The long and short of it was the all-disc tractor consistently had the shortest stopping

distances, followed by the tractor with drums on the drives and discs on the steer. Stopping distances for the drum/drum tractor were longer overall, but by only about 15-20 feet.

Temperature readings taken from the brakes at the end of the five runs showed the steer-axle drum brakes got the hottest, reaching 420 degrees in one sample. Most of the drive-axle samples were in 300-350 range, while the trailer drum brakes remained the

coolest at about 260-275 degrees. Those temps were taken from the exterior surfaces of the drums and rotors; the temperature of the brake linings and pads would have been substantially higher.

Continued on next page



Due to the transfer of weight forward during a hard brake event, the trailer axle unloads by several thousand pounds. The drive axles behave similarly but by about half the rate of the trailer. The steer axle, remarkably, assumes most of the transferred weight and can load the axle and the tires briefly up to 18,000 or 19,000 lbs.

Continued from page 39

What was unusual for me in this test exercise was feeling ABS activity on the steer axle brakes.

That wouldn't have happened prior to the reduced stopping distance (RSD) rules, but I felt ABS activity on both the disc-brake-equipped steer axles. The drum brakes reacted early in the stop and then the ABS activity subsided, while the higher-output disc brakes continued triggering ABS events almost until the truck came to a stop.

The general point to all this is that much of the increase in braking force that was required by the RSD rules comes from the steer axle – either the beefier 16.5x5-inch drum brakes with type 24 chambers (up from 15x4 inch with type 20 chambers) or the disc brakes.

That was something I had never experienced. The steering wheel jerked a couple of inches right and left, but the truck tracked perfectly

straight through the stop. On a few occasions, after I got used to what was happening, I loosened my grip on the wheel and let it steer freely. The truck stayed perfectly straight. This ABS activity is perfectly normal under the circumstances, but it might be a bit shocking to a driver who doesn't know what to expect.

As for stopping distances between the disc- and drum-equipped trucks, the all-disc truck stopped in the shortest distance, with the distance decreasing with each stop as the rotors got hotter. Amazingly, one of the stops was less than 200 feet. That's an amazing 50 feet short of the RSD requirement. The disc/drum truck was consistent in its stopping distance over the five high-speed, high-pressure stops, with the steer-axle discs apparently countering the slight fade from the trailer and drive axles.

The all-drum truck did take a bit longer to stop as the drums warmed up but, interestingly, during the third stop, once the brake linings

“came to life” as Ugo put it, it came up with a shorter stop than the previous two. The remaining two stops got slightly longer as the linings had to reach a little further for the expanding drum, pretty much as expected.

My Take Away

This exercise expanded my knowledge of brakes and the dynamics of braking, thanks to the conversations Ugo and I were had in the cab which deepened my respect for modern braking systems.

As for the debate over discs versus drums, I can say that each has its merits and drawbacks. If I was spec'ing a truck with a lot of mountain exposure, it would have discs for sure. As a side note, I've seen video footage of the Alpine brake testing Meritor does in the Swiss Alps, where the brake rotors on the truck glow cherry red but the truck still stops. That performance in extreme conditions would weigh heavily on a spec'ing decision.



The trucks used for this test were off-the-shelf Freightliner Cascadias with the company's standard brake offerings.

The maintenance for disc brakes advantages are worth considering, too. Even though the upfront cost would be higher, a 30-minute pad change would certainly come cheaper than a standard brake job. Of course, the idea that very little that can go wrong with a disc brake goes a long way at CVSA Level I Inspection time as well.

I would also be perfectly happy with RSD drum brakes at all wheel positions, but I would probably lean toward having discs on the steer axle. Having just witnessed drums going head-to-head with discs and coming out a wash (except in fade), if my exposure to extreme driving conditions were normal or minimal, that slight difference wouldn't matter much.

The other significant take-away is the brake lining material. When the OEMs list a brake system as standard, they usually demand a significant margin of improvement on the RSD-required 250-foot stopping distance. Ugo says Meritor tests its brakes for a 20-25

percent margin and I expect the other major brake manufacturers do something similar. Much of that margin comes from the friction material formulation. At reline time, I'd be spec'ing OEM linings. Sure, they are more expensive, but that 25-foot margin could make all the difference between a crash, a bump or a near miss.

And finally, if every driver and maintenance manager had the chance to experience what I did over those two days at the test track, I think they'd all have a much deeper appreciation of the need for proper brake maintenance. If you flip to the back few dozen pages of the North American Standard Out-of-Service Criteria Handbook, you'll find some mind-boggling examples of brake system neglect and damage. I simply cannot imagine trying to stop one of those trucks under the conditions we tested Meritor's brakes under at the track. ■

Disc Brakes vs. RSD Drum Brakes

Back in 2011, a rule from the National Highway Traffic Safety Administration went into effect requiring 6x4 highway tractors to decrease their stopping distance by 35 percent under prescribed test conditions, from 355 feet to 250 feet.

"At the time the reduced stopping distance rule was proposed, drive-axle brakes were already at the edge of what they could accomplish, considering the coefficient of friction between pavement and tire," explained Mark Ugo, Meritor's senior test engineer for brakes. "They were already at the threshold where the anti-lock system would kick in to prevent wheel lockup. The only real place brake makers could turn to meet the RSD requirements was the steer axle. RSD basically forced a doubling of the steer axle output torque."

In response, brake manufacturers developed more advanced drum brakes, featuring a longer, wider and thicker lining block, new friction formulations, and larger actuators, in some cases. The result was steer-axle drum brakes that produced more torque, did a better job of dissipating heat and lasted longer under normal conditions. These advanced drum brakes offered fleets the option of staying with less expensive and more familiar drum brakes rather than adopting disc brakes to meet the reduced stopping distance requirements.

Today, disc brakes are gaining market share and several original equipment manufacturers now offer them standard at some wheel positions. Discs do come with significant maintenance advantages and there are fewer parts whose failure could result in a failed roadside brake inspection. On the downside, they tend to be heavier and more expensive up front, but that is changing.



This screen grab from video footage hardly does justice to the impact of a 0.8 G stop from 60 mph with a full load in less than 200 feet.

Tick-Tock: Your Fleet Has Nine Months to Achieve Full ELD Compliance

Photos by **Fred Fakkema**, *Vice President of Compliance, Zonar*

Dec. 16, 2019, should be a date on every fleet manager's calendar: It's the last day that drivers can legally use automatic on-board recording devices (AOBRDs) that don't meet the latest Federal Motor Carrier Safety Administration (FMCSA) standards for the electronic logging device (ELD) mandate.

Many fleets continue to use AOBRDs, which raises the question of how fleet managers can successfully transition their teams to become compliant with the mandate over the next nine months.

With the clock ticking, managers still have time to ensure compliance by following three tips:

Check Each Vehicle: Make Sure You Have the Right Device

ELDs and AOBRDs are more than electronic devices that record whatever a driver is doing. Standards governing the former were established alongside the new adoption rule in 2015; while standards for the latter stretch all the way back to 1988. ELDs sync with a fleet's engine to track power and motion status, miles driven and engine hours, and the standards governing them account for those capabilities; AOBRDs do not.

The good news is: If your AOBRDs were installed before Dec. 16 and can be upgraded to meet ELD requirements by the time it arrives, your drivers can keep using them.

These requirements include:

- Integration with a vehicle's engine control module to automatically record engine status, vehicle motion status, miles driven and engine hours
- The ability to present a graph of a driver's daily duty status changes, either on a display or printout
- The device's default status must be on duty, not driving, when the vehicle has not been moving for 5 consecutive minutes and the driver has not responded to an ELD prompt within 1 minute
- Wireless web service and wireless email access or the local method (USB or Bluetooth)
- A system that prevents the alteration or erasure of a driver's ELD records or the data streams used to collect their information
- The ability to monitor itself for malfunctions and/or data inconsistencies and record them

It will be necessary to check each vehicle within your fleet and assess your devices. The right vendor, if they are knowledgeable regarding complex federal and state regulations, can help you on this front. Which brings us to the next tip...

Don't Settle for Any Vendor: Do Your Research

If you're still in the market for an ELD or if you need to switch vendors, now is the time to act. While it's not a decision your company should make lightly, the time for research (and training and implementation) is running short. The right vendor will act as a partner – not only to help assess your current fleet to determine which AOBRDs need to be upgraded or completely replaced, but to ensure that every driver is prepared to use their device and willing to answer or help your business when you need guidance.

Here are some questions to ask yourself when investigating vendors:

- How long has this vendor been in the industry?
- What do they know about compliance and fleet management?
- Can their system be updated when new regulations are introduced?
- Do they offer products and services beyond ELDs?
- What customer service, including training and technology support, do they offer?
- Can they provide referrals?

Unfortunately, since FMCSA announced its new ELD standards, vendors have flooded the market with a deluge of solutions, including iPhone and Android apps, in a naked attempt to capture unsuspecting business owners rushing to become compliant. A credible name is no guarantee of quality either. You have to do your research.

Also, you should make sure that your ELD solution is reviewed and verified by a trusted third party. This will be especially important when the Canadian ELD mandate goes into effect.

If you consistently don't like the way you're treated or can't get a straight answer to your questions, don't expect it to improve. Remember also that choosing an ELD provider means investing not only in hardware and software, but in a long-term relationship with their customer service department. At this

point, you still have time to find a new vendor. Move on before you get stuck with a non-compliant solution, without other options.

ELDs Offer More Than Compliance: ELD is an Investment in Your Business

Trucks.com estimates that roughly 500,000 trucking firms are affected by FMCSA's mandate. Vehicles discovered operating without an ELD onboard during an inspection have already been subject to federal investigation since Dec. 18, 2017, and with CVSA conducting approximately 4 million commercial motor vehicle inspections each year and an estimated 3.5 million truck drivers in the U.S., it's safe to assume the chances of new violations being discovered over the next nine months are high.

Avoiding punishment shouldn't be your company's primary reason for becoming ELD compliant. The information ELDs track can help fleet managers decrease fuel costs by monitoring excessive truck idle times, reduce truck downtime by up to 15 percent and even lower the potential for injuries. One study by the U.S. Department of Transportation found that 87 percent of truck-led crashes were caused by driver fatigue, a risk that may be mitigated by ELD time-tracking systems. For carriers, ELDs make it easier to raise Compliance, Safety, Accountability (CSA) scores and can help save drivers time and money each day in paperwork and manual tracking.

More importantly, fleets that fail to embrace the ELD revolution will be left behind as the industry's standards shift from analog to digital processes. Losing a crucial contract to a more technically savvy competitor can easily cost a company more than purchasing, implementing and training employees to use a new product in the first place.

With FMCSA's final deadline only nine months away, time is of the essence if your fleet is still using AOBRDs. The longer businesses take to comply with the mandate, the further behind they will be and the higher the risk of dealing with heavy fines and potential investigation.

Check out Zonar's printable checklist for more tips in assessing vendors and preparing your fleet for the final ELD deadline: www.zonarsystems.com/eld/the-fleet-managers-checklist-the-final-countdown-for-aobrd. ■

Past CVSA President and Founder of Level VI Program Jim Daust Passes Away



On Dec. 8, 2018, CVSA Past President (1986-1988) James (Jim) Earl Daust passed away at age 84.

Daust retired from the Michigan State Police as a lieutenant colonel. He started his career in law enforcement in

July 1963 as trooper of the Bay City Post. He was promoted through the ranks of the Michigan State Police from trooper to lieutenant colonel, deputy director of the Michigan State Police and commander of the Investigative Services Bureau.

After retirement, Daust worked as the first project director for the Michigan Truck Safety Commission where he developed the Michigan Center for Decision Driving,

traveling educational programs and a variety of truck driver safety initiatives.

Daust was one of the founding members of the Alliance, who went on to become the project director for CVSA's U.S. Department of Energy's cooperative agreement, where he helped develop the Level VI standards for the transportation of radioactive materials, which eventually became the Level VI Inspection Program.

A lifelong Michigander, Daust was a friend and mentor to many people involved with the transportation of radioactive materials, as well as present CVSA Staff. He was highly involved in his community of Gaylord, Michigan, and helped develop the Otsego County Community Center. He is survived by his wife Karen, their four children, and many grandchildren and great-grandchildren.

Rest in Peace, Jim. ■



A young Bill Reese of the Idaho State Police, who is currently CVSA director of COHMED Program, was awarded his prize for naming the RAD Inspection News. The prize, a CVSA jacket, was presented to Reese by Jim Daust, CVSA Level VI Program director at that time.

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.

'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." ■



Level VI Certification Class 171 Held in Texas; Class 172 in Sacramento

CVSA held Level VI Certification Class 171 in Austin, Texas, in October 2018 with 19 students representing the Texas Department of Public Safety, Nebraska State Patrol, Washington State Patrol, Federal Motor Carrier Safety Administration and locals from Houston, La Porte and Pasadena Police Departments. Instruction was provided by Reggie Bunner of the West Virginia Public Service Commission and Tom Fuller.

In November 2018, CVSA Level VI Certification Class 172 was held in Sacramento, California. Instruction for Class 172 was provided by Adam Roha of the California Highway Patrol and Artez Lester of the Florida Highway Patrol. A total of 24 students were in attendance representing the California Highway Patrol, Nebraska Highway Patrol and the Nevada Highway Patrol.

CVSA would like to thank the Texas Department of Public Safety and the California Highway Patrol for hosting these training classes. ■



Austin, Texas



Sacramento, California

Argonne National Lab Resumes Shipments to WIPP

The U.S. Department of Energy’s (DOE) Argonne National Laboratory, located near Chicago, Illinois, resumed shipments of transuranic (TRU) waste to DOE’s Waste Isolation Pilot Plant (WIPP).

The shipment of mixed TRU waste left the Argonne National Laboratory site on the morning of Dec. 20, 2018, and arrived at WIPP just before midnight on Dec. 21, 2018.

Mixed TRU waste consists of items, such as clothing, tools, rags, residues and debris, contaminated with radioactive TRU elements. The waste is also contaminated with trace amounts of chemicals, like cleaning solvent or lead, that require it to be regulated under the Resource Conservation and Recovery Act. Waste to be disposed of at WIPP must meet certain criteria prior to shipment, which includes no liquids, explosives or flammables.

“This is another milestone for the WIPP facility,” said Todd Shrader, manager, DOE Carlsbad Field Office. “WIPP is dedicated to safely and compliantly accomplishing its mission to dispose of the nation’s TRU waste.”

The 1,700-mile trip took about 38 hours, including the time required for WIPP drivers to stop and inspect the truck every 150 miles or three hours. The inspection stops are performed in accordance with safety protocols

developed by DOE and the Western Governors’ Association.

Since opening on March 26, 1999, WIPP has received more than 12,300 shipments of TRU waste from DOE generator sites across the country. During that time, shipments have safely traveled more than 14.7 million loaded miles.

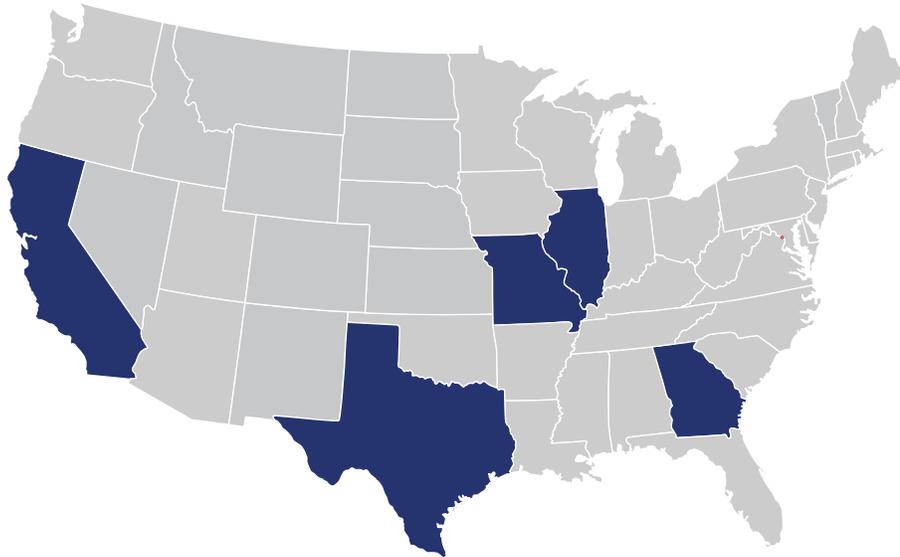
WIPP, a cornerstone of the DOE’s cleanup effort, is the nation’s first repository for the permanent disposal of defense-generated transuranic radioactive waste left from the research and production of nuclear weapons.

Located in southeastern New Mexico, 26 miles east of Carlsbad, project facilities include disposal rooms excavated in an ancient, stable salt formation 2,150 feet (almost one-half mile) underground. ■



2018 Brings 85 New Level VI Certified Inspectors Nationwide

In 2018, CVSA held Level VI Certification Classes in Missouri, Illinois, Georgia, Texas and California, resulting in 85 newly certified Level VI inspectors. Those inspectors represent commercial motor vehicle enforcement agencies from California, Georgia, Illinois, Iowa, Kansas, Missouri, New Jersey, Nevada, Nebraska, Ohio, Texas and Wisconsin. Also represented were certified commercial motor vehicle inspectors from the cities of St. Louis, Missouri; Pasadena, Houston, and La Porte Texas; as well as Department of Energy contractors from CAST Transportation Services. CVSA would like to thank the host states for providing their training facilities and their hospitality. ■



2019 Level VI Training Courses

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes on inspecting motor carriers and drivers transporting transuranic waste and highway route controlled quantities of radioactive material. This Level VI training is offered to jurisdictional inspectors who meet the prerequisite of having obtained CVSA Level I and Hazardous Materials certification.

If you would like to attend any of the below-listed Level VI certification courses, contact CVSA Director of Level VI Inspection Program Carlisle Smith at 301-830-6147 or carlises@cvsa.org. ■



APRIL 15-18
PEARL, MISSISSIPPI



MAY 13-16
GOLDEN, COLORADO



JULY 9-12
HARRISBURG, PENNSYLVANIA



OCT. 7-10
UNION GAP, WASHINGTON



NOV. 4-7
AUSTIN, TEXAS

97 Percent of Level VI Inspections in 2018 Had No Violations

From Jan. 1-Dec. 31, 2018, there were 926 Level VI Inspections conducted in the United States. Of those Level VI Inspections, 97 percent had no violations. Of the inspections with violations, only 1 percent had an out-of-service violation. The data continues to show a low percentage of violations for shipments subject to the Level VI Inspection criteria.

CVSA collects and monitors Level VI Inspection data using the Federal Motor Carrier Safety Administration's Analysis and Information database. This database collects Level VI Inspection data for shipments of transuranic waste to the Waste Isolation Pilot Plant site, highway route controlled quantities of other U.S. Department of Energy (DOE) shipments, as well as Cobalt-60 shipments made by private industry.

The continued ultimate goal of the North American Standard Level VI Inspection Program for Transuranic Waste and Highway Route Controlled Quantities of Radioactive Materials is safe, uneventful shipments of radioactive materials from origin to destination. The states, provinces, DOE and private industry shippers and carriers are proud of the excellent safety program that keeps driver and vehicle out-of-service rates lower than the rest of the industry. ■

Level VI Roadside Inspections (2018 - Calendar)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	938	938	100%
Point of Origin	0	492	492	52.45%
En Route	0	445	445	47.44%
Point of Destination	0	1	1	0.11%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	919	919	97.97%
Level VI Inspections with Violations	0	19	19	2.03%
Level VI Inspections with Out-of-Service Conditions	0	5	5	0.53%

Level VI Roadside Inspection Violations (2018 - Calendar)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.45PC	Brake Tubing and Hose Adequacy - Connections to Power Unit	2	2	8.70%	1	50%
393.45B2	Brake Hose or Tubing Chafing and/or Kinking	2	2	8.70%	0	0%
393.48A	Inoperative/Defective Brakes	2	2	8.70%	0	0%
393.207F	Air Suspension Pressure Loss	1	1	4.35%	1	100%
393.207A	Axle Positioning Parts Defective/Missing	1	1	4.35%	1	100%
393.45UV	Brake Tubing and Hose Adequacy Under Vehicle	1	1	4.35%	1	100%
393.45D	Brake Connections with Leaks or Constrictions	1	1	4.35%	0	0%
395.3A2 PROP	Driving Beyond 14-Hour Duty Period (Property-Carrying Vehicle)	1	1	4.35%	0	0%
393.201A	Frame Cracked/Loose/Sagging/Broken	1	1	4.35%	0	0%
393.50	Inadequate Reservoir for Air/Vacuum Brakes	1	1	4.35%	0	0%
393.9A	Inoperative Required Lamps	1	1	4.35%	0	0%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	1	1	4.35%	0	0%
393.110D	Large or Odd-Shaped Cargo Not Adequately Secured	1	1	4.35%	0	0%
172.203D9	No Exclusive Use Notation	1	1	4.35%	0	0%
172.203D10	No Indication for Highway Route Controlled Quantity of Class "HRCQ" on Shipping Paper	1	1	4.35%	0	0%
393.11	No or Defective Lighting Devices or Reflective Material as Required	1	1	4.35%	0	0%
396.5B	Oil and/or Grease Leak	1	1	4.35%	1	100%
172.203D1	Radionuclide Name Not on Shipping Paper	1	1	4.35%	0	0%
396.3A1T	Tires (General)	1	1	4.35%	1	100%
393.60EWS	Windshield - Obstructed	1	1	4.35%	0	0%

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