

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 23, Issue 2
2nd Quarter 2016

Consider CVSA Leadership

Help Shape the Future of this Organization While Representing
Your Jurisdiction and Achieving Professional Growth and Success



**Learn More
About the Nominees
for CVSA Secretary**

**Adrienne Gildea is
CVSA's New Deputy
Executive Director**

**Interdiction Training
for Inspectors Bolsters
Highway Safety**

IN THIS ISSUE

Insight

President's Message	1
Executive Director's Message.....	2

Government News

The Legislative and Regulatory Rundown.....	3
New Entrant Off-site Safety Audits: Comprehensive Training and Mentoring Provide Keys to Success.....	4
FMCSA Column	5
Understanding How Coercion and Harassment Impact Highway Safety	6
FMCSA's New Tools for Prioritization Address the Riskiest Motor Carriers Sooner.....	7
FMCSA 2015 Annual Drug and Alcohol Management Information System Survey is Underway	7
Interdiction Training for Inspectors Bolsters Highway Safety	8
DIAP Recognizes Kentucky's Sgt. Pete Wilson as Convoy Instructor of the Year.....	9
Streamlined. Simplified. Unified. Unified Registration System Eases Registration Process.....	10
FMCSA Reduces Annual Random Controlled Substances Testing Rate for Calendar Year 2016	11
FMCSA's Redesigned Data Quality Website Reinforces Safety Mission	12

Cover Story

Consider CVSA Leadership	13
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CVSA Committee and Program News

Commercial Motor Vehicle Transportation Safety Community Gathers at 2016 CVSA Workshop	16
Learn More About Your Nominees for CVSA Secretary from the Nominees Themselves.....	18
Adrienne Gildea is CVSA's New Deputy Executive Director	20

Inspector's Corner

My Challenge to You: Be Prepared for ELDs.....	21
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Regional News

Maryland Releases its 'Operation Safe Drive I-95' First Enforcement Wave Results.....	23
Maryland State Police Targets Problematic Areas for CMV Special Initiatives	24
The NAIC 2015 Patch Board	24
Teaching Police Officers How to Conduct Traffic Stops on CMVs.....	25
Anhydrous Ammonia: Friend or Foe?	26
Distinguished Partner Award Given to Jim Burg	27
Michigan State Police Adds 13 Motor Carrier Officers.....	28
South Dakota Trucking Association Creates South Dakota Road Team.....	29
Inspection Photos	29

From COHMED Conference Attendee to COHMED Leadership	30
California Highway Patrol Hosts the 2015 Commercial Vehicle Safety Summit.....	31
North American Standard Level I Instructor Course Held in Halifax, Nova Scotia	32
Inspection Photos	32
Blind Spot: Raising Awareness About Blind Spots Among Pedestrians and Cyclists	33

From the Driver's Seat

Cell Phones Are Here to Stay, Distracted Driving Needs to Go.....	34
--	----

Industry Perspectives

Let's Check the Video: Technology Approaches to Improving Driver Safety	35
There's a Brake Regulation for That?	36
Collision Mitigation: The Path to Safer Roads	37
North American Fatigue Management Program: Strategies and Tips for Every Fleet Owner	38

RAD Inspection News

2016 Level VI 'Train the Trainer' Has its Largest Class	40
Level VI Class 155 Held in Little Rock, Arkansas	41
Level VI Program Offered at the 2016 COHMED Conference.....	41
2016 Level VI Basic Certification Classes.....	41
Roadside Inspections, Level VI (2016 - Fiscal).....	42

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PRESIDENT'S MESSAGE

A Recap of the Winter Executive Committee Meeting

By Maj. Jay Thompson, Arkansas Highway Police

In February 2016, the CVSA Executive Committee gathered in Washington, D.C., for its annual winter meeting. While we accomplished a number of tasks, made important decisions, had thorough discussions and cultivated plans for the future, there were three aspects of the meeting I wanted to highlight in this article:

1. Meetings with members of Congress and Congressional staff
2. Discussions with Federal Motor Carrier Safety Administration (FMCSA) leadership
3. Strategic plan discussions

Meetings with Members of Congress and Congressional Staff

The CVSA Executive Committee meets in-person four times a year. One of those meetings takes place every winter in Washington, D.C. This is an important meeting because it's the one time of the year when the executive committee members meet with United States policymakers in the nation's capital to advocate our safety priorities.

During our time on the Hill, we thanked members of Congress and Congressional staff for their support of increased flexibility to the states through grant reorganization and consolidation, efforts to make data quality improvements, and petition and regulatory guidance policy changes – all priorities of the Alliance that made it into the Fixing America's Surface Transportation (FAST) Act. Many Congressional members were appreciative of our gratitude, stating that they were rarely visited and thanked after a bill passes.

These meetings also provided an opportunity for members of Congress to speak directly with those who will be affected by the FAST Act. They asked what we were happy with and what needed more work, and we were able to have honest conversations with our nation's policymakers about improving transportation safety. I realize how rare and precious an opportunity this was and I believe I can speak on behalf of the executive committee in

saying that we were truly appreciative of the time our members of Congress took not only to meet with us, but to have extensive, substantive conversations about the issues.

Discussions with FMCSA Leadership

CVSA meets with FMCSA, the Alliance's biggest federal partner, every year during the winter committee meeting. This year, we met with over a dozen members of FMCSA leadership to discuss the implementation of the FAST Act; the impacts of the changes to the Motor Carrier Safety Assistance Program (MCSAP), such as funding and grants; and the importance of open and healthy partnerships.

FMCSA Acting Administrator Scott Darling has designated 2016 as "the year of partnerships." He kicked off our discussions by thanking us for our good working relationship with the agency, stating that they couldn't do what they do without CVSA and its state partners. Mr. Darling's words and actions have proven he is dedicated to working together to make our nation's roadways safer.

Strategic Plan Discussions

A full day of the CVSA Executive Committee Meeting was devoted to the strategic plan. The strategic plan identifies the future direction and priorities for the Alliance.

Back in January 2015, CVSA initiated a strategic plan review process. Since the last strategic plan was developed in 2004, with an update in 2010, we realized the need to review and update the plan. An environmental scanning phase was carried out in February and March 2015, involving a document review, membership survey and interviews with government and industry stakeholders. The CVSA Executive Committee then reviewed the environmental scan, generated ideas and discussed possible future directions for the organization. In summer 2015, a discussion paper reflecting the emerging plan was distributed to the membership for input. Based on members' feedback, the Executive Committee revised the plan and identified specific strategies for

moving forward. At the 2016 winter meeting, the executive committee reviewed, evaluated and mapped the purpose and goals of the organization's activities against the new strategic plan to ensure the direction and structure of the Alliance are meeting its objectives. The committee approved the strategic plan and implementation process.

We gathered representatives from member jurisdictions at the 2016 CVSA Workshop in Chicago to provide them with an overview of the development process, communicate the new direction of the Alliance, and socialize the implementation strategy for CVSA's new strategic plan to the agency/department leaders responsible for the coordination and oversight of commercial motor vehicle safety and enforcement programs within each jurisdiction.

The strategic plan will be shared with all members during the general session at the CVSA Annual Conference and Exhibition in Little Rock, Arkansas, in September. We encourage all of our members to attend that conference and actively participate in the programs and activities of the Alliance. The rollout of a new strategic plan is a significant event. CVSA requires complete organizational support to effectively incorporate its implementation strategies into the culture and structure of the Alliance.

I hope to see you at the Annual Conference and Exhibition in September in my home state of Arkansas, so you can be there in-person to learn more about our strategic plan. And if you're not able to attend, make sure you visit the "About CVSA" section of the website (www.cvsa.org) to view a copy of the new strategic plan. It has been years in the making and we're proud to share it with you.

And last but certainly not least, I am truly honored and humbled that you have allowed me to serve as your president. The work you all do on a daily basis saves lives.

Thank you. ■



EXECUTIVE DIRECTOR'S MESSAGE

Back to Basics

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

On March 10, 2016, I began my 14th year of service to the Alliance, and it just amazes me how time flies by when you're enjoying life and having fun doing something you love.

I first joined the CVSA team in early 2003 when I was selected to be the organization's director of training programs. Since we were a small staff with no direct reports and limited resources, I had my work cut out for me. But that didn't concern me. Even though I was fresh off the street and moved across the country to begin a new career in association management, I was full of youthful energy and motivated to make a difference by challenging myself to elevate the roadside inspection and enforcement programs of the Alliance to a whole new level.

Since the Alliance is fresh off of a new strategic planning exercise, by the time this 2016 second quarter issue of "Guardian" hits your desk, I will have been your executive director for six months and we are already well into the implementation phase of our new refocused strategic goals and objectives.

In the summer of 1989, when I began my journey as a commercial motor vehicle enforcement officer/inspector, CVSA was still in the very early stages of development. However, to many of us, it was quite evident that the motor carrier industry and the member jurisdictions had a lot to gain from this coordination of efforts. As my personal and professional relationships evolved through my first decade in commercial motor vehicle enforcement, I was fortunate to have the opportunity to work with a number of dedicated and professional colleagues who saw the potential in the organization and grew the Alliance into what it is today.

When I made the decision to move to Washington, D.C., to work on behalf of my peers as a member of staff, I made a commitment to myself and to the organization to give it everything I had to support the roadside inspector and the member jurisdictions, as they strived to provide the best service possible to

the motor carrier industry. I wanted to make the Alliance great by staying true to the founding mission, vision and goals of the organization by promoting and improving uniformity in commercial motor vehicle safety and enforcement.

When I first arrived at CVSA, it was a completely new environment and, at times, it felt like I was drinking from a firehose; however, as I worked long and hard to learn the nonprofit landscape and establish myself as a "go-to" resource for the member jurisdictions, I knew this is where I want to be and this is what I want to do.

Through the 1980s and 1990s, several of the founding member jurisdictions of the Alliance took it upon themselves to lay the foundation and establish the framework of a quality, uniform and efficient roadside inspector training and certification program. At the time, since the Alliance was not in a position to adequately support and maintain the course materials for the core roadside inspectors courses, it was decided that this role would be fulfilled by the Federal Highway Administration, Office of Motor Carriers and Highway Safety (now the Federal Motor Carrier Safety Administration).

Now, 20 years later, we (the member jurisdictions of the Alliance and their instructors) are no longer in that same position. By applying our energy and passion to what we do each and every day, we are excited and enthusiastic about the opportunity to once again play an active role in the design, development and implementation of the core roadside inspection courses throughout North America.

On May 3, 2016, we began a new chapter for the Alliance. Having just signed the new articles of incorporation re-establishing the Commercial Vehicle Safety Alliance

as a nonprofit corporation in the District of Columbia, I took the time to reflect on our history, organizational developments and past performance.

Throughout 2015, CVSA initiated a strategic plan review process that included an environmental scan, document review, membership survey, and interviews with government and industry stakeholders. A year later, in February 2016, the CVSA Executive Committee reviewed the strategic plan, generated additional ideas and discussed possible directions for the organization. As a result of those discussions, it was clearly evident that the membership needed and wanted to play a much larger role in the certification and training of roadside commercial motor vehicle enforcement officials.

As we enter the implementation phase of our new strategic plan, the organization will be getting "back to basics" by focusing significantly more time, energy and resources in maintaining and enhancing the core competencies of the roadside inspection and enforcement programs, in order to ensure a uniform, consistent and reciprocal application of the North American Standard Inspection Program. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

FY2017 Appropriations

On April 21, 2016, the Senate Appropriations Committee approved its transportation spending bill. The bill includes funding for the Federal Motor Carrier Safety Administration (FMCSA) and the newly organized Motor Carrier Safety Assistance Program (MCSAP) grants at levels consistent with the most recent transportation reauthorization, the Fixing America’s Surface Transportation (FAST) Act of 2015.

In an effort to move the appropriations process forward this year, senators agreed to hold controversial amendments until consideration on the Senate floor. The transportation bill was scheduled for consideration on the Senate floor when Congress returned from recess in May, but the measure was expected to be tied to other spending bills and the path forward was unclear as of early May.

In addition to setting the funding levels, the Senate bill also includes language addressing the hours-of-service (HOS) issue created in the FY2016 Transportation Appropriations Act. The 2016 bill attempted to suspend the portions of the HOS requirements related to the restart provision until after a new study of specific issues related to the restart rule was completed and reviewed by both the secretary of transportation and the U.S. Department of Transportation (DOT) inspector general. However, a drafting error led to concerns with the actual impact of the language. The FY2017 bill rewrites Section 133 of the FY2016 Transportation Appropriations Act, clarifying which portions of the HOS rules are suspended, pending completion of the DOT study.

The FY2017 bill also directs DOT to issue its proposed speed limiters rule by April 28, 2016; complete work on motorcoach crashworthiness standards required by the Moving Ahead for Progress in the 21st Century Act (MAP-21); and move forward with a rulemaking allowing commercial motor carriers to voluntarily mount vehicle safety technologies on windshields, as required by the FAST Act.

As of early May, the House had not yet approved a budget, so the chamber cannot move forward with its appropriations measures. At issue is the higher spending levels negotiated by Congressional leaders and the White House, which face opposition in the House.

House Roundtable on FAST Act

On April 13, 2016, CVSA Executive Director Collin Mooney participated in a roundtable, titled “Roundtable Policy Discussion on Implementing Motor Carrier Provisions of the FAST Act,” hosted by the House Transportation and Infrastructure Committee’s Subcommittee on Highways and Transit. The session also included representatives from the American Trucking Associations (ATA), FMCSA, Owner Operator Independent Drivers Association (OOIDA), American Bus

Association (ABA) and the Advocates for Highway and Auto Safety.

The session lasted nearly two hours and discussion focused on the commercial motor vehicle portions of the FAST Act, as well as other motor carrier issues, such as the HOS issue created by the FY2016 appropriations bill and FMCSA’s Safety Fitness Determination proposal. Mr. Mooney’s remarks called attention to the need to carefully implement the new grant structure established in the FAST Act, as well as the importance of the data quality sections in the bill. Mr. Mooney also voiced CVSA’s concerns over language in the bill that would prohibit FMCSA from moving forward with any new rulemakings until the agency has completed all rules required by legislation. ■

Proposed FY2017 Funding

Motor Carrier Safety Assistance Program (MCSAP)	\$292,600,000
High Priority	\$42,200,000
Commercial Motor Vehicle Operator Grants Program	\$1,000,000
Commercial Driver’s License Program Implementation Program	\$31,200,000



At the April 13, 2016, Transportation and Infrastructure Committee roundtable, CVSA Executive Director Collin Mooney discussed reforms to improve commercial truck and bus safety, and reduce regulatory burdens.



New Entrant Off-site Safety Audits: Comprehensive Training and Mentoring Provide Keys to Success

By **LaTonya Mimms**, Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) has approved a total of 35 states to conduct off-site safety audits as part of the phased nationwide rollout of the off-site safety audit program. FMCSA is required to conduct a safety audit on new entrant motor carriers during their first 18 months of active operation to help them understand and comply with federal safety regulations.

Phase I of FMCSA's rollout of the off-site new entrant safety audit program began on June 29, 2015. Phase II commenced in February 2016, adding 16 more states to the list of states authorized to conduct off-site safety audits.

Video Tutorials Provide On-Demand Training

New entrant audit training has been provided through in-person workshops and webinars. FMCSA recently introduced a series of short video tutorials that showcase key features and processes within the new entrant web system (NEWS), which will be used by auditors and managers to conduct off-site safety audits. Video topics were developed based on field input, and primarily demonstrate effective IT system use, while also relaying important

policy and procedural information. The videos are narrated by fellow managers and safety auditors to provide relatable, peer-to-peer education, as well as lessons learned and tips for workload management. Because the videos are available online, auditors and managers can view them at their convenience and can re-watch videos to refresh their knowledge on a particular topic.

Mentoring Ensures Best Practices Are Leveraged by New States

As part of the program's commitment to ongoing education and support, last year FMCSA launched a mentoring program for onboarding states. States recently approved to conduct off-site safety audits are paired with an experienced mentor from another state, who will provide support and guidance on questions and issues that may arise. FMCSA hosts regular phone calls with all onboarding states and their mentors, fostering a collaborative learning environment where participants openly share best practices.

New Guide Helps All Carriers Better Prepare for Safety Audits

As part of the off-site safety audit rollout, FMCSA prepared a web-based guide to walk

carriers through the process of submitting documentation through NEWS. The guide summarizes federal safety regulations and provides examples of the documents safety auditors generally review to determine if a carrier has demonstrated compliance.

Auditors quickly recognized this guide as a valuable resource in educating all carriers, regardless of whether they are assigned for an on-site or off-site safety audit. As a result, a public version of the "Carrier's Guide to Preparing for a Safety Audit" is now available to all carriers at <https://ai.fmcsa.dot.gov/NewEntrant>.

More information about the new entrant program and the off-site safety audit can be found at <https://ai.fmcsa.dot.gov/NewEntrant>.

An updated list of states participating in the off-site process can be found at <https://cms.fmcsa.dot.gov/safety/carrier-safety/new-entrant-site-safety-audits-national-implementation-schedule>.

For questions, contact newentrant@dot.gov. ■



FMCSA COLUMN

Opportunities for Strengthening Partnerships: Aligning Data Collection, Analysis and Research with Federal Rulemaking

By **Larry Minor**, Assistant Administrator for Policy, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

When viewed from the outside, the federal government's rulemaking process is anything but straightforward. The relationship between data analysis, research and rulemaking may appear to be a riddle wrapped in a mystery. But what never changes is that FMCSA rulemakings all are designed to promote and advance highway safety. This is a complicated undertaking and FMCSA cannot do it alone.

That is why the rulemaking process has built into it opportunities for external stakeholders, such as state partners, safety advocates and the industry, to participate in rulemakings to share their expertise and perspectives.

How do we decide when to initiate rulemaking?

- Congress may pass legislation that requires the agency to initiate a rulemaking. That legislation may include specific requirements and deadlines for completion.
- The agency may initiate a rulemaking based on its analysis of roadside inspection and crash data or research.
- The agency may act on a petition for a rulemaking from the states, industry groups and associations, safety advocacy groups, individual companies or members of the public.

Regardless of its origin, the rulemaking notice usually lays out the safety issue that the rulemaking will be designed to solve and provides an assessment of the problem's magnitude. The agency also takes into account the costs and benefits of any regulatory action under consideration. Given these requirements, FMCSA often looks to the states, industry groups and safety advocacy organizations, as well as academia, to identify sources of data and information needed to make data-driven decisions in the rulemaking process.

What types of data, information or research does FMCSA need for rulemaking?

The agency often experiences difficulties developing estimates concerning the number of crashes, injuries and fatalities that would be prevented should a particular regulatory action go into effect. In other words, if the agency proposes implementing a prohibition against certain activities or a mandate that employers or drivers begin doing something that is not currently a widespread industry practice, we first try to estimate the safety impact.

This data is difficult to generate, especially given the difficulty of proving cause and effect. To deal with that, the agency frequently relies on information concerning risk factors associated with the activities or incidents and crashes.

One real-world example of how the process works is the process that was followed in establishing federal requirements for the use of automatic brake adjusters on commercial motor vehicles. FMCSA had research on the relationship between brake adjustment levels and stopping distances, studies concerning the effectiveness of automatic brake adjusters in maintaining proper adjustment, and data on brake adjustment violations taken from the 3.5 million roadside inspections of commercial motor vehicles done each year. However, the agency lacked hard data on the number of crashes, injuries and fatalities that could be attributed to brake adjustment.

In the end, the combination of available information enabled the agency to present a compelling story for proposing a requirement for automatic brake adjusters. So the absence of perfect data did not preclude the use of real-world inspection and crash data (e.g., crashes where it was determined that brake adjustment was likely a factor), along with any related research, to make a compelling argument for moving forward with a safety-related rulemaking.

How does the agency decide when to conduct additional research?

FMCSA weighs several aspects when deciding to conduct additional research. For example, the agency considers how additional data would be gathered, the complexity of the data analysis and associated costs. These factors each have a cause-and-effect relationship and can impact outcomes.

If a modest budget or data collection and analysis project could generate the information needed, generally the agency will delay the rulemaking process long enough to gather the data. However, if the effort will require significant resources and time with little, if any, assurances that the effort will pay off with statistically meaningful results, the agency may be forced to align the rule with the available data while avoiding making the rule any more complicated or expensive than the data supports. Again, through its partnerships, FMCSA tries to determine whether there are any sources of relevant data or information that it may have overlooked, or get a sense of the potential costs and timing for additional research.

How can the states and the private sector help FMCSA fill the data gaps in rulemaking?

The most important thing FMCSA's partners can do is to share any data or information they are allowed to disclose when the agency publishes advance notices of proposed rulemakings (ANPRMs) or requests for information. Interested parties may also offer information when the agency is considering a rulemaking on a given topic, based on a review of its regulatory agenda which is published twice a year, in the spring and fall, as part of the federal government's Unified Agenda. For cases in which the agency has already published a proposed rulemaking, the agency strongly encourages all interested parties to share any additional data or information that they believe should be considered before making a decision about the final rule. ■

To learn more about the rulemaking process, the status of significant rulemakings under review at the Office of Management and Budget, and the Unified Agenda, visit www.reginfo.gov/public.



Understanding How Coercion and Harassment Impact Highway Safety

By **LaTonya Mimms**, *Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

Time is money, and nobody understands this better than commercial motor vehicle (CMV) drivers who transport cargo from point A to point B on a deadline.

Sometimes the economic pressure prompts motor carriers, shippers, receivers or transportation intermediaries to threaten drivers with loss of work or other financial impacts if they do not ignore safety regulations in the interest of getting a load to the destination more quickly. Not only does this put the driver in a sticky situation, it also jeopardizes roadway safety.

The Federal Motor Carrier Safety Administration (FMCSA) recognized the problem and took action to address it. In November 2015, the agency issued a rule to prevent this type of behavior from undermining highway safety.

The rule, titled “Prohibiting Coercion of Commercial Motor Vehicle Drivers” (better known as the “coercion rule”), prohibits motor carriers, shippers, receivers and transportation intermediaries from coercing drivers to operate in violation of certain FMCSA regulations, including:

- Drivers' hours-of-service limits
- Commercial driver's license (CDL) regulations

- Associated drug and alcohol testing rules
- Hazardous material regulations (HMRs)
- Some of the federal motor carrier safety regulations (FMCSRs)

The rule gives drivers an avenue to report incidents of alleged coercion to FMCSA and authorizes the agency to assess penalties against motor carriers, shippers, receivers or transportation intermediaries that have coerced drivers.

But what really constitutes coercion?

Briefly – as the regulatory definition is more complex – coercion occurs when a motor carrier, shipper, receiver or transportation intermediary threatens to withhold work from, take other employment actions against, or punish a driver to induce him/her to operate in violation of certain federal regulations. Coercion can occur even if the driver refuses to violate the regulation. A common real-world example of coercion would be a motor carrier that fires a driver who refused to exceed the hours-of-service limits in order to deliver a load sooner.

In addition, FMCSA recently adopted the electronic logging devices (ELD) and hours-of-service supporting documents rule, commonly called the “ELD rule.” This rule not only requires a majority of motor carriers to operate with an

ELD, it also includes a provision that prohibits carriers from harassing drivers through the use of an ELD. The harassment language differs from the coercion language because it:

- Applies only to motor carriers
- Must involve information available to the motor carrier through an ELD or other technology used in combination with and not separable from an ELD
- Must result in the driver violating the hours-of-service rules in § 392.3 or Part 395 of the FMCSRs

Violators of the coercion and harassment rules are subject to the civil penalties authorized by 49 U.S.C. 521(b).

The coercion and ELD rules are meant to prevent crashes and fatalities on the nation's roadways by protecting CMV drivers from pressures that can hamper their ability to operate safely.

Additional information on the coercion rule and the harassment provision in the ELD rule can be obtained at <https://www.fmcsa.dot.gov/hours-service/elds/harassment-protection>.

For more information, contact La Tonya Mimms of FMCSA's Enforcement Division at 202-366-0991 or ELD@dot.gov. ■

FMCSA's New Tools for Prioritization Address the Riskiest Motor Carriers Sooner

By **Dave Yessen**, *Transportation Specialist, Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

To better identify and more quickly investigate motor carriers that pose the greatest safety risks, the Federal Motor Carrier Safety Administration (FMCSA) introduced a policy in January that changed the high-risk motor carrier definition. The agency explained the new definition in a March "Federal Register" notice. This approach sharpens the agency's focus on carriers with the highest crash risk and enables safety investigators to take more immediate action to improve roadway safety.

To support this new approach, FMCSA introduced the Activity Center for Enforcement (ACE), which houses online data analysis tools that help managers continually assess carrier risk based on current roadside performance. Among the many tools are a trending tool that indicates whether a carrier's performance is improving or deteriorating over time and a tool that shows a carrier's safety performance following an intervention. Using these tools, enforcement staff can better monitor carriers on risk-based lists and make informed prioritization decisions.

Additional system enhancements, such as the ability to view the locations of prioritized carriers and safety investigators on a map, and a consolidated view of carrier information, allow managers to make assignments more efficiently.

FMCSA began providing outreach and training on the new approach in the fall of 2015. Webinar training on the tools began in January 2016 and additional training will be offered throughout the year. FMCSA will continue to collect field feedback on a regular basis to improve the prototype system and equip field staff to do their critical safety jobs as effectively and efficiently as possible. The response thus far has been overwhelmingly positive and constructive.

The prioritization policy was revised based on input from enforcement personnel and recommendations from the Independent Review Team convened by U.S. Transportation Secretary Anthony Foxx.

For more information on the policy, visit <https://federalregister.gov/a/2016-04972>.

To check out the new tools, policy, and associated outreach and training, visit <http://csa.fmcsa.dot.gov/yourrole/FMCSA> or click on "CSA Outreach" on the Portal site. ■

FMCSA 2015 Annual Drug and Alcohol Management Information System Survey is Underway

By **Juan Moya**, *Drug and Alcohol Program Manager, Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

On Jan. 14, 2016, FMCSA sent this year's Drug and Alcohol Management Information System (DAMIS) survey to 3,250 selected motor carrier employers with email addresses in the Motor Carrier Management Information System (MCMIS). An additional 489 notices were sent by U.S. Postal Service mail to motor carrier employers that did not have valid email addresses.

The emails and mailings provided notification that the motor carrier was selected to report drug and alcohol testing results to DAMIS for calendar year 2015 by March 15, 2016. Instructions on how to respond and qualifying exemptions were included in the notification. For carriers with undeliverable emails, notifications were sent by certified U.S. mail.

FMCSA announced the initiation of this year's survey collection to its enforcement staff. The announcement included the list of selected carriers and guidance informing enforcement staff that they should verify compliance with the DAMIS requirement if there is an investigation of one of the listed carriers. If the investigation occurred prior to the March 15 deadline and the carrier has not yet filed the DAMIS report, investigators are to ensure that the information is submitted during the course of their investigation. If, however, a carrier has failed to file by the deadline, the carrier should be cited for a violation of 49 CFR § 382.403(b).

Motor carrier employers were urged to submit their report for calendar year 2015 electronically through the website provided in the notification letter at www.damis.dot.gov. ■



Interdiction Training for Inspectors Bolsters Highway Safety

By **Shannon Chelf**, *Criminal Interdiction Training Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

Large trucks or buses can be vehicles of choice for those who want to transport illegal drugs or traffic humans. Hundreds of seizures and arrests are made each year. A key to countering such activity is to train commercial motor vehicle (CMV) law enforcement in techniques to detect truck and bus drivers who commit those crimes. FMCSA is working to address the problem.

The Drug Interdiction Assistance Program (DIAP) provides tuition-free training to state partners through FMCSA's National Training Center. To date, the agency has helped train more than 161,000 federal, state and local officials in interdiction tactics and techniques. That's about 6,000 officials trained per year in the U.S. and Canada.

The instructors, all active law enforcement professionals with advanced knowledge of interdiction, are recertified annually. They receive no compensation for DIAP instruction.

This focused training effort has led to enforcement programs on the nation's highways. For example, DIAP has been working for 25 years with the Drug Enforcement Administration's El Paso Intelligence Center (EPIC), and the Royal Canadian Mounted Police on the High Intensity Drug Trafficking Area's Domestic Highway Enforcement (DHE) Initiative.

The impact of the training can sometimes be seen immediately. In February, DIAP, acting on a request from the Indianapolis Metro Police, conducted a 24-hour commercial motor vehicle criminal interdiction course. One of the officers in that training, Indianapolis Police Officer Miguel Roa, conducted a traffic stop of a CMV along Interstate 70. Based in part on his training, Officer Roa assessed the driver and the operation seemed outside the industry norms. He executed a search and seized "skimming" equipment used to steal customer information from gas pumps, such as credit card encoders. He also found more than 1,000 blank credit cards, stolen credit card information and stolen checks worth about \$244,000. This training has a proven track record.

To learn more about DIAP or schedule training please contact DIAP@dot.gov. ■



During a traffic stop of a CMV along I-70, Indianapolis Police Officer Miguel Roa seized "skimming" equipment used to steal customer information from gas pumps, such as credit card encoders. He also found more than 1,000 blank credit cards, stolen credit card information and stolen checks worth about \$244,000.

Winner!

DIAP Recognizes Kentucky's Sgt. Pete Wilson as Convoy Instructor of the Year

The Federal Motor Carrier Safety Administration's Drug Interdiction Assistance Program (DIAP) recently announced that **Sgt. Pete Wilson of the Kentucky State Police was the winner of the 2015 Convoy Instructor of the Year**. DIAP, in conjunction with its training partners, annually recognizes a staff instructor who displays a strong commitment to both the DIAP and El Paso Intelligence Center (EPIC) training programs.

Sgt. Wilson is a longtime instructor who was certified during a joint instructor certification course with the Royal Canadian Mounted Police in 2002. Since then, he has instructed countless courses and trained thousands of law enforcement officers throughout the U.S. and Canada.

"Sgt. Wilson is a valuable asset to the Kentucky State Police. Among his many positive traits, his drive is arguably the strongest. This characteristic speaks to his level of motivation, commitment and service to the citizens of Kentucky as well as those who travel through Kentucky," said Kentucky State Police Commercial Vehicle Enforcement (CVE) Commander Lt. Col. Curtis O'Bannon.

As a part of the award recognition, Sgt. Wilson shared some of his thoughts on choosing a career as a commercial motor vehicle (CMV) enforcement officer and safety inspector.

Q: How did you get interested in criminal interdiction?

A: I began in law enforcement in 1990 and my goal was to catch criminals. Shortly after I started as a Kentucky CVE officer in 1998, I attended a DIAP class. Two months later, I conducted a safety inspection which resulted in my first major drug seizure. I was really hooked after that.

Q: How do you apply your experience to teaching in the classroom?

A: Developing interview skills that focus on detecting possession amounts of illegal substances became the foundation of our CMV criminal interdiction unit and the reason our highway safety program was successful statewide. While focusing on CMVs, not only did we make large seizures, we were constantly arresting drivers with felony possession amounts of meth, cocaine, marijuana and heroin. And this was in the gos. It became so routine that we started calling it "UPS" for User-Possession-Sale. We were never pressured to make a big bust, but we were expected to get the UPS amounts. And then it became part of going to work, just like putting on the uniform. That's why I stress the interview so much in my classes today.

Q: What drives you to be as passionate as you were in the beginning of your career?

A: My drive comes from removing criminals and impaired drivers from our roadways to protect the public. I have instructed thousands of police officers throughout the United States and Canada. Seeing them achieve their goals and hearing their

success stories motivates me to continue to share my knowledge and experience.

Q: What do you say to those who believe that interdiction has no place in the safety inspection process?

A: The two go hand in hand. Interdiction is an element of a good CMV safety inspection and it's just as important as any other element. A good example of this is a professional drug smuggler. The only reason a smuggler, posing as a professional driver, is transporting drugs is to make money. Drug smugglers are generally not following safety regulations and other laws aimed at keeping our highways safe. Their objective is completely opposite from that of a legitimate commercial driver. They have a prize at the end of their run and they are willing to do whatever they need to get there – lie, cheat or steal.

Q: Please explain the significance of the User-Possession-Sale amounts and why it affects commercial motor vehicle enforcement?

A: As CVE officers we have the most frequent interaction with CMV drivers. If there is a driver who is using and abusing drugs and/or alcohol, then that driver, for obvious safety reasons, must be removed from the highway immediately. During our safety inspection of a CMV and the driver, we use our skills and ask questions as needed. I have arrested hundreds of commercial drivers for UPS amounts by just asking a few extra questions. ■



CALL FOR GUARDIAN SUBMISSIONS

CVSA is always looking for interesting, relevant content for its quarterly magazine. We would be happy to consider your news, ideas, insights and articles on the issues facing the commercial motor vehicle safety community for upcoming editions of *Guardian*.

Deadline for Article Submissions:
Q4 2016 — Sept. 9, 2016

Questions?

Contact CVSA at 301-830-6152 or communications@cvsa.org.

Streamlined. Simplified. Unified.

Unified Registration System Eases Registration Process

By **Jeff Loftus**, Unified Registration System (URS) Integrated Program Team Lead, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) is making it easier for bus and truck companies to register with them through a new online registration system. The new system, which will take full effect on Sept. 30, 2016, will simplify registration, reduce paperwork, and serve as an information resource for licensing and roadside safety officials.

The Unified Registration System (URS) will apply to all companies that FMCSA regulates: property and passenger motor carriers, brokers, freight forwarders, intermodal equipment providers (IEPs), entities that hold or apply for a hazardous materials safety permit, and cargo-tank manufacturing and repair facilities.

Because the registration information FMCSA maintains will be more accurate, it will be more difficult for a business to change its identity or to hide its safety history in an effort to evade enforcement action.

Here are some of the key changes that will affect businesses starting Sept. 30, 2016:

- USDOT numbers will be the sole identifiers for FMCSA-regulated entities. FMCSA will no longer issue motor carrier (MC), Mexican (MX) or freight forwarder (FF) numbers.
- FMCSA will only accept electronic filings using the MCSA-1 online smart form. FMCSA will not accept paper forms or faxes. The only exception is for Mexican-domiciled carriers conducting long-haul operations, which may continue to mail or fax forms.
- Users must access URS through FMCSA's online portal. All current motor carriers, brokers, freight forwarders, IEPs, and cargo tank manufacturing and repair facilities must have a portal account prior to the launch of URS. Online training and support materials are available via the

portal. Companies can set up their FMCSA portal accounts at this link: <https://portal.fmcsa.dot.gov/AccountRequest/AccountRequestForm1.jsp>.

- New applicants (including private motor carriers) must pay a \$300 registration fee for each new registration type, including safety registration and operating authority registrations. This fee also applies to entities whose USDOT registrations have been revoked.
- Exempt for-hire and private hazardous materials businesses must have on file proof of financial responsibility. New private and exempt for-hire carriers seeking registration must have on file a Designation of Service Process Agent (Form BOC-3). All existing private carriers and exempt for-hire carriers must designate service of process agents, just as non-exempt for-hire carriers, brokers, and freight forwarders currently do. Beginning Dec. 31, 2016, FMCSA will deactivate USDOT numbers and suspend registration for carriers that do not designate a process agent.

Phased URS Rollout at a Glance

URS REQUIREMENTS	New Registrants	Existing Registrants	New Private HM and Exempt For-Hire Carriers	Existing Private HM and Exempt For-Hire Carriers	New and Existing Private Carriers
Use of the online registration application for new registrations only	X 12/12/15				
Use of the online registration application for all reasons to file		X 9/30/16	X 9/30/16	X 9/30/16	X 9/30/16
USDOT Number as sole identifier (discontinuing issuance of all other docket numbers - excepting distinct CT numbers for cargo tank facility registration)	X 9/30/16	X 9/30/16	X 9/30/16	X 9/30/16	X 9/30/16
Safety Registration	X 9/30/16				
Evidence of Financial Responsibility (insurance filings and surety bonds/trust)	Already Required*	Already Required*	X 9/30/16	X 12/31/16	
Process Agent Designation (BOC-3)	Already Required*	Already Required*	X 9/30/16	X 12/31/16	X 12/31/16

*Evidence of financial responsibility and BOC-3 are already required for entities required to have federal operating authority (49 CFR 365).

While this shift to an all-online registration system is meant to simplify the process for registrants, FMCSA understands that some carriers may not have access to the Internet. Those without access to the Internet may use third-party permitting service providers. Additionally, carriers could access the Internet through public libraries, community centers, and kiosks at truck stops and travel centers, all of which provide free or low-cost access to the Internet.

For FMCSA registration and licensing FAQs or to submit questions, visit www.fmcsa.dot.gov/ask.

For additional information on URS requirements, or to complete a biennial update, carriers can visit www.fmcsa.dot.gov/urs. ■

FMCSA Reduces Annual Random Controlled Substances Testing Rate for Calendar Year 2016

By **Dee Williams**, Chief, Compliance Division, Office of Enforcement and Compliance, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

On Dec. 21, 2015, the Federal Motor Carrier Safety Administration (FMCSA) announced it was lowering the random testing rate for controlled substances from 50 percent to 25 percent, effective Jan. 1, 2016. The announcement, published in the "Federal Register," was the first time the testing rate has been lowered since the agency's drug and alcohol testing program was established. This change aligns FMCSA's random testing rate with the other DOT modes at 25 percent for controlled substances and 10 percent for alcohol.

FMCSA conducts an annual survey, known as the Management Information System (MIS) survey, to ensure compliance with the established random testing rates. Pursuant to federal regulations, when the data received in the MIS for two consecutive calendar years indicate that the positive random test rate for controlled substances is less than 1 percent, the FMCSA administrator has the discretion to lower the minimum annual random testing rate. The change was based on the MIS random test data for calendar years 2011, 2012 and 2013, which confirmed that the positive rate for controlled substances random testing was consistently below the 1 percent threshold. The 2013 rate was 0.7 percent. In 2012, it was 0.6 percent. And, in 2011, the survey showed a positive rate of 0.9 percent. FMCSA is currently analyzing the 2014 data set and will release the results when available.

The acting administrator approved the lower testing rate upon confirmation of three years of random test rates below 1 percent. If, at any time, the positive rate for random controlled substances testing exceeds 1 percent, the testing rate will revert back to 50 percent.

Motor carriers that operate vehicles requiring a commercial driver's license (CDL) driver are required to have a controlled substances and alcohol testing program that complies with the U.S. DOT regulations in Part 40 and Part 382 of the federal motor carrier safety regulations.

The MIS annual survey administered by FMCSA measures the percentage of CDL

drivers who test positive for controlled substances and/or alcohol through random and non-random (pre-employment, post-crash and reasonable suspicion/follow-up) testing. FMCSA notifies randomly selected employers who are then responsible for accurate, timely and complete reporting of the requested summary information from their U.S. DOT controlled substances and alcohol testing program. Failure to report this information accurately and on time may subject the selected motor carriers to civil penalties of \$1,000 per day.

Effective Jan. 1, 2016, the minimum annual random controlled substances testing rate became 25 percent of employees subject to the U.S. DOT controlled substances and alcohol testing requirements. This change acknowledges the sustained low positive test rate and will result in an estimated \$50 million in annual savings to motor carriers by requiring testing of fewer drivers. The minimum annual random alcohol testing rate remains at 10 percent.

To view the "Federal Register" notice, visit <https://www.gpo.gov/fdsys/pkg/FR-2015-12-24/pdf/2015-32364.pdf>. ■

If, at any time, the positive rate for random controlled substances testing exceeds 1 percent, the testing rate will revert back to 50 percent.



FMCSA's Redesigned Data Quality Website Reinforces Safety Mission

By J. Bill Bannister, Chief of the Analysis Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

“The website is user-friendly. The mapping feature is clear and easily understandable. The navigation is smooth and swift.”

(User Acceptance Testing Results)

At the Federal Motor Carrier Safety Administration (FMCSA), high-quality data is central to our safety mission to reduce the number and severity of crashes involving large trucks and buses on our nation's highways.

The data quality program is important to achieving our safety goals. Together with our state partners, we have made significant strides in improving the quality of crash and inspection data – and our enhanced data quality website is another step forward in this partnership to continually raise the bar for safety.

The new data quality website is a true testament to the teamwork, communication and transparency between FMCSA and our state partners. Collaboration with our team of data quality specialists, each of whom support states on a daily basis, served as the foundation for many of the website's improvements that were reviewed and tested by 10 representatives from eight states. Over the last couple of months, we have been putting the word out about the changes to the website. You have likely heard about the enhancements through the email notifications, presentations at CVSA meetings, teaser videos and webinars.

We enhanced the data quality website to make state safety data more actionable, more accessible and easier to understand.

The redesigned website features a simplified look and feel, allowing for easier, more efficient access to state safety data and trends. For example, states can quickly access their data from the homepage by clicking on a prominent national map. Helpful resources and educational information are now at your fingertips.

“The improved data quality website is great,” said Holly Skaar, chair of the CVSA Information Systems Committee. “The simplified website navigation makes it easier to find information, adding heightened efficiency to monitor data quality performance and identify resources to help improve data quality.”

Because everyone has a role to play in data quality, the new data quality website homepage also provides a centralized location for motor carriers and drivers to access DataQs, the Safety Measurement System (SMS) and the Pre-Employment Screening Program (PSP).

Visit <https://ai.fmcsa.dot.gov/DataQuality> to review the enhancements and share your feedback by selecting “Submit Feedback” in the bottom right-hand corner of any data quality webpage. We value your input as, together, we look to improve the quality of data and advance our safety programs, which will ultimately reduce crashes involving large trucks and buses on our nation's highways. ■





Consider CVSA Leadership

Help Shape the
Future of this
Organization
While Achieving
Career Development
and Success

CVSA offers a number of opportunities for motivated individuals to step into leadership roles. We encourage you to consider leadership positions within our organization. You can do your part to help lead and shape the Alliance, while proudly representing your jurisdiction.

Healthy turnover in CVSA leadership means new ideas and perspectives are

brought to the organization. In addition, CVSA leadership provides you with new learning opportunities beneficial to your career path and your agency. Serving in a CVSA leadership position offers the opportunity to make an impact on commercial motor vehicle safety issues and the future direction of the Alliance.

Continued on next page



Continued from page 13

Here is what you need to know about the various leadership positions throughout the organization. Starting Oct. 1, 2016, CVSA's leadership composition will be as follows:

Board of Directors

There are 18 members of the board: the president, vice president, secretary, three immediate past presidents, regional presidents and vice presidents, and the local member president and vice president.

The CVSA Board of Directors has four face-to-face meetings annually:

- The winter board meeting in Washington, D.C. (which includes Congressional meetings and meetings with federal partners)
- The CVSA Workshop in the spring
- The North American Inspectors Championship (NAIC) in the summer
- The Annual Conference and Exhibition in the fall in the serving president's home jurisdiction

In addition, conference calls are held throughout the year to discuss important issues and make timely decisions.

Executive Committee

The CVSA Executive Committee consists of CVSA's three international officers: the CVSA president, vice president and secretary. The three members of the CVSA Executive Committee are elected by a majority vote of Class I Members. Becoming an international officer of the CVSA Executive Committee requires a six-year commitment.

The trajectory starts with a nomination for the secretary position at the CVSA Workshop in the spring. Class I Members then vote to elect the secretary at the Annual Conference and Exhibition in the fall, where the secretary will be chosen by majority vote. Candidates for secretary must be Class I Members in good standing from a region other than those regions represented by the incoming president or vice president. The elected individual then serves one year as secretary, one year as vice president and one year as CVSA president. This three-year commitment is followed by an additional three years on the board as a past president, for a total of six years.

It is important that you, your management and staff understand this commitment. Even though you may have two years before you are the president, vacancies may occur that would put you into that position early. Since additional travel may be necessary, your state/province/territory must be prepared to support you when you assume the position of president.

Region Leadership

CVSA has five regions representing Canada, the United States and Mexico. Region leadership is a great way to ensure you are representing the best interests of your jurisdiction and your region overall. Each region has a president and vice president. Region leadership is a four-year commitment with a two-year term as vice president with automatic succession to a two-year term as president.

As voting members of the board, region leaders are required to attend four in-person meetings per year and participate in conference calls, as needed. Region leadership is also encouraged

to conduct region meeting conference calls to keep region membership up to date on CVSA's activities.

Committee Leadership

CVSA has nine development and implementation committees that provide feedback and recommendations to the CVSA Board of Directors. By becoming a committee leader, you will be actively involved in fostering a culture of safety across all areas of commercial motor vehicle safety. Each committee has a chair, vice chair and a secretary. There are no term minimums or limitations, and no automatic succession.

The committees include:

- **Driver-Traffic Enforcement Committee** promotes effective traffic enforcement strategies to reduce commercial motor vehicle crashes through uniformity of driver-related safety issues.
- **Enforcement and Industry Modernization Committee** identifies technological advancements that can be leveraged to improve commercial motor vehicle safety by enhancing the performance, quality and uniformity of commercial motor vehicle inspections and transforming enforcement-related activities.
- **Hazardous Materials Committee** provides technical expertise related to hazardous materials/transportation of dangerous goods in an effort to reduce incidents and encourage uniformity and consistency in the application of the regulations.
- **Information Systems Committee** serves the needs of the commercial motor vehicle safety program and supports CVSA's mission.



► Find Out More

To learn more about CVSA leadership and the requirements and responsibilities for the various leadership positions, visit www.cvsa.org and download the “CVSA Leadership Handbook,” a reference guide for CVSA members interested in serving in leadership positions. Or email us at cvsahq@cvsa.org and we would be more than happy to answer any questions you may have.



- **Passenger Carrier Committee** works toward the goal of an environment free of passenger-carrier crashes on the public roadways.
- **Policy and Regulatory Affairs Committee** develops the Alliance’s policy positions and implementation strategies for the agency/department leaders responsible for the coordination and oversight of commercial motor vehicle safety and enforcement programs. The committee also serves as a forum for international regulatory harmonization discussions.
- **Size and Weight Committee** helps establish uniformity of size and weight regulations that will serve the needs of industry while protecting our infrastructures.
- **Training Committee** identifies training needs and develops courses leveraging the latest methodologies and technologies to help achieve excellence in the performance, quality training and uniformity of commercial motor vehicle inspections.
- **Vehicle Committee** ensures the North American Standard Out-of-Service Criteria is clear, uniformly implemented and comprehensive enough that it is universally adopted.

Program Leadership

CVSA has seven program committees. CVSA’s programs share three core elements: education, enforcement and public outreach. Our programs are designed to educate drivers, safety managers, regulators, enforcement personnel, elected officials and the motoring

public about commercial motor vehicle safety issues. Each committee has a chair, vice chair and a secretary. There are no term minimums or limitations, and no automatic succession.

Our program committees are:

- **International Roadcheck** is a 72-hour annual event when CVSA-certified inspectors conduct inspections of commercial motor vehicles.
- **The Cooperative Hazardous Materials Enforcement Development (COHMED)** program fosters coordination, cooperation and communication among the federal, state and local agencies responsible for regulating and enforcing the safe transportation of hazardous materials (hazmat)/dangerous goods.
- **Operation Airbrake (OAB)** is a campaign dedicated to improving commercial motor vehicle brake safety.
- **North American Inspectors Championship (NAIC)** tests, recognizes and awards commercial motor vehicle inspector excellence.
- **Operation Safe Driver (OSD)** was created to combat the number of deaths and injuries resulting from crashes involving large trucks, buses and passenger vehicles due to unsafe driving behaviors.
- **International Driver Excellence Award (IDEA)** is an industry-wide driver excellence award program.
- **North American Standard Level VI Inspection Program** is an inspection program for select radiological shipments.

Committee Participation

A great way to learn more about our programs, what they do, the services and activities offered, and the program’s goals – regardless of whether or not that leads to a position of leadership – is through committee meeting participation. From cargo securement to information technology, CVSA offers a forum, program or committee for you.

CVSA’s committee meetings, held at our spring CVSA Workshop and the fall CVSA Annual Conference and Exhibition, are open to all attendees. As a CVSA member, you are invited to participate in and attend any of our committee meetings at our workshops and annual conferences. If you’re unable to attend committee meetings in person, don’t worry; all agendas, minutes and important documents for each committee are available online. We also offer a number of conference calls throughout the year to discuss important issues and keep you up to date on committee progress. Simply join a committee online (at <https://cvsa.ps.membersuite.com>) through your CVSA account and you’re all set.

We have a dedicated and strong Alliance, filled with exceptionally capable members. It is critical for our future that our members continue to fill these leadership roles. We hope you’ll consider serving this Alliance as a member of leadership or as an active participant of our development and implementation, and program committees. ■

Commercial Motor Vehicle Transportation Safety Community Gathers at 2016 CVSA Workshop

“At the annual spring CVSA Workshop, enforcement and industry come together to work collaboratively to continue to develop solutions to our challenges.”

—Maj. Jay Thompson
CVSA President



Col. Tad A. Williams of the Illinois State Police welcomed CVSA Workshop attendees to Chicago at the general session.



Also at the general session, CVSA Secretary Capt. Christopher Turner of the Kansas Highway Patrol announced the nominees for CVSA secretary. See pages 18-19 to learn more about each of the two nominees.

More than 500 government officials, enforcement personnel and industry representatives attended this year’s CVSA Workshop, which focused on quality, uniformity and consistency in commercial motor vehicle safety and enforcement.

The CVSA Workshop provides attendees the opportunity to continue their work toward advancing commercial motor vehicle safety and enforcement throughout the United States, Canada and Mexico. The CVSA Workshop took place April 24-28, 2016, in Chicago, Illinois.

“Over the years, this organization and those involved have helped make significant strides in safety,” said CVSA President Maj. Jay Thompson with the Arkansas Highway Police. “At the annual spring CVSA Workshop, enforcement and industry come together to work collaboratively to continue to develop solutions to our challenges.”

Participants from all across North America collaborated at the CVSA Workshop to effect meaningful changes to the overall culture of transportation safety. They attended various committee, membership, region and program meetings aimed at the ongoing progress of CVSA’s mission to promote commercial motor vehicle safety, and to achieve common goals of uniformity, compatibility and reciprocity.

This year, CVSA’s new strategic plan was presented to lead agency contacts and primary points of contact for all CVSA jurisdictions. The purpose of that gathering was to provide an overview of the development process, communicate the new direction of the Alliance, and socialize the implementation strategy for CVSA’s new strategic plan to the agency/department leaders responsible for the coordination and oversight of commercial motor vehicle safety and enforcement programs within their jurisdiction.

The 2016 CVSA Workshop also featured informative and collaborative sessions on some of the most important topics for commercial motor vehicle safety, enforcement and industry, such as:

- Updates and training on the International Fuel Tax Agreement (IFTA) and the International Registration Plan (IRP)

- An FMCSA listening session which provided an opportunity for interested parties to share their thoughts, data and analysis on the potential benefits and feasibility of a beyond compliance program, and ways to credit carriers and drivers who initiate and establish programs that promote safety beyond the standards established in FMCSA regulations
- Fraud detection and remediation training
- Issues/concerns with the cargo securement regulations in pursuit of developing and implementing uniform regulatory and enforcement requirements for the securement of cargo on or within commercial motor vehicles
- Large truck and bus traffic enforcement training

Also of importance during the CVSA Workshop, the following members were nominated for the international leadership position of CVSA secretary:

- Capt. Scott Carnegie with the Mississippi Highway Patrol
- Commercial Vehicle Inspector Rhonda Wood with the Kentucky State Police

See pages 18-19 to learn more about the nominees.

Elections for the secretary position will take place at the 2016 CVSA Annual Conference and Exhibition, Sept. 18-22, 2016, in Little Rock, Arkansas.

“We have a responsibility to make sure the foundation of the organization is strong, current, relevant and practical. We do that by evolving and improving every year,” said CVSA Executive Director Collin B. Mooney, CAE. “The CVSA Workshop provides an environment where enforcement and industry can gather, as a collective group, to help shape the current and future state of commercial motor vehicle safety throughout North America.”

Next year’s CVSA Workshop is scheduled for April 23-27, 2017, in Atlanta, Georgia. ■



CVSA's new strategic plan was presented to lead agency representatives at the CVSA Workshop. They were provided with the history of the development process, an overview of the new direction of the Alliance and the strategies for implementation.



The Federal Motor Carrier Safety Administration (FMCSA) held a listening session on "Beyond Compliance" which was also webcast live to the public via FMCSA's website.



During the PBBT Users Meeting, attendees shared their performance-based brake tester (PBBT) experiences and worked to refine procedures and training materials for PBBT use.



Members of the Illinois State Police greeted CVSA Workshop attendees at the registration desk.



CVSA staff, leadership and the membership would like to thank the Illinois State Police for hosting the CVSA Workshop in their state this year and for their helping make this this year's workshop a big success.



In addition to the many informational and education sessions, the CVSA Workshop is a great opportunity to network and collaborate with colleagues from all across North America to effect meaningful changes to the overall culture of transportation safety.

Learn More About Your Nominees for CVSA Secretary from the Nominees Themselves

Nominations for the CVSA secretary were announced and accepted at the CVSA Workshop on April 26, 2016, in Chicago, Illinois. The CVSA secretary serves one year in the secretary position, one year as vice president, one year as the CVSA president and three years as a past president.

Because the incoming president (Julius Debuschewitz) is from Region V and the incoming vice president (Capt. Christopher Turner) is from Region III, members from the remaining regions – I, II and IV – were eligible to nominate candidates for the secretary position.

The nominees for the position of CVSA secretary are:

- Commercial Vehicle Inspector Rhonda Wood with the Kentucky State Police (Region II)
- Captain Scott Carnegie with the Mississippi Highway Patrol (Region II)

Class I members will vote to elect the next CVSA secretary at the 2016 CVSA Annual Conference and Exhibition, Sept. 18-22, 2016, in Little Rock, Arkansas.

On this page and the next, you'll find articles submitted by each of the nominees. Get to know your nominees and cast your vote in September at the annual conference. ■

CVSA Secretary Nominee

Rhonda Wood

Commercial Vehicle Inspector, Kentucky Vehicle Enforcement, Kentucky State Police



I am humbled and honored to be nominated for the position of CVSA secretary. I would like to take this opportunity to share with you my background, my experiences and what I hope to accomplish as CVSA secretary.

My name is Rhonda Wood. I have three sisters. With none of us married or with children, my parents only have my pup, Max, as a grandchild. I grew up in a small town of less than 2,000 people in Augusta, Kentucky. Small towns have the advantages of the closeness of community and support of the people. Everyone rallies around those who are ill, have had tragedy to their homes or family, and for school events and fundraisers. I wouldn't trade my experiences there for the world. I received an associate degree in business, bachelor's degree in arts and a master's degree in communications from Morehead State University.

My first career was in the area of production at WMYT-TV in Hazard, Kentucky. WMYT is a unique television station in that it is small and you are cross-trained in many fields. During my short two and a half years there, I moved up to be the director in the live remote broadcast. I was in command of where cameras were located, what was covered, and what sound, talent and graphics were on the screen from a remote truck. The pressure of a live broadcast of a sporting event or news broadcast is extreme, but how you handle it defines you.

I began my pursuit of becoming a Kentucky state trooper because someone told me I couldn't do it. After a 20-year career, I retired with pride and accomplished and learned more than I could have imagined. I worked the road for more than half my career working wrecks, domestics, deaths, thefts, etc., just like any other police officer across the country.

I was lucky enough to be the supervisor of the Kentucky State Police (KSP) Photo Lab where I was involved in helping the KSP enter the digital age. Once I entered the commercial driving section, I was hooked. We gave commercial driving tests that included pre-trips, maneuvers and road tests. We were also allowed to become CVSA certified. Getting dirty and greasy is right down my alley. I retired but one of the things I missed most was inspecting the trucks.

After being retired for a couple of years, I was ecstatic to see the Kentucky Vehicle Enforcement Section of the Kentucky State Police was hiring commercial vehicle inspectors. It was like a sign to me. Since I had been out for more than a year, I had to become certified again, and I jumped at the chance. Once I became re-certified and started inspecting again, I learned so much more with the paperwork side. It's a continuing process but I am up for the challenge.

I am honored to be requested by the CVSA instructors with Kentucky State Police to help train the incoming inspectors from across the state to learn to conduct Level I Inspections. The class comes to scales and they are shown the different components of semi-trucks, how those trucks should be properly inspected and violations to look for according to CVSA policies, procedures and standards.

I believe representing the working inspectors as secretary of CVSA will give me a hands-on perspective as to the regulations and their applications on the drivers, industry and inspectors. I hope to use this perspective to understand the challenges and changes that are faced daily and to help the ongoing communications that will help ensure proper inspections are being done.

I would be honored to serve as CVSA secretary and will be up to the challenges faced to help continue with the ongoing process of moving this organization forward. We must not be complacent. We need to continually improve. I will do my best to help us continue this adventure and would appreciate your vote in September at the CVSA Annual Conference and Exhibition in Little Rock, Arkansas. I will be open to communications with members to see where they would like CVSA to go from here and what changes they are looking to have happen. I may not have an abundance of leadership in my department, but I have had challenges in my career and have faced them head-on with determination. I will do the same with the position of secretary.

Again, I would appreciate your support in my endeavor to become your CVSA secretary.

If you would like to discuss any thoughts or ideas you have on moving our organization forward prior to Little Rock, please contact me at rhondaj.wood@ky.gov.

CVSA Secretary Nominee

Capt. Scott L. Carnegie

Director, Motor Carrier Safety Division, Mississippi Highway Safety Patrol,
Mississippi Department of Public Safety



I am honored and privileged to be nominated for the position of CVSA secretary. Please allow me to introduce myself. I am Capt. Scott Carnegie with the Mississippi Highway Safety Patrol.

I was born in San Leandro, California, and moved to the great state of Mississippi when I was six years old, along with my parents and one sibling. I graduated from Centerville Academy, and then attended Southwest Mississippi Community College for two years. At Southwest, I was passionate about sports, played football as a running back, and met the love of my life, Lisa. Lisa and I have been married for 30 years and have two daughters, a son, two sons-in-law and one grandson. We live in Smithdale, Mississippi, where I enjoy hunting, fishing, coaching baseball and football, spending time with my family, and attending the Tangipahoa Baptist Church. My life's motto is God, country, family and patrol.

My experience and training in all aspects of commercial motor vehicle safety makes me a good candidate for secretary of CVSA. I have served the public for 28 years in law enforcement, working as a deputy with the Pike County Sheriff's Office for five years before attending the Mississippi Highway Safety Patrol School in 1994. I have been with the Mississippi Highway Patrol for 23 years serving 12 years as a certified motor carrier inspector, four and a half years as the assistant director of the Motor Carrier Safety Division (MCSA), and now as the director of the Motor Carrier Division. In this position, I lead multiple aspects of Mississippi's commercial vehicle enforcement and operations programs which include: commercial driver's license, information technology, the Compliance Investigation Program, the Safety Audit Program, outreach and enforcement operations. I work closely with our state and federal partners, the Mississippi Department of Transportation and the Federal Motor Carrier Safety Administration.

I developed and wrote the Policy and Procedures Manual for the law enforcement inspectors of the Motor Carrier Safety Division, Mississippi Highway Safety Patrol. I organized and coordinated Operation Safe Travel, a unit comprised of 11 states, with 16 state agencies and six federal agencies which conduct an extensive commercial motor vehicle safety detail quarterly. I also serve as an adjunct instructor at Southwest Mississippi Community College on law enforcement topics. I write federal grants for the MCSA to enhance our

capabilities to protect and serve the public. We currently have a program "Troopers and Truckers Working Together to Save Lives" designed to prevent commercial motor vehicle related crashes, injuries and fatalities in our state.

My certifications include: Investigative Safety Analysis, North American Standard Levels A and B, Hazardous Material, Motor Coach, Bulk Packaging, Other Bulk Packaging and Cargo Tanks. I am an Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) certified technician and act as a Border Patrol and Homeland Security Investigations Immigration and Customs Enforcement (ICE) agent with the right to flight. I coordinate with the Mississippi Department of Environmental Quality, Mississippi Environmental Management Administration and local agencies on all hazardous material and emergency operations, and am a member of the federal Visible Intermodal Prevention and Response (VIPER) team consisting of four federal local and state agencies.

I have served as the CVSA Region II vice president on the CVSA Executive Committee for the past two years. I serve on a CVSA ad hoc committee on training-related issues, and have participated in strategic planning for the future of the Alliance.

To be elected as secretary of CVSA would be a great honor. If elected, I will act as a liaison between the upper administration and the "boots on the ground," who enforce CMV laws and regulations every day to make our roadways safer. These dedicated law enforcement and civilians working in commercial motor vehicle safety will benefit greatly from all that CVSA has to offer. I would like to increase the virtual-based training directly to inspectors, open better lines of communication, and look for ways to solicit their feedback. I will utilize my leadership skills to ensure CVSA benefits from the wealth of knowledge that these men and women professionals possess as well. I will work tirelessly with the industry and stakeholders to bridge the gap.

I am honored to be nominated for CVSA secretary and would greatly appreciate your vote in September in Little Rock, Arkansas.

Please feel free to contact me with any questions, or issues you may have prior to the election at 601-987-1454 or email me at scarnegie@dps.ms.gov.

Adrienne Gildea is CVSA's New Deputy Executive Director

Executive Director Collin B. Mooney selected Adrienne Gildea as CVSA's new deputy executive director. Adrienne has been with CVSA since 2011 as the organization's director of policy and government affairs.

"I have worked with Adrienne at CVSA since 2011, when she joined our team as the director of policy and government affairs and am fully confident that she will continue to be an asset to this organization as its deputy executive director," said CVSA Executive Director Collin B. Mooney, CAE. "Adrienne has demonstrated comprehensive knowledge of commercial surface transportation safety practices, specifications and policies, and knowledge of emerging national and international trends in commercial surface transportation. She is hard working, exercises sound and ethical judgement, and is devoted to growing the strategic initiatives that are key to fulfilling the mandate, mission, vision and values of CVSA."

Adrienne has more than a decade of experience in the transportation policy field. For the past five years, as CVSA's director of policy and government affairs, Adrienne represented the Alliance on Capitol Hill, assisted with policy development and messaging, and worked to advance commercial motor vehicle safety. Prior to joining CVSA, Adrienne was a senior associate at a public affairs firm, where she managed a national freight advocacy coalition.

"I believe the positive working relationships I've developed with our internal and external stakeholders will be an asset as I continue my commitment to this organization and an overall culture of improved transportation safety," said CVSA Deputy Executive Director Adrienne Gildea. "I am honored to have been selected to serve as the Alliance's second in command and look forward to my continued future with CVSA."

As CVSA's deputy executive director, Adrienne will support the Alliance by providing leadership and direction, responding to the needs of the membership, working collaboratively with internal and external international stakeholders, and assisting in planning and management of fiscal, human and information resources to ensure effective development and evaluation of policies and programs toward the achievement of CVSA's mission, vision and goals.

Capitalizing on her in-depth understanding of governmental protocol, policies and procedures, and private sector regulatory issues and concerns as it pertains to commercial motor vehicle safety and enforcement programs, Adrienne will continue to work with appropriate legislative members, ensure CVSA provides testimony on public hearings affecting commercial motor vehicle safety and enforcement, and coordinate the policy development and government affairs activities of the Alliance. ■



CVSA'S REMAINING

Enforcement Weeks | 2016

Brake Safety Week SEPTEMBER 11-17, 2016

Brake Safety Week is an annual week-long brake safety campaign when CMV inspectors conduct brake system inspections on large trucks and buses throughout North America to identify out-of-adjustment brakes and brake-system violations. To learn more about Brake Safety Week, visit www.operationairbrake.com.

Operation Safe Driver Week

OCTOBER 16-22, 2016

Law enforcement agencies throughout North America will engage in heightened traffic safety enforcement and education aimed at unsafe driving behaviors by commercial motor vehicle drivers and passenger-vehicle drivers. To learn more about Operation Safe Driver Week, visit www.operationsafedriver.org.



INSPECTOR'S CORNER

My Challenge to You: Be Prepared for ELDs

By **Master Tpr. J.D. Berrong II**, *Motor Carrier Enforcement, North Carolina State Highway Patrol*

I have been very privileged in being allowed to attend the North American Inspectors Championship (NAIC) for the last several years. In line with that, I was very excited to receive an email from CVSA with the final rule information for electronic logging.

Most people are probably not aware, but NAIC offers world-class training as well as competition. The competitors receive training on the newest and up-to-date "hot topic" items in the world of CMV inspections.

The last several years have had multiple excellent training sessions on electronic logging devices (ELDs). The electronic logging industry has been gracious enough to come to NAIC and show the competitors the newest and greatest products available to the trucking industry.

Along with the training from the electronic logging industry, we received top-notch

training from USDOT on the methods of detecting falsified electronic logs.

I know what you're thinking...you can't falsify electronic logs. Needless to say, I had a general misconception on that fact too, before the NAIC training. But, after receiving the training on the electronic logging devices and applying it in the real world, I can say it is fairly easy to identify falsified or improper electronic logging. In fact, I just received a call from a new trooper about an electronic log. It was great to see he knew he had something. He wasn't quite sure what, but something. After a talk on the phone, he learned that ignoring log books because of the "electronic logs" sticker is a mistake.

I think everyone is aware of my love for technology in the enforcement of CMV laws. And, I believe the electronic logging rule is a huge step into the 21st century. But with it comes the need for training. I challenge all

jurisdictions to accept that challenge and get the training together and prepare our inspectors to check these logs. Please don't let the mentality that a CMV with electronic logs should not be checked for hours-of-service violations fester. I promise you, if you get the proper training and check the logs properly, you will be surprised at what you will find.

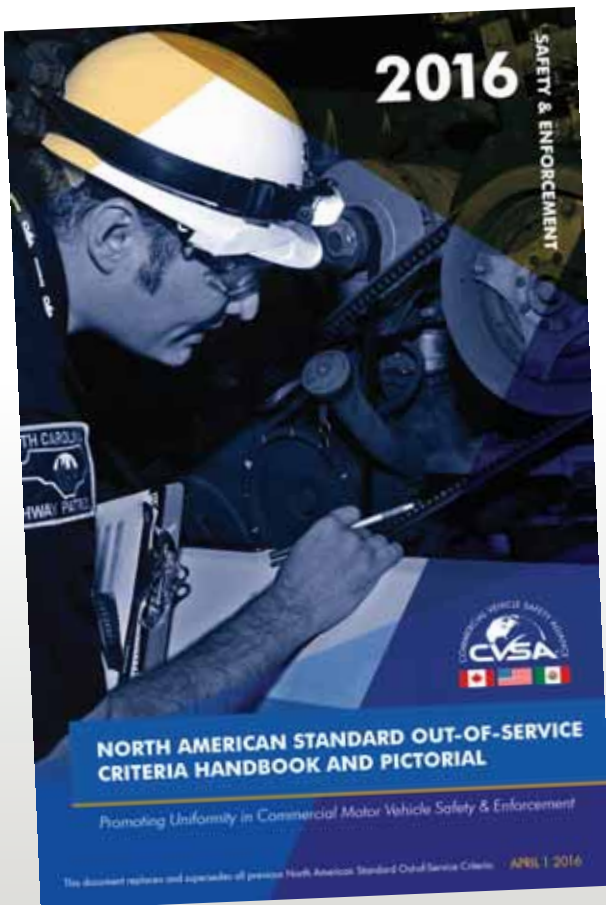
I hope you all accept my challenge and train for the new rules and prepare. I also challenge you all to participate in NAIC. I am willing to bet most reading this didn't know there was excellent training that accompanied the competition. Excitingly, the majority of the week is spent not on competition but training. I find that fitting since the job we do daily is so important and complicated.

As always, everyone, make it home safe. ■



ORDER YOUR PRINT OR ELECTRONIC VERSION OF THE 2016

CVSA OUT-OF-SERVICE CRITERIA HANDBOOK



New this year, you have the option to purchase a print or electronic version of the handbook.

If you opt to purchase the electronic version of the handbook, once you've downloaded the secure, restricted electronic file, you can access the e-handbook at any time, on any device – desktop, tablet or mobile – without the need for additional downloads, apps or plug-ins. In addition, you will be able to download the e-handbook on up to three of your devices. Access to the e-handbook is restricted to the purchaser; not for redistribution.

The April 1, 2016, edition replaces and supersedes all previous editions. If you do not have this new edition of the handbook, you will be operating using outdated information.

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

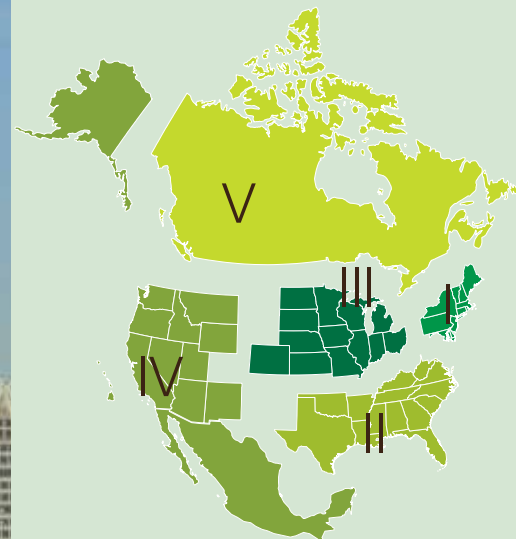
Visit www.cvsa.org and select “Store” to purchase your print or electronic copy of the new edition of the CVSA “North American Standard Out-of-Service Criteria Handbook and Pictorial.”

The handbook is \$35 for members, \$45 for non-members. Spanish and French Canadian versions will be forthcoming.

REGION I

Maryland Releases its 'Operation Safe Drive I-95' First Enforcement Wave Results

By Major N.W. Dofflemyer, Special Operations Command, Maryland Department of State Police



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

The first wave of the 2016 “Safe DRIVE I-95” enforcement initiative for the East Coast was conducted in March 2016 and focused on seatbelt usage and speeding, reckless, impaired or distracted drivers on Interstate 95 (I-95). The Safe DRIVE I-95 initiative is a CVSA Region II program that concentrates on violations that make highway fatalities the 12th leading cause of death in the United States and the leading cause of death among teenagers.

The Maryland State Police Commercial Vehicle Enforcement Division and the Maryland Transportation Authority Police Commercial Vehicle Safety Unit joined together to conduct enforcement and commercial motor vehicle inspections on Maryland’s portion of I-95 as part of this 15-state East Coast enforcement program.

The commercial vehicle component of Operation DRIVE incorporated high-visibility, multi-agency traffic enforcement on I-95 designed to eliminate traffic fatalities by reducing traffic crashes involving large trucks, buses and passenger vehicles.

Combined statistics for both police departments over the three-day enforcement campaign on I-95 are as follows:

CMV Inspections	803
Vehicles Placed Out of Service	164
Drivers Placed Out of Service	60
CMV Driver/Vehicle Citations	395
CMV Driver/Vehicle Warnings	516
Non-CMV Driver/Vehicle Citations	72
Non-CMV Driver/Vehicle Warnings	54

Additionally, two drivers were arrested for driving under the influence of alcohol, one driver was issued a civil citation for possession of less than 10 grams of marijuana, and a stolen motorcycle was recovered from a tow truck and a juvenile arrested. Three separate arrests were made for wanted persons.

Combined police enforcement waves will continue throughout the year.

Maryland State Police Targets Problematic Areas for CMV Special Initiatives

By Maj. N.W. Dofflemyer, Special Operations Command, Maryland Department of State Police

A Maryland State Police enforcement initiative in response to recent commercial vehicle crashes in the Capital Beltway region led to more than 600 citations and warnings to drivers, and 25 percent of the vehicles inspected were placed out of service for safety or overweight violations.

During the collision reduction initiative of the Maryland State Police Commercial Vehicle Enforcement Division on the Capital Beltway, troopers and truck inspectors issued 304 citations, 307 warnings and 77 equipment repair orders to commercial vehicles. During the 414 inspections conducted on commercial vehicles, 103 were placed out of service due to safety violations. Those violations included 28 out of 48 overweight trucks that were so overweight they were required to off-load cargo before being allowed to proceed.

Troopers placed 37 commercial vehicle drivers out of service during the inspections. Reasons included driver arrests for out-of-state prescription fraud, drug possession and failure to appear. Other violations included drivers who had multiple federal out-of-service orders, unqualified drivers, drivers who were suspended, and drivers who had alcohol violations and false logbooks.

The increased enforcement effort occurred March 6-11 and included state police personnel from the three commercial motor vehicle enforcement facilities located around the Capital Beltway, as well as patrol troopers from the College Park, Rockville and Forestville barracks. Much of the initiative was conducted during hours of darkness, after a review of commercial vehicle crash data indicated most were occurring then.

The goal of the initiative was to reduce commercial motor vehicle crashes on the Capital Beltway, with a special focus on stopping fatigued drivers who were avoiding mandatory rest periods. Similar targeted enforcement by the Commercial Vehicle Enforcement Division will continue in that and other areas of the state.

Here is a full breakdown of the enforcement results:

CMV Inspections	414
Level I Inspections	60
Level II Inspections	344
Level III Inspections	10
Vehicle Out-Of-Service Rate	103 (25%)
Driver Out-Of-Service Rate	37 (9%)
Log Book Violations	10
Hazmat Inspections	3
Arrests	9
Overweight Violations	48
Overweight Off Loads	28
Total CMV Weighed	3,613
Total SERO	77
Total Warnings	307
Total Citations	304

In addition, March 7-11, the Maryland State Police Commercial Vehicle Enforcement Division conducted a commercial motor vehicle traffic enforcement initiative in the area of US Route 1 and Maryland Route 175. During the initiative, personnel targeted traffic law violations by commercial motor vehicles and non-commercial vehicles.

Results of the five-day event are as follows:

CMV Inspections	127
Vehicle Out-Of-Service Rate	41 (32%)
Driver Out-Of-Service Rate	9 (7%)
Overweight Violations	1
Overweight Off Loads	1
Total Weighed	7
Total Safety Equipment Repair Orders	26
Total Warnings	76
Total Citations	92 ■

The NAIC 2015 Patch Board

By Shari Leichter, Administrative Analyst, Bureau of Trucking/Freight Services, New Jersey Department of Transportation

It was an eventful night at the North American Inspectors Championship (NAIC) back in August 2015 in St. Louis, Missouri. I would like to thank my friend Cheryl Anderson from Yukon Highways and Public Works and friends from other states who together helped us raise more than \$2,000 at the auction, which was donated to the NAIC program.

Here is what I did with the patches that I won at the patch exchange: After putting the patches in alphabetical order and having them framed, I hung them up in my basement for everyone to enjoy when they come over. It was a tough win but well worth it.

Thanks again. It is a nice memory. ■



Teaching Police Officers How to Conduct Traffic Stops on CMVs

By **A.D. Crockett**, *Commercial Vehicle Enforcement, Garland Police Department, Texas*

I recently taught a class on commercial motor vehicle traffic stops with our basic police academy class. The class was made up of both new recruits and experienced police officers. After showing them a YouTube video called "Highway to HazMat Hell" (well worth watching), I posed a question to the recruits with prior experience. The question was, "In your previous police positions, how often did you conduct traffic stops on commercial vehicles?" The responses I received were what I expected. They ranged from "I wouldn't know what to ask for" to "They're too big to deal with" to "Stopping commercial motor vehicles wasn't part of my assigned duties."

The responses weren't surprising to me, but they were a little disappointing. As uniformed officers, part of our duties entail traffic enforcement — not just on cars, but on large trucks and buses as well. If officers are uncomfortable dealing with commercial motor vehicles, then it is somewhat understandable as to why they do not conduct traffic stops on them.

To address this issue, and to make the new officers joining the department more comfortable with commercial motor vehicles, the Garland Police Academy began including a short segment on commercial motor vehicle traffic stops.

During the course of instruction, the new officers are instructed on what a commercial motor vehicle is, proper driver's license requirements, endorsements and restrictions, how and where a stop should be conducted, safety considerations, and what documents to ask for. The latter can be somewhat overwhelming to a patrol officer.

We, as commercial motor vehicle inspectors, know what log books, medical cards and PHMSA registration are. When a driver hands a regular patrol officer a binder filled with the above items along with permits from several different states even before he hands over his driver's license, that patrol officer's mind is blown. These new officers are taught that a large truck or bus is nothing more than an oversized passenger car. Granted, this passenger car can hold up to 56 passengers at times or weigh up to and sometimes in excess of 80,000 pounds.

After the decision to make a traffic stop on a commercial vehicle is made, the only documents these officers need to ask for is the driver's license, proof of insurance and registration, the same as a passenger car. Any other documents given to them by the driver should be given back. The driver's license, proof of insurance and registration are all that is needed to conduct the traffic stop.

After watching a second video (AAMVA's "18 Wheels and Busted"), the classroom session is completed and the new recruits are taken on a field trip. Commercial motor vehicles are brought in and the recruits are given the opportunity to interact with the drivers and practice what they learned in the classroom. As the exercise continues, the recruits — both brand new and with prior experience — get over the shock of actually being able to interact with real drivers and begin to realize they had nothing to be intimidated by.

To show appreciation to the drivers, the recruits handed out pre-packed bags filled with information on distracted driving, seatbelt usage, intoxicated driving, pens, pencils and other trinkets. This was a way to make the interaction a positive experience for both the recruits and drivers.

The goal of commercial motor vehicle enforcement is the reduction of crashes, injuries and fatalities involving large trucks and buses. If police officers, novice or experienced, can get over their initial intimidation of these larger vehicles, our goal can be more readily obtainable. ■





Anhydrous Ammonia: Friend or Foe?

By Ofr. Scott Donaghy, Fort Morgan Port of Entry, Colorado State Patrol

Anhydrous ammonia. Is it an extremely dangerous compound or a vital part of our agricultural economy? The answer, not surprisingly, is yes to both.

UN1005 anhydrous ammonia is a chemical made up of one part nitrogen and three parts hydrogen. I will not get into a college chemistry lecture about valence electrons and affinity, but let's just say that anhydrous ammonia is very thirsty. The word anhydrous is defined as "without water." Because we are made up of a lot of water, when anhydrous comes into contact with the membranes of our skin, eyes or lungs, it will very rapidly (and painfully) dehydrate our cells. This process causes the cells to contract and burst as the water is removed.

If that isn't enough, the boiling point of ammonia is -28° F. Therefore, the ammonia must be highly pressurized from 90 up to 200 psi so it can be transported and applied as a liquid. This means that while anhydrous can destroy cells by dehydration, it can also cause rapid frostbite. If a leak occurs in the transport tank, it will be sprayed into a large area and could be injected into your body if you are close enough when something ruptures.

The obvious question would be, why do we need this dangerous chemical? Anhydrous ammonia is a very efficient, inexpensive and widely used source of nitrogen fertilizer. When injected into the soil, it consumes the water it comes into contact with, changes into a gas, and provides a tremendous amount of nitrogen to the soil. It has other advantages over conventional fertilizers including its relatively easy application and availability. Anhydrous is usually applied when the soil temperature is below 70° F so the absorption rate can be more easily controlled. This means that in the early spring or late fall is when you will see these tankers. While I have painted a fairly grim picture of this material, these dangers can be avoided when you use the proper safety precautions.

Ammonia, while colorless, has a very strong and distinct odor. As with all hazmat inspections, approach from the upwind side of the tank. If you smell a strong ammonia smell and/or see liquid dripping on the ground, you probably have a leak of some kind and shouldn't get too close. Of course, never touch it. A slight ammonia smell will be normal as the hoses might have a slight residue if the tank has been loaded or unloaded recently and a very small amount can generate an odor. Unless you see liquid or mist, the anhydrous should absorb enough water from the air so it won't be as harmful if you get a small whiff, whereas a straight dose of the liquid or fog could do major damage to your cells.

If a leak is detected, the Emergency Response Guidebook (ERG) says to isolate the spill and vacate an area of 100 meters around the vehicle. While anhydrous is lighter than air, when it begins to absorb water from the air, like in high humidity conditions, it becomes heavier than air. This means it can contaminate a large area if the vehicle is in a low-lying area.

Ammonia is very corrosive to certain metals, such as copper and zinc, and their alloys. Galvanized pipe must not be used for storing or applying ammonia because it contains zinc. Containers should be made of special high-strength steel or other approved material. In many states, nurse tanks mounted for transport are considered "implements of husbandry" when used for agricultural purposes, but they must still conform to state regulations for travel on public roads. In Colorado, they are and, as such, have exemptions not usually found in industry. For instance, drivers transporting nurse tanks are not required to have CDLs. You will need to research the regulations in your state to find out what, if any, exemptions are allowed.

Nurse tanks must have the words "anhydrous ammonia" and "nonflammable" in large green lettering on both sides and on each end. All four sides of the tank must also have a placard displaying the "1005" identification number, and must have the words "inhalation hazard" on two

sides. Applicator tanks must have markings identical to those on nurse tanks. These markings allow other motorists to easily identify an ammonia tank. Anhydrous ammonia tanks should also display a slow-moving vehicle sign clearly visible from the rear.

A good safety tip I learned from a farmer is to keep a bucket or two of water available when inspecting anhydrous tanks. Since the material is thirsty for water, if you have a leak, give it some. Most anhydrous transporters will have 5 to 10 gallons of water available for emergencies. If the chemical gets onto your skin, you can dunk the effected limb in the water or pour the bucket over your head.

When inspecting a nurse tank, talk to the farmer. He or she has probably worked with anhydrous a lot longer than you have and is one of the best sources of information you can find on this material. I have only had two anhydrous tankers I inspected actually have leaks, and neither of them were nurse tanks.

The farmers I work with in our area are a great resource and have forgotten more about anhydrous than I will probably ever know. So, once again, I encourage you to talk to the farmers and dealers who use this material and learn from their experience. When dealing with a chemical this dangerous, it is important to use all of your resources, and the farmer transporting it is one of the best.

In conclusion, 173.315(a) and (m) cover the regulations relating to anhydrous tanks. The point of this article was not to rehash what can be read out of the book, but to give you some information I learned through research and experience. I work in a largely agricultural community and we see these tanks a lot. Because they are so loosely regulated, we need to make sure these tanks are safe and frequent inspections are one way to do that. As long as you are careful, these inspections are no more dangerous than any other tanker. ■

REGION III

Distinguished Partner Award Given to Jim Burg

By **Capt. Michael A. Krumm**, *Commercial Vehicle Enforcement Division, Michigan State Police*

The Distinguished Partner Award was created to recognize an individual, chosen at the discretion of the director (me), who has shown outstanding support and commitment to the Michigan State Police, and there is probably not a more appropriate recipient of this award for his work with the Commercial Vehicle Enforcement Division than Jim Burg.

Jim began his career in the trucking industry in 1984 as a truck driver and built his company into an operation that now has over 90 tractor trailers and 100 employees. While his main industry is steel hauling, Jim has been a state and national leader in innovation and safety for the industry. He has been recognized nationally as the innovator of the year for 2010 from Heavy Duty Trucking and Fleet Owner of the Year by "Fleet Owner" magazine. He has been very active in the Michigan Trucking Association, American Truckers Association, Truckers Against Trafficking, Help, Inc., and the Commercial Vehicle Safety Alliance.

Mr. Burg has been a long-time partner of the Michigan State Police, Commercial

Vehicle Enforcement Division (CVED). Since September 2014, Mr. Burg assisted CVED in numerous areas that have helped the division complete its mission.

Some examples include his generous donation of providing a semi-tractor trailer combination at the Help Inc. demonstration day at the Monroe Scale Facility. This day highlighted the Monroe Scale location and was part of the ITS World Congress event held in Detroit, Michigan.

In June 2015, he provided a semi-tractor trailer combination and driver for the CVED Michigan Inspection Challenge. He also provided training for CVED commanders on the business operations, safety innovations and overall methods he uses to train his drivers on safe load and proper weight distribution. And he provided a semi-tractor and trailer to assist the training division in developing an interactive training guide for commercial motor vehicle enforcement.

Jim is committed nationally to assisting the industry and specifically concerns in Michigan. Jim is a sponsor of CVSA conferences held bi-annually. He also served as the chair of the

operations committee for the Help, Inc. Board, and supported CVED's application for Pre-Pass at the Grass Lake Scale facility.

Jim assisted the CVED Truckers Against Trafficking initiative by pledging to donate \$5,000 annually for four years to the program.

Jim is an active member of the Michigan Trucking Association and has provided direct assistance to CVED in soliciting input from the Michigan Trucking Association, Michigan Infrastructure and Transportation Association, and the Aggregate Carriers of Michigan in support of recent business plans completed by CVED. He also assisted with an industry perspective on speed laws and preferences for the trucking industry. And most recently, he served as a panel member for this year's Motor Carrier of the Year.

On behalf of the men and women of the Michigan State Police and in recognition not only of his contributions to our department, but to all of Michigan's trucking industry, I'd like to thank Jim Burg for his support, friendship and partnership in assisting our commercial vehicle enforcement efforts. ■

On Jan. 21, 2016, Michigan State Police Director Col. Kriste Kibbey Etue (left) and Lt. Col. Gary Gorski (right) of the Michigan State Police Specialized Services Bureau presented Jim Burg (middle) of Jim Burg Trucking with the director's Distinguished Partner Award. Mr. Burg has been a longtime partner of the MSP and CVSA, and this was only the second time this award was given by the director.





Michigan State Police Adds 13 Motor Carrier Officers

By Capt. Michael A. Krumm, Commercial Vehicle Enforcement Division, Michigan State Police

Michigan is now benefiting from the services of 13 additional Michigan State Police (MSP) motor carrier officers, graduates of the 20th Motor Carrier (MC) Officer Recruit School. Governor Rick Snyder served as the keynote speaker at the graduation ceremony held at the Lansing Center.

"We thank these new Michigan State Police motor carrier officers for their commitment and dedication to serving our great state," said Governor Snyder. "These officers are highly trained and their role is vital to Michigan's economy, public safety and the protection of our highway infrastructure."

"We welcome the much-needed addition of these new motor carrier officers to the MSP Commercial Vehicle Enforcement Division," said

Col. Kriste Kibbey Etue, director of the MSP. "Our motor carrier officers play a critical role in traffic safety, deterring criminal activities on our highways and ensuring the legitimate and safe travel of the nation's motor carriers through our state."

MC Ofr. Philip Owens, who was elected class orator by his fellow recruits, spoke on behalf of the graduating class. Owens also received the Outstanding Performance Award and the Team Building Award. Other award winners included MC Ofr. Joel Chester, who received the Academic Achievement Award, and MC Ofr. Jason Ruess, who received the Marksmanship Award.

To be selected to attend the academy, applicants had to pass a stringent selection process that included a physical fitness test, background investigation and hiring interview.

The 20th Motor Carrier Officer Recruit School began on Oct. 11, 2015, when 21 prospective officers reported to the MSP Training Academy. Over 20 weeks, recruits received training in firearms, water safety, defensive tactics, patrol techniques, report writing, ethics, first aid, criminal law, precision driving, commercial motor vehicle law and commercial motor vehicle inspection procedures.

Of the 13 new officers, 12 have continued their education with college studies and three have prior military experience.

This is the first motor carrier officer recruit school held since October 2014, when 11 officers graduated from the 19th Motor Carrier Officer Recruit School.

To learn more about the MSP, visit www.michigan.gov/msp. ■

REGION III

South Dakota Trucking Association Creates South Dakota Road Team

By Capt. John Broers, Motor Carrier Services Commander, South Dakota Highway Patrol

On Feb. 12, 2016, a group of professional truck drivers met at the South Dakota Trucking Association (SDTA) office to participate in a selection process to become ambassadors for the trucking industry.

These captains of the newly created South Dakota Road Team will occasionally take time away from their companies to meet with the motoring public, the news media, students, transportation officials and public policy makers to perform truck safety demonstrations and explain the sustainable role that trucking plays in the state and the nation's economy.

The 2016 South Dakota Road Team Captains are:

- **Brian Cusson**, FedEx Freight, Rapid City, South Dakota
- **Jay Love**, FedEx Freight, Sioux Falls, South Dakota
- **Gary Schmidt**, Cliff Viessman, Inc., Gary, South Dakota
- **Robert Spitznagel**, A&A Express, Inc., Brandon, South Dakota
- **Mike Whitehead**, FedEx Freight, Sioux Falls, South Dakota



From left to right: Brian Cusson, FedEx Freight, Rapid City, South Dakota; Mike Whitehead, FedEx Freight, Sioux Falls, South Dakota; Gary Schmidt, Cliff Viessman, Inc., Gary, South Dakota; Jay Love, FedEx Freight, Sioux Falls, South Dakota; Robert Spitznagel, A&A Express, Inc., Brandon, South Dakota.

Road Team Captains are selected based on the right combination of an outstanding safety record, leadership abilities, concern for the image of the trucking industry and commitment to continuous improvement.

"These elite professional drivers give voice to trucking professionals from South Dakota's trucking industry," said SDTA President Myron Rau. "We are excited to have this team of ambassadors crisscrossing the state promoting this industry that is so vital to the state."

As a requirement to maintain eligibility on South Dakota's Road Team, these drivers must maintain an accident-free record and have no moving violations in their personal vehicle or in a commercial motor vehicle for the previous three years.

"These drivers are truly the best of the best," said SDTA Chairman of the Board Mike Habeck. "They are very dedicated to their company and the trucking industry as a whole."

The South Dakota Road Team will provide information to schools, civic groups and government officials on safe driving tips, sharing the road with trucks, hands-on experience with a tractor-trailer, career opportunities in the industry and facts on highway safety issues. ■

REGION IV

Inspection Photos

A truck was pulled in for a Level I Inspection at the Anthony, New Mexico, port of entry. A transportation inspector noticed something dragging beside the truck tractor. When the vehicle was pulled into the inspection bay, this is what the inspector found.



From COHMED Conference Attendee to COHMED Leadership

By Tpr. Chris Smithen, Nevada Highway Patrol



The opportunities that present themselves by attending a conference like COHMED are outstanding.

Being able to attend the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference has been something I wanted to do for many years.

However, I had not had the opportunity to attend until this year in San Antonio, Texas.

In Nevada, we have three regions and one officer from each region of the state would attend the COHMED Conference. The officer assigned from my region was also the chair for Region IV. So, I had not had the opportunity until this year to attend, after the former chair retired last August.

Once I knew I would be attending, I looked at the program schedule and saw all of the training that would be available. The nice thing about the COHMED Conference was that there were numerous training sessions that I could attend. The unfortunate part was that I couldn't attend every session. So I selected the classes I felt would best assist me and my department. That way, when I returned to my agency, I could share the knowledge I gained at the conference with the officers in my region.

For instance, being from Nevada, we have little to no oil drilling or oil fields. So I skipped the oil fields class to attend another session.

One class that was a tremendous help was the "Introduction to the NIOSH Guide." My department issued us the NIOSH guide books years ago and it had been collecting dust in my patrol car since. We were never taught how to use the book and apply it to our everyday work. This class opened my eyes as to how this guide book works in conjunction with the ERG guide that my department recertifies us in every two years.

Some of the classes were good refreshers on information you might know already, but it always helps to keep your skills sharpened. The instructors were from industry and enforcement across the country. When it came to the industry side teaching about their specific area of expertise, it was eye opening to see their understanding of the regulations that applied to their particular field, i.e. cylinders.

One of the highlights of the COHMED Conference for me was that I was able to meet with safety personnel from industry and we

were able to talk about our common goals of transporting hazardous materials safely across North America.

Then, there were region meetings. The regions are broken up into five groups across the U.S., Mexico and Canada. The region meetings were an opportunity to network with industry and officers in other departments in your region of the country to discuss issues. We had an opportunity to discuss and work out problems and were able to either come to a resolution or forward the issue to the Alliance president and vice president. The issue will then be readdressed during the annual conference or workshop and, if necessary, a resolution will be submitted to the Executive Committee, where a vote could take place. Not every issue, however, goes that far. A lot can be handled at the regional level and it is interesting to see how all of this works together in applying the regulations or changing the regulations, if the need arises.

In Region IV, we also had leadership vacancies. Due to the retirement of the previous chair and the resignation of the assistant chair, we needed to fill two vacancies. The way this works is that nominations are made of enforcement officers who are present and then each state that is present from your region gets one vote. I was fortunate to be nominated and selected to be COHMED leadership chair of Region IV. I look forward to what is in store for the COHMED program and the opportunity to serve as the new chair for Region IV.

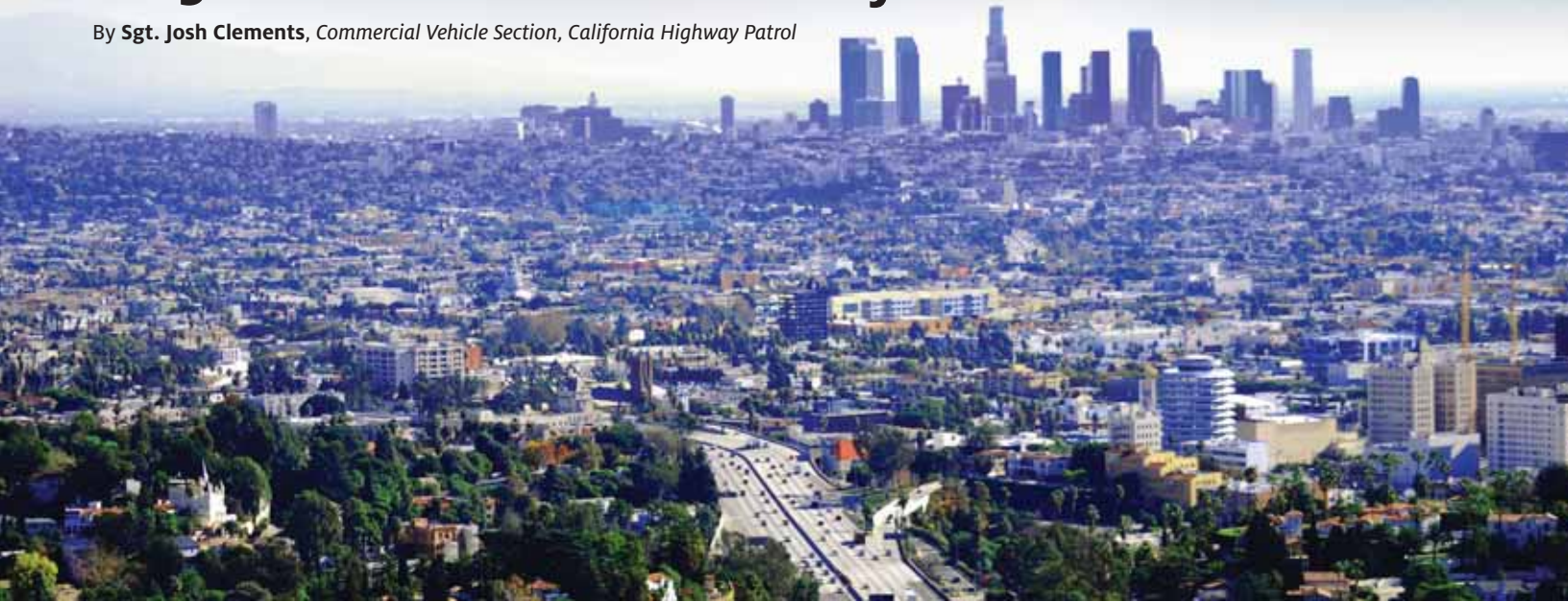
If there are ever any questions in our region that need to be addressed or brought up in committee, please feel free to contact me at csmithen@dps.state.nv.us or 775-527-3586.

The opportunities that present themselves by attending a conference like COHMED are outstanding. Not only do you get to network with other enforcement officers across the U.S. and Canada, but you are able to attend training courses you may not be able to receive again.

If you ever get the opportunity to go to the COHMED Conference, I would highly encourage it. If you have been to the COHMED Conference before, I look forward to seeing you again. If you have never been, I hope that I can see you next January in Savannah, Georgia. ■

California Highway Patrol Hosts the 2015 Commercial Vehicle Safety Summit

By Sgt. Josh Clements, Commercial Vehicle Section, California Highway Patrol



On Oct. 30, 2015, in partnership with the California Trucking Association, the California Highway Patrol (CHP) hosted the 2015 Commercial Vehicle Safety Summit (CVSS) in Garden Grove, California. The purpose of this event was to provide a venue in which motor carriers from throughout California could meet and speak directly with representatives of state and federal agencies involved in the development, implementation, and enforcement of motor carrier safety laws and regulations.

As in the past, this year's break-out sessions were specifically designed to ensure state and federal representatives were able to discuss matters of mutual interest with industry representatives. This allowed all parties to obtain a better understanding of their concerns and needs. Additionally, motor carriers were provided specific information relative to new and/or existing regulations which affect their operations.

Topics this year included:

- California's basic inspection of terminals program
- Hours of service
- Commercial driver's licenses
- DataQ challenges
- Training of safe drivers

Information booths were staffed by personnel from the Federal Motor Carrier Safety

Administration, the California Department of Motor Vehicles, the California Board of Equalization, the California Air Resources Board, the California Department of Transportation, and the CHP's Commercial Industry Education Program and Cargo Theft Interdiction Program.

Jack Van Steenburg, chief safety officer and assistant administrator of the Federal Motor Carrier Safety Administration, was this year's keynote speaker. Mr. Van Steenburg addressed efforts, at the federal level, to keep our roadways safe and commented on the strong working relationship between the CHP and the California Trucking Association. He relayed to attendees that the partnership between the two groups has helped California have a strong commercial transportation and enforcement program which is unequalled across the United States.

One of the highlights of this year's event was CHP Commissioner Joseph A. Farrow presenting the inaugural Safe Transportation Achievement Recognition (STAR) Award for Driver Safety to Manuel Maldonado of CPS Express. This award acknowledged a driver whose commitment to safety has been at the forefront of their career and has gone above and beyond in helping create a safety culture in their place of work. As a commercial driver for the last 36 years, Mr. Maldonado sought opportunities to educate and mentor new drivers to promote safety. Commissioner Farrow also presented STAR Awards to five motor carriers in the truck and bus industry for their efforts in making safety the number-one priority in their day-to-day operations.

The CHP sees events such as the CVSS as an integral part of promoting commercial vehicle safety. The 400 participants in this year's event were a testament to how partnerships between industry and government can improve efficiency and develop alliances with one primary focus: making our highways safer. ■



FMCSA Chief Safety Officer and Assistant Administrator Jack Van Steenburg delivers the keynote address.



Manuel Maldonado (left) receives the Driver Safety Award from California Highway Patrol Commissioner Joseph A. Farrow (right).

North American Standard Level I Instructor Course Held in Halifax, Nova Scotia

By Rod Dykeman, Mobile Patrol Officer, Vehicle Compliance, Nova Scotia

For some commercial motor vehicle enforcement officers, the procedures that form the North American Standard (NAS) Level I Inspection become a passion. For those officers, such as myself, a natural step in their career is often to pursue certification as a CVSA instructor.

Such an opportunity presented itself in January 2016, when Nova Scotia's Vehicle Compliance (VC) Division hosted a CVSA NAS Level I instructor course near Halifax, Nova Scotia. VC's Joel Turner paired with Sgt. Bruno Fauteux (Société de l'assurance automobile du Québec) to form a dynamic duo in evaluating instructor candidates. Along with Gino Rousselle (New Brunswick), we, as instructor candidates, were surrounded by knowledge and support in our pursuit (two weeks, constant evaluation, two exams).

Week one, day one was an eye opener, with the applicants learning quickly how unique this

course really is. Comfort with one another was instant, a fact which paid huge dividends throughout the full classroom days and nights of studying/presentation prep. By exam time on Friday, there had certainly been days that pushed the 16-hour window; fortunately, no driving after that time.

Sunday saw a decidedly more relaxed group together in the training room, instructional styles already forming and gelling. Week two ran smoothly, with knowledge shared and friendships fostered, so there was no need to check National Safety Code (NSC) Standard 11 for the level of chafing on nerves.

Congratulations are extended to Yukon's Michael Kasprzak, as well as Laurie Hurley, Ken Chisholm, Derek Deveau and Rod Dykeman from Nova Scotia, all of whom were successful in becoming certified as NAS Level I instructors. Special congratulations to New Brunswick's Gino Rousselle in achieving certification as an instructor developer as result of this course. ■



Inspection Photos



Missing trailer wheels. Photo by Ofr. Carol Bates, Whitehorse Weigh Station, Yukon.



Brake chamber improperly attached to an empty fuel truck. Photo by Ofr. Sheldon Barteaux, Whitehorse Weigh Station, Yukon.



Missing tire. Photo by Ofr Sheldon Barteaux, Whitehorse Weigh Station, Yukon.

BLIND SPOT

Raising Awareness About Blind Spots Among Pedestrians and Cyclists

By **René Désaulniers**, Director of Training, Legal Support and Policies; Directorate General for Development and Performance; Vice President Traffic Stop and Vehicle Safety; Contrôle Routier Québec; Société de L'assurance Automobile du Québec (SAAQ); Québec, Canada

Accidents involving heavy vehicles often have serious consequences for pedestrians and cyclists, as they have no protection if they are struck by one of these vehicles.

While heavy vehicle drivers are generally careful and attentive, they cannot stop others from coming near their vehicles and entering one of their blind spots.

In fact, those who are not careful about blind spots often misunderstand the very notion of them. All vehicles, no matter their size, have blind spots. In general, the taller and longer the vehicle, the bigger the blind spots. While a pedestrian or cyclist can easily see a heavy vehicle, the heavy vehicle driver's field of vision is limited by the vehicle's blind spots.

In order to raise awareness about blind spots among pedestrians and cyclists, Contrôle routier Québec, which is part of the Société de l'assurance automobile du Québec (SAAQ), developed various resources (road markings, short animated videos, illustrations, etc.) for use during activities or outdoor events. These resources also serve as reminders for the drivers of heavy vehicles.

One activity, in which road markings are used to illustrate the size of blind spots, draws on the expertise of carrier enforcement officers concerning the behavior to adopt around a heavy vehicle. In this activity, a representation of a vehicle's blind spots is rolled out on the ground around it.

This way, participants in the activity can walk around the vehicle and see how large the blind

spots are, and sit in the driver's seat and see that the road markings are only partially visible from where they are sitting.

The activity not only gives participants a better understanding of the heavy vehicle driver's reality, but allows them to experience it hands-on.

This issue is of most concern at urban intersections, where the majority of accidents involving heavy vehicles and pedestrians or cyclists occur:

- **Turning right** – This maneuver is problematic because the driver cannot see the pedestrian or cyclist in his or her right-side blind spot while turning.
- **Crossing in front of a heavy vehicle** – This maneuver is problematic because the vehicle's front blind spot may be so large that a pedestrian or cyclist could be in front of the vehicle without being seen by the driver when he or she is about to start moving again.

Heavy vehicle drivers, pedestrians and cyclists all have a role to play in preventing accidents. If everybody becomes more alert and more aware of the danger zones around heavy vehicles, the number of accidents will be reduced and lives could be saved.

For more information or to view the resources used to raise awareness, visit the SAAQ's website at www.saaq.gouv.qc.ca/blindspots. ■



Since May 2015, more than 70 activities have been realized all around the province of Québec.



FROM THE DRIVER'S SEAT

Cell Phones Are Here to Stay, Distracted Driving Needs to Go

By Charles E. Demchuck II, America's Road Team Captain, Walmart Transportation

If truck drivers measure our performance in terms of average miles per hour, then I'm convinced teenagers measure their success in terms of texts per hour. Being connected to friends, family and the latest news is important and the development of the cell phone has made making those connections easier than ever before. But as a professional truck driver, I worry about whether my generation is passing down safe driving habits to young motorists.

Instead of spending all my time worrying about the next generation of drivers, though, I work with the American Trucking Associations' (ATA) Share the Road Highway Safety Program, America's Road Team, and the Florida Road Team to make sure we are doing all we can to equip young drivers with safe driving skills. With those groups, oftentimes in partnership with the Florida Highway Patrol, I team up with other professional truck drivers and visit high school driver's education classes to talk about the risks posed by distracted driving.

What we've found from spending time with these students is that they really take to heart the lessons we share about distracted driving. The biggest point we try to hammer home with them is the importance of putting down the cell phone and focusing all their attention on driving. By giving teenage drivers proactive ways to avoid becoming a distracted driver – like using a “designated texter,” turning the phone completely off, or explaining how far the vehicle can travel in 6 seconds – we are having an early impact on young people who will be navigating our roads for years to come.

The most important lesson I've learned about communicating with young drivers has to do with their ability to sense when someone is being honest, which is why we always give them the facts. And the facts about distracted driving are shocking. Many outlets list distracted driving as one of the leading causes of death among teenage drivers, and because the cell phone is here to stay, now is the time to take actions to prevent distracted driving from becoming an epidemic.

As professional drivers, it's our responsibility to teach safety to people who might not



Driving requires our full attention in order to maintain safety.

recognize the risks. Teaching safety lessons to teenage drivers is especially rewarding and, in my opinion, one of the most valuable skills a young person can learn in America. A driver's license is a privilege, but I also know that it brings newfound freedom to a lot of young people. In order to keep that freedom and avoid any consequences, they need to focus completely on the task at hand – driving.

If you're thinking about becoming more engaged in the community and helping to educate young drivers, here are a few of the lessons that really resonate with the students. We tell them that if you're driving on the highway and look down at your phone for 6 seconds to read a text, your vehicle traveled more than 400 feet. We ask them if they would ever purposefully close their eyes or put on a blindfold while driving. We tell them that our families are out there on the same roads and we want everyone to get home safely. We tell them that making a bad choice today could lead to consequences that will stay with them for the rest of their lives. And then the last thing we do is let the Florida Highway Patrol officer explain what it's like to approach a crash site as a first responder and then go to a family's front door and explain

that their loved one was lost because of distracted driving. Yes, sometimes these are difficult subjects to talk about with young people who are anxious to get out on the road, but the fact of the matter is that driving requires our full attention in order to maintain safety for us and those around us.

I know these lessons work because I taught them to my own kids. When my son was learning to drive, I rode along with him to the grocery store, but before we pulled out of the driveway I asked him to turn his phone off. He was hesitant at first and said it would only be a short drive, but he eventually complied. When we arrived at the store 15 minutes later, I told him he could turn his phone back on. In that short time, he had received 21 new text messages. To me, that equates to 21 times when he could have become a distracted driver – putting his life, and others, in real danger. It's wonderful that my son has friends and it's great that we all live busy lives, but I implore you, please put down the phone and focus all of your attention on arriving safely at your destination.

Thank you for helping us build strong safety skills in the next generation of drivers. ■

Let's Check the Video

Technology Approaches to Improving Driver Safety

By **Pete Allen**, Executive Vice President, MiX Telematics

Video is useful, not just for accident investigation but also in spotting unsafe driving behavior such as speeding, harsh acceleration, hard braking and corner handling.

According to the latest 2013 FMCSA data, there were 389,000 large truck and bus crashes in the U.S., and 3,806 of these resulted in at least one fatality and an estimated \$103 billion total cost. Clearly, there is more that fleets could be doing to ensure the safety of drivers and those with whom they share the roads.

New advances in driver behavior management solutions can reduce preventable crashes and help managers and investigators determine the causes of crashes that do occur. In-cab video monitoring is one such advance that is becoming the rule, not the exception, in commercial motor vehicles.

What is an In-Cab Video Monitoring System?

In-cab video monitoring solutions typically feature both forward- and cab-facing cameras that capture video footage and sound, allowing for visual acuity at the time of an event. Most systems capture a short video clip, several seconds in length, that show what was happening outside and inside the cab when a driving event is triggered. Driving events are configurable and typically include the following driver behaviors: corner handling, speeding, harsh acceleration and deceleration.

Some newer video-based driver behavior solutions capture a maximum of 72 hours of video. This is useful particularly when video evidence is needed, even when a driving event is not triggered. Fleet, safety and risk managers can retrieve video segments to gain insight into what happened before and after an event that occurred during this 72-hour period.

Consider a common scenario in which one of a company's vehicles slaps mirrors with an oncoming truck. This would not trigger a driving behavior event in most systems, but with the 72-hour rolling video, managers can determine if their driver or the oncoming vehicle was at fault.

Issues such as texting or speaking on a mobile phone can also become more readily visible. If, for example, someone called in a concern about this type of activity, managers can refer back to video recordings to see what happened.

How Video Recordings Can Be Used

Providers of video-based driver behavior solutions offer different approaches to managing video footage. Some provide a managed service where the vendor reviews the videos for customers and determines which videos the client should view. These videos are then sent to the client, sometimes with descriptions detailing possible concerns. Other solutions are integrated with a comprehensive in-vehicle monitoring system (IVMS) for evaluating driver behavior and overall fleet efficiency. With a fully integrated solution, video can be automatically appended to driver profiles for easy coaching and tied to specific reports depicting specific triggered events. It puts the video information right where the user needs it when reviewing driving behaviors and assessing fleet risk.

In-cab video monitoring solutions can help fleets:

- **Identify drivers who need additional coaching and training.**

Video is useful not just for accident investigation, but also in spotting unsafe driving behavior, such as speeding, harsh acceleration, hard braking and corner handling. When managers integrate in-cab video monitoring with an IVMS, they can integrate video into driver-safety scoring reports to help educate drivers about safe driving behaviors and support drivers in learning how to improve.

- **Make informed decisions about their drivers' crashes.**

Video adds an important element to post-crash analysis, giving managers unprecedented insight (and irrefutable evidence) into what occurred in the cab and around the vehicle at the time of an incident. Videos can be viewed alongside a timeline, adding richer context to incident scenarios for fleet managers, many of whom have shared stories about the importance of this video footage in determining the true cause of an incident.

- **Prevent crashes.**

When a video solution is integrated with an IVMS, fleets can significantly reduce the frequency and severity of crashes. IVMS



solutions constantly monitor driving behaviors and coach the driver in real-time when these unsafe events are triggered. This might be a set of beeps, verbal cues and/or visual cues. The coaching is intended for drivers to self-correct their behavior. Most IVMS solutions have driver scoring reports to rank drivers based on the number and type of events triggered. Video can be attached to triggered events listed in these reports, making it easy for managers to review driving habits with specific drivers. Coaching drivers and enforcing a company's driving policies are key to the prevention and reduction of crashes.

- **Determine subrogation and reduce fleet insurance rates.** More and more companies are trying to determine if video will be helpful or harmful to them should they be involved in a crash, especially when the crash involves an injury or fatality. Video simply adds another tool to improve overall safety and reduce risk. Beyond improving driver training, video helps companies quickly determine if they are at fault or not. This information is very useful when determining how to best handle claims, settle quickly to reduce settlement cost, or fight the claim knowing the video will exonerate the company from fault.

Insurers understand the value of in-cab video solutions, especially those integrated with an IVMS solution. They understand that fleets utilizing these tools reduce their incident rates and they appreciate the video evidence that supports subrogate claims. This typically results in the fleet receiving reduced insurance rates.

Embrace Technology

While in-cab video monitoring has become more common, there are still many fleets relying on older, less-intuitive technology, such as the 1-800 "how's my driving" bumper stickers, or doing nothing at all to monitor unsafe driving behavior. If you are one of those fleets, it's time to explore some new options. In-cab video monitoring and IVMS have become important elements of overall safety and fleet management strategy. ■

There's a Brake Regulation for That?

By **Shelley Conklin**, *Inspection Services Technical Administrator, Landstar*

Picture it. It's July 18, 2015, on a hot clear day in Arizona. Driver Dudley Do-Right is on his way to Montana with a load of 38,000 pounds of pears and he has found an issue with two automatic slack adjusters on his 2006 tractor. He pulls into the truck stop bay for repairs and the fun begins.

Mechanic Tommy FixitNow explains to Mr. Do-Right that he needs to replace two automatic slack adjusters; however, Mr. FixitNow does not have any in stock, so he has to order them from the dealership. Mr. FixitNow contacts Bobby Iknowit at the dealer who states, "You say this is for a 2006 Rightliner? Well, I am fresh out of that model of automatic slack adjusters, but the bay manager says we have a special on manual slacks for \$59.99 each." Mr. FixitNow hollers back to Mr. Do-Right with the good news of the savings on the manual slacks and he happily says, "Sold. I'll take them."

After the repairs are made, Mr. Do-Right faxes over the invoice to his company, and with a smile on his face, thinking of the money saved, he heads off to Montana.

Two hours later, his phone rings (hands-free, of course) and it is Kathy Eagle-Eye from the Compliance Department urgently saying, "Mr. Dudley Do-Right, did you just replace two of your automatic slack adjusters with manuals as this invoice states from the truck stop?" He replies with pride, "Yeah, and I saved a boatload too."

Mortified, Ms. Eagle-Eye says, "Mr. Do-Right, do you realize it is illegal to replace automatic slacks with manuals on your 2006 tractor? You should have known the FMCSA Regulation 393.53(b) that states all equipment

manufactured after October 1994 must have automatic slack adjusters. Please legally and safely pull over at the next exit or rest area so we may help you take care of this. Not only did the truck-stop personnel not have any knowledge of the regulations but neither did the dealership. Your equipment is in violation of FMCSR, and must be stopped. Plus, if you're inspected at roadside, it is a violation with CSA points issued."

"But I don't understand," Mr. Do-Right worriedly says, "The truck stop and dealership people should have known this because they work with equipment day-in day-out and they sold and installed them. Don't they know the regulations, and you say I am supposed to know them too? I'm pulling over now."

Clueless? Unfortunately, yes. All parties involved were going about their daily duties with great pride; however, they lacked the basic knowledge of the brake regulations that govern our industry. Sounds unbelievable, right? But this actually happens. I hear this type of story play out over and over as I talk with large repair shops, mom-pop locations, carriers, maintenance departments and drivers. Like Dudley, Tommy and Bobby, they did not know there was a brake regulation mandating automatic slack adjusters for this 2006 tractor.

And it is a requirement that your teams also comply and have the knowledge as stated by:

- FMCSR 393.1(b)(1) – Every motor carrier and its employee must be knowledgeable of and comply with the requirements and specifications of the part.
- FMCSR 396.1(a) – Every motor carrier, its officers, driver, agents, representatives

and employees directly concerning the inspection or maintenance must be knowledgeable and comply with the rules of this part. And 396.3(a)(1) – These include those specified in Part 393.

And if your maintenance team, third-party shops, inspectors and even drivers inspect or work on brakes:

- FMCSR 396.25(b) Qualifications of Brake Inspectors – Brake inspector means any employee of a motor carrier or intermodal equipment provider who is responsible for ensuring all brake inspection, maintenance, service or repairs meet the applicable federal standards.

If the truck stop, dealership and driver were knowledgeable of these regulations, as required, this story would not have occurred and Mr. Do-Right would not have spent nine hours at the rest area waiting on his new automatic slack adjusters, let alone the expense everyone incurred on that hot, clear day.

Don't be one of the clueless. Get your teams involved during meetings and review the FMCSA Brake Regulations from 393.40 through 393.55. If you use third-party shops, share the information.

To help out, CVSA's Operation Airbrake Committee created a training tool, "FMCSA Brake Regulations 101." Utilize it as a teaching tool. Perform training with it, and test all parties involved.

The information can be located at www.operationairbrake.com. While you're online, check out ideas for activities you can plan with your teams during CVSA's 2016 Brake Safety Week, Sept. 11-17, 2016. ■



Collision Mitigation: The Path to Safer Roads

By Jon Morrison, President, WABCO Americas

“You don’t pay extra for your seatbelt. And you shouldn’t have to pay extra for technology that can help prevent a collision altogether.”

—Christopher A. Hart
NTSB Chairman



The commercial trucking industry has made great strides in increasing safety for both drivers and motorists that share the roadways. But there is still more that can be done.

The implementation of collision mitigation technologies in the trucking industry has begun, but the penetration rates are far below that of passenger cars, where many new models feature low-cost, effective collision avoidance systems.

One theory as to why the commercial truck industry has fallen behind passenger cars in implementing collision avoidance technologies is the longer turnover timetable of units. Unlike passenger cars, where owners frequently swap into a newer model after a few years, many commercial trucks remain on the road for 10 years or more.

As new trucks roll off the line, more and more are adopting collision mitigation technologies. Advanced systems can alert the driver to potentially critical driving situations via acoustic, visual and haptic signals. If the driver doesn’t respond to the warnings, the system provides autonomous braking to help mitigate or prevent collisions.

Other technologies are available or under development that help prevent trucks from unintentional lane departure by utilizing cameras to detect road markings and vehicle position, and alerting drivers of imminent lane

or road change. According to the U.S. Department of Transportation, 55 percent of fatal accidents are caused by unintended lane departure, which has led to the increased penetration of lane departure warning systems, largely in the passenger vehicle segment.

While some fleet owners or independent operators may be hesitant to add such new technologies to their trucks, solutions proposed by the National Transportation Safety Board (NTSB) may soon force their hand. In 2015, the NTSB recommended that collision avoidance systems be considered as standard equipment on all new passenger and commercial vehicles.

Not only did the NTSB recommend such systems be standard, it also suggested these systems be provided at no additional cost, with NTSB Chairman Christopher A. Hart saying, “You don’t pay extra for your seatbelt. And you shouldn’t have to pay extra for technology that can help prevent a collision altogether.”

A 2015 NTSB investigative report, titled “The Use of Forward Collision Avoidance Systems to Prevent and Mitigate Rear-End Crashes,” finds collision avoidance systems can prevent or lessen the severity of rear-end crashes, leading to lives saved and reduced injuries. The NTSB report includes statistics from the National Highway Traffic Safety Administration (NHTSA) that say that 80 percent of the 1,700 people killed in rear-end collisions involving passenger or commercial vehicles each year, in addition to

the thousands injured in rear-end crashes, might have been unharmed had the vehicles been equipped with collision avoidance systems.

The NTSB report recommends that after manufacturers make collision avoidance systems standard equipment on newly manufactured vehicles, autonomous emergency braking should be made standard once NHTSA completes testing for such braking systems.

Until government regulations are in place, educating the commercial trucking industry on the importance and effectiveness of collision avoidance systems is key. Citing facts and promoting education are important, but unless a financial case can be made for adopting collision mitigation technology, many commercial fleet owners and operators will likely remain hesitant to embrace it in large numbers.

We expect improved radar capability to become available at a lower cost as production volumes of related systems increase, which will help the cost-to-value relationship of collision mitigation systems. As the relative cost of collision mitigation technology declines, and fleet operators are made increasingly aware of the value of these systems, the value experienced by fleets increases. It’s only a matter of time before collision mitigation systems become as commonplace as the seatbelt. ■

North American Fatigue Management Program: Strategies and Tips for Every Fleet Owner

By Steven Garrish, Senior Vice President, Business Development/New Ventures, SleepSafe Drivers, Inc.

Looking back on 20 years in operations and safety leadership in the trucking industry, I've learned many things. Our business is always changing. To be successful, companies must plan for changes and evolve quickly to meet the demands of the market.

There are new ways to do things that lead to better efficiency, cost savings and stronger employee retention through driving wellness and active caring. Frankly, it's an area most safety executives didn't even consider until recently, but I'd like to share how they now offer breakthrough advantages.

Innovations like power steering, electronic logs and crash mitigation systems were once viewed as unnecessary or with a mistrustful eye. As drivers try different technologies and share their experiences, the transportation landscape changes and evolves.

In my opinion, the true success of any organization can be directly measured by its ability to control loss. It's not enough to price well, sell and bill. One accident can wipe out all the hard work. Knowing how to identify risks and countermeasures, and defining success in safety is imperative for every fleet owner today.

The Proverbial Flat Tire

At the foundation of any successful company, employee safety and well-being are core values, not priorities. Priorities in business change every day. If my main priority this morning was

to drive into work, and I have a flat tire on the way in, then my priority changes to adapt to these new conditions. Changing the tire becomes the priority. If you only look at safety as a priority, then your organization may allow safety to be compromised as that proverbial flat tire bubbles up.

The core value commitment is not just a stated purpose, but needs to be demonstrated through active caring. Caring is being concerned that someone could get hurt by unsafely operating a piece of equipment. Actively caring is walking over to the individual operating the equipment and respectfully showing the person the correct way to do it.

At its core, safety is about placing value on life and controlling/eliminating the loss of life. Getting your arms around fatigue is one key way to uphold your commitment to safety.

Time, Money and Matlock

There has been a lot of increasing dialogue regarding fatigue management programs (FMP), particularly since the Federal Motor Carrier Safety Administration (FMCSA), American Transportation Research Institute (ATRI) and several other industry regulatory agencies (both in the U.S. and Canada) published the framework for a program in 2013 called the North American Fatigue Management Program (NAFMP). The NAFMP implementation manual (available at www.nafmp.com) gives a great blueprint for forming your own program. Many of the ideas are easy to implement and free.

Why should you worry about it? Defense attorneys will tell you that you need a fatigue management program because it will help them defend you in a fatigue-related crash. I can't speak on legal advice – I'll leave that to the attorneys and Matlock (or Lionel Hutz). What I can say is that having a robust fatigue management program will help you and your company save time, money and help reduce fatigue-related accidents and incidents.

You demonstrate active caring to your drivers and staff by your commitment to their rest and well-being. Simply put, having a good FMP is the right thing to do.

The Top Brass

So, what are the key elements of a solid FMP? It starts with commitment from the top. What's important to your leadership will be important to your entire organization. It's not what they say, but what they do. If your safety director is the only one talking about and being held responsible for the organization's fatigue management, then you won't see lasting change.

On the other hand, if your president demonstrates his or her commitment by sending out onboard computer messages, writing a letter to the organization committing to making safety a value, hosting training sessions on fatigue, etc., then the organization will respond in kind with their commitment.



If I had asked people what they wanted, they would have said 'faster horses.'

—Henry Ford

Keys to a Safe Start

Education and training are key facets to an effective FMP. However, for the program to be successful, everyone (management, spouses and leadership) should get involved. In my experience, the most effective, long-lasting initiatives were made possible because we chose to involve the employees and their families.

There are many benefits of a comprehensive sleep disorder treatment and monitoring program designed to actively care for each employee's health from the very beginning.

For full-time safety professionals, you have probably experienced situations where your commercial motor vehicle drivers were referred by the DOT doctor for a sleep test and then spent weeks trying to get in for a sleep test, get consults necessary for diagnosis and CPAP set up, and then get clearance to return to work. You were then left to wonder if your driver was using the machine consistently every day or not.

On my watch, a comprehensive sleep program consisted of a path for any driver to be tested, treated and returned to work in just a few days, under expert and consistent care – confirmed daily through technology (verifiable compliance). This reduces time and aggravation and increases the likelihood that those drivers with a sleep disorder are getting the care they need without negatively impacting their earnings or wasting their time.

Another key area to an effective FMP is taking a look at your work and scheduling tools. For example, what is your dispatch philosophy? Back when I was a new dispatcher, our philosophy was to fill my drivers' available work hours with load assignments. My goal was to stay current with all customer commitments. Just employing this simple formula to get results is not enough. You must also consider how you get your results. Actively caring comes into play again.

Take a look at how you hire, onboard, educate and assign work tasks to your employees. Smart hiring is setting clear expectations for the job and ensuring your employee is set up for success. Find out how far they live from work and jointly agree on a plan for how they will manage rest prior to reporting in. It may involve you setting up a sleeping arrangement for them, reducing the work load for the first day back, etc., to ensure your employees are set up for success.

Your front line leadership and support teams should actively look for signs of fatigue and be empowered to make decisions in the best interest of the health and well-being of the employee and the company. Firing someone for showing signs of fatigue only moves that problem down the road to another company. Make a commitment to treating, training and retaining your employees instead.

A Key Study

A study by Børge Sivertsen with the University of Bergen, Norway, showed that drivers with untreated sleep apnea were 1.6 times more likely to go out on workers' comp and 1.9 times more likely to be forced out of work on early retirement.

Another mega-study (A. Sassani, University of California, San Diego, 2004) showed that for every \$1 spent on sleep apnea testing and treatment, \$3.49 will be saved in reduced collision costs.

Your Greatest Asset

Take some time to review the NAFMP website and discuss it with your leadership. Remember, it takes work to run a successful company. People are your greatest asset. If you treat them like family and invest in their future, you can sleep safe knowing that your future and the future of your company will be a bright one. ■

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.

"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". ■

2016 Level VI 'Train the Trainer' Has its Largest Class

The 2016 Level VI Train the Trainer class was held in Baton Rouge, Louisiana, Feb. 23- 25. A total of 31 state Train the Trainer instructors attended this year's class, making it the largest Train the Trainer class ever.

On the first day, the state Train the Trainer instructors were given an eight-hour condensed Modular Emergency Response Radiological Transportation Training (MERRTT) class. The training was led by Level VI National Instructor Tony Anderson with National Instructor Kelly Horn and Ron Macaluso from the U.S. DOE Carlsbad Field Office (CBFO). All resources for the MERRTT training were provided by the U.S. DOE CBFO.

At the end of the first day, the state Train the Trainer instructors were given their assignments for the next two days on which training modules they would have to teach the rest of the class. On the second and third day, the state instructors were provided training on how to teach specific modules and given the opportunity to review two of the CBFO's four shipping containers. The state instructors were given the opportunity to review the TRUPACT II and the RH72-B shipping casks used by the CBFO. The state instructors were then required to teach the class the specific training module they were assigned on day one.

At the conclusion of the instruction, the state instructors were given a proficiency review to test subject matter knowledge of the Level VI Inspection Program.

State instructors who attended the 2016 Train the Trainer represented the Kentucky State Police, New Mexico State Police, Colorado State Patrol, Colorado Port of Entry, Massachusetts State Police, North Carolina State Patrol, Tennessee Highway Patrol, Iowa Department of Transportation, Maryland State Patrol, Florida Highway Patrol, Minnesota Department of Transportation, Kansas Highway Patrol, Arizona Department of Public Safety, Virginia State Police, Louisiana State Police, Nebraska State Patrol, Texas Department of Public Safety, Illinois State Police, Washington State Patrol and New York State Police. ■



Level VI National Instructor Adam Roha provides instruction to the Train the Trainer students.



Students work on their MERRTT practical exercise.



Students check for compliance with the hazardous materials shipping papers, package markings and labels.



Level VI Class 155 Held in Little Rock, Arkansas

CVSA held its 155th Basic Level VI Class in Little Rock, Arkansas, the week of March 15. CVSA President Maj. Jay Thompson welcomed the Arkansas Highway Police hazardous materials inspectors to the class.

CAST Transportation sent the driving team of Stan and Linda Taylor to deliver the TRUPACT II shipping container for the class. Stan and Linda have been driving for CAST

Transportation for more than 17 years. Rion Stann of the Pennsylvania State Police and Rob Rohr of the Public Utilities Commission of Ohio with CVSA Director of Hazmat Programs Carlisle Smith provided the training.

The class was a great success, with all Arkansas Highway Police officers passing the course. ■



National Instructor Rion Stann from Pennsylvania State Police (right) provides instruction on how to conduct a radiation package survey.



Arkansas Highway Police students of certification class 155 take their Level VI certification test.

Level VI Program Offered at the 2016 COHMED Conference

CVSA's Level VI Program provided an eight-hour refresher during the 2016 COHMED Conference in San Antonio, Texas. Eighteen certified Level VI inspectors representing 12 states and one territory attended the eight-hour refresher. Juel Lewis from the Federal Motor Carrier Safety Administration provided the refresher training. This is the third year in a row that the Level VI Program has participated in the COHMED Conference. COHMED leadership asked the Level VI Program to participate again next year for the 2017 COHMED Conference in Savannah, Georgia. ■



Certified Level VI inspectors received an eight-hour refresher course at the 2016 COHMED Conference.

2016 Level VI Basic Certification Classes

Under a cooperative agreement with the U.S. Department of Energy, CVSA schedules classes for inspecting motor carriers and their drivers transporting transuranic waste and highway route controlled quantities (HRCQ) shipments of radioactive material. Under this cooperative agreement, CVSA provides Level VI training to jurisdictional inspectors who meet the prerequisite (CVSA Level I and hazmat certified).

Current class schedule for the rest of calendar year 2016:

- **Harrisburg, Pennsylvania**
Aug. 22-25, 2016
- **Sacramento, California**
Nov. 7-10, 2016

Any jurisdiction that needs inspectors trained and/or can host a Level VI class in 2016 is asked to contact Carlisle Smith at 301-830-6147 or carlises@cvsa.org. ■

Roadside Inspections, Level VI (2016 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	78	78	100%
Point of Origin	0	54	54	69.23%
En Route	0	24	24	30.77%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	77	77	98.72
Level VI Inspections with Violations	0	1	1	1.28
Level VI Inspections with Out-of-Service (OOS) Violations	0	1	1	1.28



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