

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 22, Issue 2
2nd Quarter 2015

The Day-to-Day Life of Today's Over-The-Road Professional Truck Driver

Plus...

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

**Understanding the Differences
Between AOBDRs and Devices
Using Logging Software**

**Safety Technologies and
Offsetting Driver Behavior**

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Communications



MESSAGE FROM THE PRESIDENT AND THE EXECUTIVE DIRECTOR

Some Decisions Are Not Easy

By **Maj. William "Bill" Reese**, *Idaho State Police; President, Commercial Vehicle Safety Alliance*, and **Stephen A. Keppler**, *Executive Director, Commercial Vehicle Safety Alliance*



The purpose of this article is to communicate two recent decisions by the Executive Committee that were not supported by some states: (1) supporting the compromise Motor Carrier Safety Assistance Program (MCSAP) Grants Proposal for the reauthorization of the highway bill in the United States and (2) removing the Language Proficiency provision from the North American Standard Out-of-Service Criteria (OOSC).

MCSAP Grants Proposal

For several years, state members expressed concern and frustration about difficulties with the various grants administered by the Federal Motor Carrier Safety Administration (FMCSA). As a result, the Alliance has been working with FMCSA to articulate these concerns. Both the CVSA Program Initiatives Committee and the Executive Committee have played key roles in conveying the Alliance's views and discussing the merits of the issues. We also have been communicating those concerns to the U.S. Department of Transportation (DOT) Secretary and members of the U.S. Congress.

When the Executive Committee established the Reauthorization Ad Hoc Committee several years ago to work on the Alliance's input to the next highway bill, one of the key issues identified was the need to improve grants. After much discussion, the Ad Hoc Committee presented its policy recommendations to the Executive Committee, and those recommendations were adopted. Since that time, CVSA staff and members of the Executive Committee have discussed these recommendations with FMCSA, members of the U.S. Congress and other organizations we work with on CMV safety issues. Visit www.cvsa.org/reauthorization to view the recommendations.

Fast forward to the spring of 2014, when the U.S. DOT revealed its GROW AMERICA Act, which is the department's proposal to Congress on the next highway bill. While CVSA had been communicating with FMCSA on our policy issues, concerns and recommendations, we were not consulted in the development of DOT's proposal. We learned the details of the proposal when it was introduced. Once we had the opportunity to review the proposal, we became concerned with some of the proposed changes, particularly related to grants.

We also noted that few, if any, of our recommendations were incorporated into DOT's proposal. After consulting the Executive Committee, CVSA staff communicated the Alliance's concerns to FMCSA, the DOT Secretary's

office and Congress. In response, last spring Congress asked us to work with FMCSA to develop a proposal that both CVSA and FMCSA could support. The Reauthorization Ad Hoc Committee put together a Grants Working Group (essentially a subcommittee) to work with FMCSA to develop a compromise. This working group was comprised of several members from each of the four U.S. regions, several at-large members who had a particular expertise to bring to the discussion, several members of the Executive Committee and a few associate members. Over the course of the last year, the working group held numerous conference calls, meetings and email exchanges on this topic, all geared toward developing the compromise solution that would provide an appropriate balance between FMCSA's oversight responsibilities and the flexibility desired by the states, as requested by Congress.

After nearly eight months of work, the working group presented its proposal to the full Ad Hoc Committee for its vote, which was supported. The Ad Hoc Committee then presented the proposal to the CVSA Executive Committee for a vote. However, before the Executive Committee voted, the proposal was shared with several members who had not been involved in the process to date. Several of these members expressed concerns with a few elements of the proposal, and were given an opportunity to share their views with the Executive Committee on the committee's February conference call. After hearing the concerns, the Executive Committee decided that, prior to voting on the measure, the proposal should be distributed to the membership with an explanation of the proposed changes and an opportunity for the full membership to review, comment and ask questions.

In addition, members of the Ad Hoc Committee who also were involved in the Grant Working Group reached out by phone to talk with members and offer assistance explaining the proposal. CVSA staff also made themselves available to discuss the proposal with members. Finally, the Alliance scheduled a webinar to present the proposal to the membership, and to offer members the opportunity to ask questions and raise concerns. As a result of the webinar, a response was prepared for each question submitted, and the questions and responses were distributed to the members, along with a recording of the webinar for those unable to participate in the live webinar.

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The region presidents were then directed to reach out to each member in their region to get input on the proposal, which was then brought to the CVSA Executive Committee for discussion, prior to a vote on the proposal. This discussion and vote took place on March 4, 2015. The decision was to support the proposal, but with a caveat: that CVSA staff goes back to FMCSA to negotiate further compromise on three sticking points – Border Grant funding, PRISM and New Entrant.

Throughout this process, there has been rigorous member engagement and opportunity for input. While we know a few members are not pleased with the outcome, it is important to remember that this proposal is a starting point on grant reform. If Congress chooses to use the compromise recommendation (they may not, but since both CVSA and FMCSA are supportive, the likelihood is much greater), it is still subject to change as the bill moves through the legislative process. Additionally, once a bill is adopted and put into law, there will be opportunities to work with FMCSA on the policy front to have input into its implementation. Finally, if we learn through experience over the next few years that it is not working, we can revisit the legislation and recommend changes for the future.

The alternatives to having this proposal are for Congress to write its own proposal (with input from CVSA and others) or to take FMCSA's GROW AMERICA Act. The CVSA Executive Committee carefully considered each option and voted to move forward with the compromise proposal as the best option for making reforms that will provide the most help to the states in the short term, while also setting the stage for additional reforms in the long term.

English Language Proficiency (ELP)

CVSA has carefully studied the English Language Proficiency (ELP) issue for several years through an Ad Hoc Committee appointed by the Executive Committee. This Ad Hoc Committee consulted extensively with CVSA's legal counsel as a part of its work.

The U.S. federal regulation on ELP is vague and subjective, which leads to inconsistent enforcement. In fact, several states currently do not enforce the rule at all. Research by the Ad Hoc Committee showed that even though ELP continued to be cited as a violation, it was rarely designated as an out-of-service (OOS) condition. In 2013, approximately 83,000 ELP violations were cited, but only 3,700 were OOS violations (just 4.5 percent). Unlike most of the North American Standard of Service Criteria, which provides clear tolerances, the ELP OOS requires subjective interpretation by the roadside inspector.

Since CVSA put ELP in the OOSC in 2005, both the National Transportation Safety Board and FMCSA have continued to study this issue. However, neither agency has been able to establish a substantive link between lack of language proficiency and highway safety. There also have not been any crashes, to our knowledge, that have been linked to ELP as a primary factor in the crash. Thus, the data show that ELP generally does not rise to the level of an "imminent safety hazard" that a driver should be declared out of service – the standard by which an OOS condition may be created.

This issue was discussed extensively at the CVSA Annual Conference in Buffalo, New York, last fall. Members of the Ad Hoc Committee talked with regional leadership and members regarding this issue, and answered questions. The Executive Committee discussed the issue as well and recommended amending the OOSC to remove the ELP provision, which was subsequently included on the voting ballot distributed to membership in October 2014. The membership voted to approve the removal of ELP from the OOSC.

We fully recognize some members did not agree with this decision and have concerns, and some believe this is a highway safety issue. However, the research conducted by the Ad Hoc Committee and the information gathered since this criterion was added to the OOSC in 2005 do not currently validate this to be an imminent hazard issue. We also understand that some members believe this is an officer safety issue; however, an officer safety concern is not an appropriate reason to include a provision in the OOSC. Officer safety concerns are intended to be addressed through jurisdiction policies and procedures, not the OOSC. Provisions in the OOSC are intended to address imminent safety hazards that relate to the operation of commercial motor vehicles.

To address some of the issues raised by the Ad Hoc Committee, the Executive Committee and the membership, CVSA submitted a new ELP Petition for Rulemaking in October 2014 to FMCSA (CVSA first submitted an ELP petition in 2003). CVSA asked FMCSA to:

- a. Work with CVSA to develop a standard ELP test procedure for law enforcement to administer in determining whether the commercial driver meets a minimum standard for communication, as well as to provide assistance in the development of educational materials for industry and enforcement
- b. Revise the ELP regulation Title 49 C.F.R. § 391.11(b)(2) to make it more clear and

objective for industry to comply with and for licensing agencies and enforcement to assess and evaluate compliance

- c. Revise the Commercial Drivers Licensing (CDL) requirements (and the commensurate enforcement) to be consistent with Title 49 C.F.R. § 391.11(b)(2)

So why are we writing to you on this?

Both of these issues resulted in lively debate within the membership, and some members are not comfortable with the results. We wanted to communicate with you for several reasons:

- To provide more background and information on these issues for those of you who may not have had the opportunity to be involved
- To let you know that these activities, as with all items at CVSA, are discussed and debated with as much transparency as possible
- To ensure you are aware that there was a broad base and balance of membership engagement, information sharing with the membership and opportunities for input
- To make you aware that a democratic process was instituted for addressing these issues, as well as for voting on them

The strength of the Alliance is in our collective ability to have the conversation and while, most times, it is very cordial and positive, there are times when it is not. It is in these times that we need to put aside our differences and focus on the consensus decision and the end goal – safety.

The CVSA Executive Committee consists of members elected by the membership as well as the regions and locals to act in the best interests of the Alliance – the members. The Executive Committee is committed to fulfilling its duties to the Alliance by making fully informed decisions it firmly believes benefit the members as a whole. Most times our decisions are popular and work out for the best, but sometimes they are not and do not. With respect to these two issues, or any for that matter, if we determine, at some point in the future, that our safety goals are not advancing, we will revisit them. For members, the important thing to remember is to be involved in the conversation. CVSA can only fulfill its mission if we are all fully engaged. ■

LETTERS TO THE EDITOR

Critical Safety Achievements Realized When State, Industry, Federal Organizations Partner Together

By **Bill Quade**, Associate Administrator for Enforcement, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Without the perspective of the states, our programs could not be successfully implemented and consistently executed.

Last issue, Kevin Mullen, Director of Safety at Ashley Distribution Services, indicated that partnerships between the federal regulators, states and carriers do not exist. From my vantage point at FMCSA, I would disagree.

The delivery of commercial motor vehicle safety programs in our country is a direct result of our partnership with the states, both financially through the Motor Carrier Safety Assistance Program (MCSAP) and our day-to-day partnerships to address compliance problems and promote safety programs. FMCSA has involved our state partners in the development of our regulations, enforcement policies and other critical programs such as CSA and DataQs and, in return, we have adopted CVSA's North American Standard Out-of-Service Criteria into our regulations. Without the perspective of the states, our programs could not be successfully implemented and consistently executed. FMCSA communicates with its state partners on a daily basis.

To emphasize the importance of this dynamic, FMCSA has made partner relationships the cornerstone of the agency's 2015 initiatives. To this end, we completed four listening sessions in January and have developed short- and long-term action items to make necessary changes and improvements. FMCSA will report the status of this initiative at CVSA Executive Committee and annual meetings.

In addition, both FMCSA and the states work closely with state motor carrier associations, including American Trucking Associations (ATA), Owner Operator Independent Driver Association (OOIDA), American Bus Association (ABA), United Motorcoach

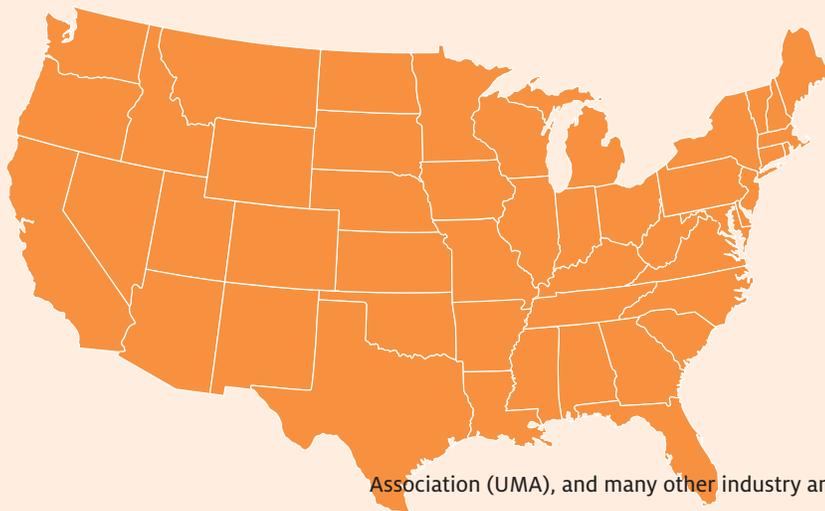
safety stakeholder groups to identify and resolve safety and compliance issues.

However, the requirement for FMCSA and state agencies to be regulators cannot be ignored and these responsibilities take priority. FMCSA's founding legislation, the Motor Carrier Safety Improvement Act of 1999, clearly states the purpose for establishing the agency as "to reduce the number and severity of large-truck crashes through more commercial motor vehicle and operator inspections and motor carrier compliance reviews, stronger enforcement measures against violators, expedited completion of rulemaking proceedings, scientifically sound research and effective commercial driver's license testing, recordkeeping and sanctions." Therefore, the agency's oversight is of motor carriers, their vehicles and their drivers.

This is a tremendous responsibility in an industry with approximately 500,000 companies and 4 million active commercial drivers. Given these numbers, the regulatory and oversight system is dependent on the motor carrier complying with regulations and taking action, if needed, on unsafe drivers by not hiring them, releasing them and giving honest feedback when the next potential employer calls for a reference check. FMCSA provides the Pre-Employment Screening Program as a tool to help motor carriers but, at the end of the day, motor carriers are accountable for their vehicles and drivers.

FMCSA employees come to work each day to reduce the number of crashes, injuries and fatalities involving large trucks and buses. As Mr. Mullen noted, our lobby includes photos of some of those whose lives have been lost on the highways. We take this solemn duty seriously, as the pictures reflect. This does not prevent us from celebrating the successes of our programs and the industry. We actively participate in the annual truck driving championships, celebrate the accomplishments of drivers in many forums, recognize the innovative technologies many companies have implemented without regulations and tout the drop in violation rates over the past several years since the implementation of the Safety Measurement System.

The focus must remain on implementing programs and requirements to make highways safer. At FMCSA, we recognize that this can only be accomplished in partnership with the states and the industry. ■



Association (UMA), and many other industry and

KNOWLEDGE MATTERS

Understanding Commercial Truck Tires

By **Al Cohn**, Director, New Market Development and Engineering Support, PSI

The top maintenance costs for trucking fleets are labor and tires. The cost of commercial truck tires averages \$400. So, if a tractor-trailer is running all new tires, the total investment for all 18 is over \$7,000.

To delay this expense and extend the useful tire life, today, an estimated 85 percent of fleets retread both their drive and trailer tires. But even with the price of a retread, approximately a third to half the price of a new tire, the investment per vehicle is still in the \$4,000 to \$5,000 range.

Taking Tires Seriously

Because of the cost investment, fleets take tires very seriously and are always looking to optimize their tires and tire program. Maximizing removal miles and fuel economy, while protecting the tire casing to ensure multiple retreading opportunities, is the goal of most fleets.

Drivers are the early warning system to identify potential tire issues. They are trained in their daily vehicle walk-around to inspect tires and check tires' air pressure. A typical tire issue that can be caught during this pre-trip inspection is running the tread down below the legal limit of 4/32" for steer tires and 2/32" for drive, trailer and dolly tires.

Since retreading is so important to the success of a fleet's bottom line, most fleets have their own tread depth removal guidelines with 6/32" to 8/32", a very common tread depth pull point that protects the tire casing from cuts, snags and damage. Running a tire down to the legal limit will significantly impact the opportunity for a successful retread.

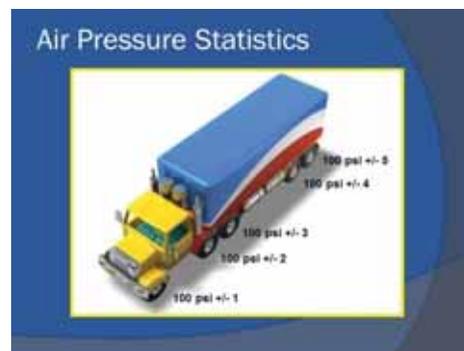
Tire Load/Inflation

Air in a tire is what carries the load. If you know the heaviest load that a tire will see in real life, it is easy to determine the minimum proper tire pressure to carry that weight. Tire load/inflation charts are available on all tire company websites. Regardless of tire manufacturer, a given tire size and load range has specific tire pressures based on the actual load/tire. These pressures vary depending on whether the tire is in a single or a dual configuration. Adding confusion to the discussion about proper tire pressure, molded into every tire sidewall is the maximum pressure the tire can handle at a maximum load/tire.

For instance, the maximum pressure and load for the most common low-profile size 295/75R22.5

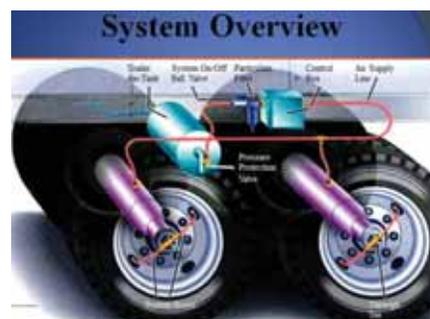
Load Range G (molded into the sidewall) is 5675 pounds at 120 psi (pounds per square inch). If a fleet is running empty or only partially loaded, the recommended pressure may be 85, 90 or 100 psi. Checking the load/inflation table is the only way to determine the proper inflation pressure based on the load/tire.

Industry Surveys of Vehicles at Truck Stops Show Some Interesting Statistics



Surveys at truck stops show that steer tires have the best air pressures, followed by drive tires and then trailer tires. Outside duals are better than inside duals. The driver side tires are closer to specification compared to the opposite side. The most interesting statistic is that the tire with the worst or lowest air pressure is usually the right rear inside trailer tire. That's likely because very few people actually get to this tire to check the air pressure.

Automatic tire inflation systems (ATIS) are increasingly popular for trailer tires. These systems automatically add air to the tires as the vehicle is moving down the highway whenever the tire air pressure drops below the control box pressure setting (specified by the fleet). A warning light that the driver can see in his side mirror is illuminated when the system is



activated. This means that one or more tires may have picked up a puncture, but the system is doing its job and keeping the tire inflated. It is the driver's responsibility to alert maintenance that the warning light came on during the trip and the tire needs to be inspected and repaired at the first opportunity.

Checking Tire Air Pressure

Checking actual tire air pressure with trailers equipped with an automatic tire inflation system is quite easy. Simply unscrew the hand tight hose connected at the rotary union and use a normal stick gauge to measure the tire pressure.

Using a club or a bat to check tires is never a good idea. You may be able to identify a tire completely flat this way, but it is impossible to determine if the tire has 50, 80 or 100 psi. Tire pressure gauges are the best tool to determine tire air pressure. But keep in mind that even the best tire pressure stick gauges on the market are only accurate to +/- 3 psi, when brand new. And dropping the gauge a few times on the hard concrete will decrease the accuracy even more. It is important to routinely check your tire pressure gauges versus a master gauge, available at most truck stops.

Ambient Temperature, Speed and Load

It is also important to understand that tire pressure depends on ambient temperature, speed and load. You can put 100 psi into a tire at 70° F, but after running fully loaded for 20 minutes, the pressure will climb about 15 percent. The tire load/inflation tables base recommends tire pressures at ambient or 70° F. A truck tire changes about 2 psi for every 10° F change. As an example, if a tire had 100 psi at 70° F and then sat overnight in 0° F temperature, the tire pressure would drop to 86 psi. It can take as much as four to six hours for a truck tire to completely cool down depending on the size and tread depth. This is why tire companies strongly recommend to never take air out of a hot tire. If the truck just came off the highway and the tires were at 115 psi, this does not mean the tires are overinflated because, in a few hours, the tires will be back to their ambient tire pressure of 100 psi.

Understanding commercial truck tires will go a long way in working with trucking fleets and drivers. ■

KNOWLEDGE MATTERS

Countdown to Compliance

Time is running out to adopt new CDL Testing and CLP Standards

By **Eric Dunn**, Marketing and Design Manager, American Association of Motor Vehicle Administrators

States must begin enforcing all provisions of the CDL Testing and CLP Standards final rule by **July 8, 2015**.

There's been a big push by the Federal Motor Carrier Safety Administration (FMCSA) to make sure states are becoming compliant with the federal Commercial Driver's License (CDL) program. A number of new regulations have already been put into effect over the last couple of years, and now states are encouraged to 'Go Green in 2015.' In other words, they should be in compliance with all of FMCSA's CDL requirements by Sept. 30, 2015, or they risk the withholding of a small percentage of their Highway Fund dollars by the USDOT.

In mid-2015, particularly important parts of the CDL program that states must start enforcing are the new requirements listed in the CDL Testing and Commercial Learner's Permit (CLP) Standards Final Rule.

"It has really affected the entire CDL program in ways that are pretty intense," says Kevin Lewis, director of driver programs at AAMVA, of FMCSA's final rule.

The rule amends the CDL knowledge and skills testing standards and establishes new minimum federal standards for states to issue a CLP. Prior to the final CLP rule, there had never been a federal requirement for jurisdictions to issue a learner's permit to individuals learning how to drive a truck. Beginning July 8, 2015, FMCSA will require that all CDL applicants must hold a CLP for 14 days before they are eligible to take the skills test.

The new CDL program regulations also state that a CLP can be valid for up to 180 days, and that a jurisdiction may extend the permit's issuance for up to an additional 180 days only once without requiring the permit holder to retake the knowledge test.

"Hopefully this will be enough of a hindrance to prevent drivers from participating in tandem driving while holding permits for eight, 10 or 12 years without ever obtaining a license," Lewis says.

In terms of the testing standards, both knowledge test and skills test examiners will need to undergo testing themselves in order to become examiners for the CDL test. Criminal background checks will be required of examiners, and any fraudulent activity or a felony conviction would disqualify an individual from being a CDL examiner. Additionally, CDL training school instructors will not be allowed to test the specific individuals they trained.

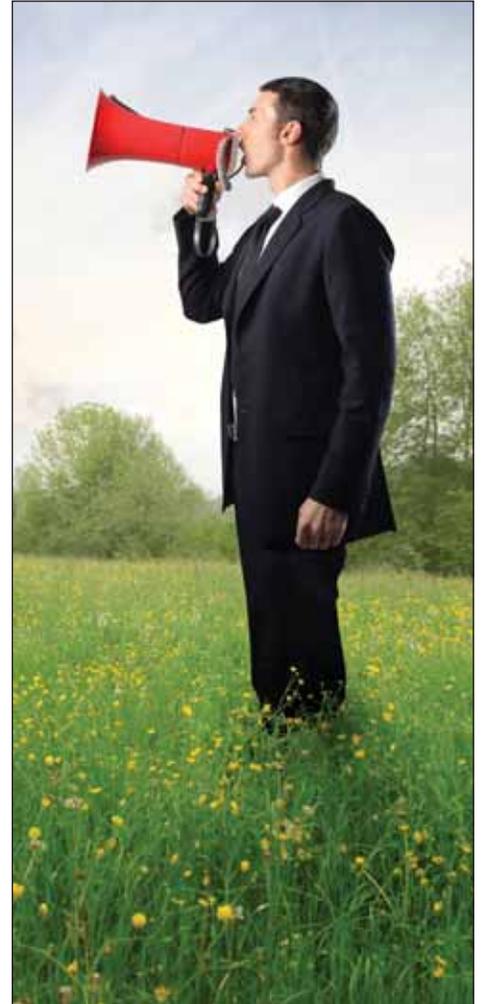
Lewis notes that states will face a cost to change or implement these new regulations, and AAMVA and FMCSA want to work with the jurisdictions to help them come into compliance.

"FMCSA holds monthly phone calls to talk about this topic, and there are CDL program improvement grants available to help the jurisdictions financially," he says. ■

AAMVA IS HERE TO HELP

AAMVA continues to work with jurisdictions toward compliance with the CLP Standards Rule by offering the following programs: CDLIS 5.3.2 Software Release, CDLIS Reports, CSTIMS enhancements, ROOSTR Lite application and the IDEC program.

For more information on these services, visit aamva.org/CDL-program.



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 issues facing the commercial vehicle safety community for upcoming editions of *Guardian*.

Deadline for Fourth Quarter 2015 issue:
Aug. 10, 2015

Questions?

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

THE LEGISLATIVE & REGULATORY RUNDOWN

By **Adrienne Gildea**, Director, Policy @ Government Affairs, Commercial Vehicle Safety Alliance

Congress Considering Options as Transportation Deadline Approaches

As the May 31 deadline approached, lawmakers spent May trying to decide on a path forward for the surface transportation bill. Complicating matters was the fact that both the House and Senate were scheduled to be out of town the last week of May, when the transportation extension was set to expire, meaning they had one less week to complete their work.

After considering several options, leaders in both the House and Senate settled on a short extension through the end of July. This would bring the deadline to reauthorize programs in line with the deadline for identifying additional revenues, as the Highway Trust Fund is expected to remain solvent into early August.

While critics of this approach argued that it is unrealistic and would only require another extension in July, distracting Congress from the issue of a bigger bill; supporters argued that the short-term extension was the only realistic option, as anything beyond July would require Congress to identify additional revenue. Congress passed the two-month extension before leaving town for the Memorial Day recess.

With Congress back this month, lawmakers will have two months to either pass a full long-term bill or identify a funding source that will carry the program through another short-term extension, likely to the end of the year, when Congress is set to consider tax policy. An extension through the end of December would require an additional \$10 billion in funding.

While Congress debated the length of the extension, policy-setting House and Senate Committees were busy pulling together their portions of the bill in order to be prepared to move quickly if the funding Committees are able to agree on funding and space is found on the Congressional calendar.

The major hurdle to moving a long-term bill continues to be finding a stable funding source. Several members offered legislation in the spring addressing the issue, but none have gained a critical mass of support. Congressman James Renacci (R-OH) introduced the Bridge to Sustainable Infrastructure Act in April. The bill would index the gas tax to inflation in the short

term, and establish a bipartisan commission made up of the DOT Secretary, along with members of Congress, to recommend a permanent Highway Trust Fund solution. The bill has bipartisan support, with 22 cosponsors. However, both House and Senate leadership and the White House have indicated that they do not support a gas tax increase.

Meanwhile, Senators Barbara Boxer (D-CA) and Rand Paul (R-KY) have introduced a bipartisan proposal of their own. The Invest in Transportation Act of 2015 would dedicate tax revenues from repatriated funds to the Highway Trust Fund. However, there is disagreement over how much revenue this approach would actually raise and several Republican leaders have said that the repatriation concept must be part of a larger overhaul of the tax code, which is not ready for consideration.

CVSA President Testifies at House Hearing



CVSA Executive Director Stephen A. Keppler (left) and CVSA President Maj. William Reese of Idaho State Police

On April 29, CVSA President Maj. William Reese of the Idaho State Police testified before the House Transportation & Infrastructure Committee's Subcommittee on Highways & Transit. The topic of the hearing was "The Future of Commercial Motor Vehicle Safety: Technology, Safety Initiatives and the Role of Federal Regulation."

Witnesses in addition to Maj. Reese included:

- Danny Schnautz of Clark Freight Lines on behalf of the Owner-Operator Independent Drivers Association
- Tom Kretsinger of American Central Transport on behalf of American Trucking Associations

- Brian Scott of Escot Bus Lines on behalf of the United Motorcoach Association
- LaMont Byrd on behalf of the Teamsters

Maj. Reese's testimony focused on the need for more flexibility for the states, the need to clean up the regulations and minimize exemptions, and CVSA's support of the deployment of safety technologies. He also noted that the need for adequate funding cannot be ignored. Testimony from the other witnesses focused on industry concerns with the Compliance, Safety, Accountability (CSA) program, hours of service (HOS) and the role of compliance versus safety.

About 24 members of Congress attended the hearing. Subcommittee Chairman Sam Graves (R-MO) made opening remarks that focused on his concerns with FMCSA, including the size of its budget and the need to help the industry. Ranking Member Eleanor Holmes Norton (D-DC) focused her comments on her concerns with exemptions and her support of safety technology.

Questions and comments from the members focused on HOS and FMCSA's 34-hour restart study, truck size and weight limits, minimum insurance requirements, fatigue and CSA.

For more information on the hearing, visit www.cvsa.org/news/2015_cvsaNews.

Regulatory Update

DOT is slated to publish several high-profile items this summer. The joint FMCSA/NHTSA speed limiter proposal is scheduled for publication on June 22. The Safety Fitness Determination proposal is scheduled to be published shortly after that, in August, and the electronic logging device final rule is expected by the end of the fiscal year. In addition, the agency continues to work on the Congressionally mandated 34-hour restart study, which will compare the safety impacts of the old restart provisions and those currently in the regulations. The agency worked to recruit drivers for the study this spring. ■

PRISM is Increasing Motor Carrier Compliance, Reducing Crash Rates Among Participating States

By **Monique Riddick**, PRISM Program Manager, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Through a federal-state partnership, the Federal Motor Carrier Safety Administration (FMCSA) established a program to meet the safety challenges that motor carriers and reincarnated motor carriers improperly operating present. The Performance Registration Information System Management (PRISM) program is proving effective as recent data shows states participating in PRISM have motor carriers with lower crash rates and better compliance with USDOT regulations and laws.

PRISM works in tandem with a state's International Registration Plan's (IRP) commercial vehicle registration process. This collaboration establishes a system of accountability by ensuring no vehicle is registered and given license plates without first identifying the motor carrier responsible for safety. The motor carrier responsible for safety is unique to PRISM and connects the USDOT number to the vehicle identification number. PRISM provides a daily list to the IRP of motor carriers that are under a federal out-of-service (OOS) order or have not completed their required biennial update. During the vehicle registration process, the IRP screens every request to register against this list. If the motor carrier is under a federal OOS order or missing the biennial update, IRP denies or suspends the registrations on all vehicles associated with that carrier.

Presently, 45 states plus the District of Columbia are implementing PRISM. The majority of these states are denying and suspending a motor carrier's vehicle registration for all federal OOS orders, as well as for not completing the biennial update requirement. In addition, many are retrieving license plates off a motor carrier's vehicles with suspended registrations.

The implementation review is an extremely important part of monitoring the program. These reviews provide an opportunity to assess the technical aspects of the state's systems and the internal procedures for implementation, and discuss ideas to improve the program overall. During fiscal year (FY) 2014, eight reviews were conducted. We have conducted three reviews this fiscal year with four more planned for the remainder of the year.

2015 PRISM Grants

The deadline for fiscal FY 2015 grant applications was Feb. 2, 2015. States expressed a significant interest in participating in PRISM last year. During the FY 2014 PRISM grant cycle, FMCSA received more than \$8 million in grant requests but only had \$5 million available in congressional funding. Applications approved for 2015 funding will be notified in August.

Priority consideration will be given to grant applications that include the PRISM national priorities listed below:

1. Non-PRISM jurisdictions that plan to address vehicle registration system changes to implement PRISM IRP registration requirements 1-15, and implement changes to address law enforcement requirements 1-6. These requirements are a listing of action items that must be completed to obtain milestones of PRISM implementation.
2. PRISM jurisdictions that are addressing system changes and processes to increase their level of PRISM implementation.
3. Vehicle registration system changes to implement registration processes to maintain/update the IRP status code within the vehicle registration records (requirement 7) and apply the 950 status code to vehicles that are suspended due to a federal OOS order.
4. Systems and process modifications needed for initial registration and registration renewal packages to accommodate the PRISM procedural change eliminating the program requirement for vehicle registration agencies to complete MCS-150 on behalf of motor carriers and verify the MCS-150 update date.
5. CMV law enforcement strategies using mobile enforcement technologies to identify OOS motor carriers (i.e. mobile license plate readers) will be prioritized over fixed site technologies.

The PRISM program successfully removes high-risk carriers from roadways and ultimately saves lives. Support from the states, IRP and law enforcement community is critical to the continued expansion and success of this program. We look forward to working with you on this very important program.

The driving force behind PRISM is our state partners. FMCSA is committed to expanding PRISM to all 50 states, removing high-risk carriers from the roadways and ultimately saving lives.

If you would like more information about joining or expanding PRISM, contact Monique Riddick at monique.riddick@dot.gov.

To view the states currently participating in PRISM visit www.fmcsa.dot.gov/information-systems/prism/states-using-prism.



FMCSA Offers Updated Tools for Law Enforcement Following Completion of U.S.-Mexico Cross-Border Long-Haul Pilot Program

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

Clearing a significant hurdle in implementing the North American Free Trade Agreement, the Federal Motor Carrier Safety Administration (FMCSA), on Jan. 9, 2015, released its report to Congress on the completion of the three-year U.S.-Mexico Cross-Border Long-Haul Pilot Program.

In addition to the 13 Mexico-domiciled motor carriers from the pilot program that received either provisional or standard operating authority, FMCSA announced that the agency is now accepting applications from Mexican carriers for authority to pick up and deliver international cargo throughout the United States.

For law enforcement, most of the limits on authority imposed during the pilot program will continue, including:

- prohibition on point-to-point transportation services (other than international cargo)
- the requirement for the display of a current CVSA decal on all vehicles operating in the United States until the carrier has held standard authority for three years
- prohibitions on transportation of hazardous materials
- the requirement for the USDOT number on all vehicles operating in the United States to include an "X" suffix to denote long-haul operations

FMCSA has added and updated tools for law enforcement on its International Programs Web page (see sidebar). The application process will continue its safety-first focus. Mexico-domiciled motor carriers will still receive pre-authority vetting, have to pass the Pre-Authorization Safety Audit (PASA) before receiving provisional authority, have to spend 18 months in provisional authority status and must receive a satisfactory safety rating from a compliance review before receiving standard operating authority.

To view the Federal Register notice announcing acceptance of applications, visit www.fmcsa.dot.gov/regulations/notices/2015-00555.

A brochure for inspectors on special requirements for inspecting Mexico-domiciled long-haul vehicles can be found by entering "Inspecting a Mexico Domiciled Motor Carrier with Long-Haul Operating Authority" in the search field at www.fmcsa.dot.gov.

If you have any questions, please contact **Jan Balkin**, North American Borders Division, at 202-366-0981 or jan.balkin@dot.gov.

Does the FMCSA website have information or resources for motor carriers that engage in international transportation?

Yes, FMCSA maintains a Web page on International Programs at www.fmcsa.dot.gov/international-programs.

The Web page contains information for motor carriers operating throughout North America. There is specific information for motor carriers that operate into and out of the United States, Canada and Mexico. This includes alerts on Canadian regulatory changes for U.S. motor carriers that operate in Canada and links to various state and Canadian commercial motor carrier oversight organizations throughout the United States and Canada.

The Web page also contains extensive information on the North American Free Trade Agreement and FMCSA's U.S.-Mexico Cross-Border Long-Haul Trucking Pilot Program that ended Oct. 10, 2014. There are links to helpful brochures and visor cards to assist federal and state law enforcement on verifying a motor carrier's operating authority requirements.

Specifically, you can find:

- Updated roadside enforcement tools, such as Query Central, to delineate the specific requirements for long haul carriers
- Brochures/visor cards including:
 - CMV Inspector Visor Card – Mexico Long-Haul Carrier
 - Law Enforcement Visor Card – Mexico Long-Haul Carrier
 - Verifying a Carrier's Operating Authority

Also available on the International Programs Web page is a link to FMCSA's Motor Vehicle Awareness Training. This training was developed to provide law enforcement officers with the safety and enforcement information for handling accidents and traffic violations involving CMVs.



New Offsite Safety Audit Enables Auditors to Reach More Carriers, Address Safety Issues Sooner

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

Audit travel costs were reduced by 58 percent and the time spent on audits decreased by 33 percent.

In Leesburg, Florida, Tpr. Michael Weaver conducts many safety audits on new motor carriers from his office, eliminating time-consuming and costly travel to those carriers' place of business. Florida is one of six states that participated in the New Entrant Offsite Safety Audit Test Program, a joint Federal Motor Carrier Safety Administration (FMCSA) and state partner program that enables auditors to remotely evaluate a new entrant motor carrier's basic safety management controls.

Agencies save time and money by conducting offsite audits on carriers whose performance indicates understanding of and compliance with regulations, while still conducting the more resource-intensive onsite audit on higher-risk carriers (e.g. passenger carriers or carriers with high SMS scores) that require additional attention.

"This increased efficiency within the New Entrant Program enables agencies to meet the regulatory obligation of conducting audits on all new entrant carriers within a stricter timeframe than previously required," according to Sgt. Charles Smalley of the Florida Highway Patrol's Bureau of Commercial Motor Vehicle Enforcement.

Sgt. Smalley pointed out that the offsite safety audit does not replace the one-on-one connection and educational opportunities an auditor may have during an onsite safety audit; however, auditors can get more done in accordance with regulations by concentrating efforts on the carriers that require the most attention. Auditors review documents that carriers submit electronically or via fax or mail to determine if the carriers have sufficient safety management practices in place.

Alaska, California, Florida, Illinois, Montana and New York participated in the test program, which ran July 2013 through December 2014. These states effectively reduced their overall audit travel costs by 58 percent. Further, by conducting about 60 percent of the states' safety audits offsite, they also reduced the overall time spent on audits by 33 percent.

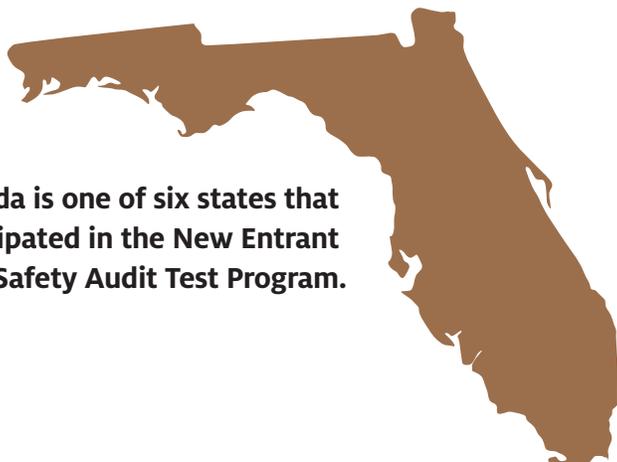
Tpr. Weaver said that some of the biggest challenges were getting to know the offsite safety audit manual and new IT system, as well as teaching carriers how to identify and submit the correct documentation.

"The key thing for people to remember – if they are nervous or concerned about this system – is that you are still doing a safety audit. It's the same audit, but it's more streamlined," said Tpr. Weaver.

He stated that he understands why some auditors may be concerned about the new process but, at the same time, the new system offers significant safety benefits and added flexibility.

"Just look at the stats for Florida and the other pilot states, and you'll see that it works. We have a good program coupled with some good people. It's a win-win."

The offsite safety audit program will roll out nationwide beginning with a limited number of states in summer 2015, and will gradually add states over the next three years. ■



Florida is one of six states that participated in the New Entrant Offsite Safety Audit Test Program.

Understanding the Differences Between AOBDRs and Devices Using Logging Software

By Amy Houser, Program Manager, Office of Enforcement and Compliance, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Today, motor carriers and their drivers use programs for preparing and storing RODS information electronically on several different types of devices.

When conducting a vehicle inspection or company intervention, how can federal, state or local safety officials determine if an electronic device being used to record hours of service is an automatic on-board recording device (AOBRD) or just a logging software program?

The truth is you may encounter several different types of devices that commercial motor vehicle (CMV) drivers can use to generate their records-of-duty status (RODS). At a glance, it may be difficult to distinguish whether these devices are AOBDRs compliant with 49 CFR 395.15 or devices running driver logging software allowed in the Federal Motor Carrier Safety Administration's (FMCSA) July 10, 2014, Regulatory Guidance Concerning RODS Generated by Logging Software Programs (see 79 Federal Register 39342).

For many years following the 1988 publication of the AOBDR regulation at 49 CFR 395.15, AOBDRs were the only devices allowed to electronically produce drivers' logs for compliance purposes. To comply with this regulation, motor carriers could voluntarily choose to require their drivers to use AOBDRs to produce their RODS versus paper logs.

Today, motor carriers and their drivers have the choice of using multiple software programs for preparing and storing RODS information electronically on several different types of devices, including laptop computers, tablets and smartphones. These devices are not AOBDRs; however, they can be used as an alternative to handwritten RODS. The display and output from these devices must meet the requirements in 49 CFR 395.8. Drivers can manually enter their HOS information using the application or software program on the device, and then manually or electronically sign the RODS at the end of each 24-hour period to certify that all required entries are true and correct. During a roadside inspection, drivers using logging software programs can hand their device to the safety official to review their RODS. Additionally, officers conducting inspections can request a printed copy of the driver's log with current and prior seven days hours-of-service (HOS) information.

In 2014, FMCSA issued guidance on this issue, which is documented in the Federal Register on July 10, 2014, on page 39,342. The new guidance states:

Hours of Service for Commercial Motor Vehicle Drivers Regulatory Guidance for 49 CFR 395.8, Driver's Record of Duty Status

Question 28: *May a driver use a computer, tablet or smartphone (that is not an Automatic On-Board Recording Device) to create, electronically sign, and store the record of duty status (RODS)?*

Guidance: *Yes. A driver may make manual duty-status entries to a computer, tablet, or smartphone program that is used to generate the graph grid and entries for the record of duty status (RODS) or log book, provided the electronically-generated display (if any) and output includes the minimum information required by § 395.8 and is formatted in accordance with that section. The driver must sign the RODS (manually or electronically) at the end of each 24-hour period to certify that all required entries are true and correct.*

(A) *If electronic signatures are not used:*

- *The driver must print and manually sign the RODS daily.*
- *The driver must have in his or her possession the printed and signed RODS for the prior seven consecutive days (if required on those days).*
- *The driver should be given an opportunity to print and manually sign the current day's RODS at the time of the inspection.*

(B) *If RODS have been electronically signed:*

- *At the time of an inspection of records by an enforcement official, the driver may display the current and prior seven days' RODS to the official on the device's screen.*
- *If the enforcement official requests printed copies of the RODS, the driver must be given an opportunity to print the current and prior seven days' RODS (if required on those days) at the time of inspection.*

A mobile device may also be an integral component of an AOBDR as its interface for the driver to input information and receive output. A key difference between devices with logging software programs and AOBDRs relates to connectivity with the CMV operations. An AOBDR must be integrally synchronized with the specific operations of the CMV on which it is installed. AOBDRs must also record engine use, speed, miles driven, and date and time of day, as specified in 49 CFR 395.2. AOBDRs automatically record engine data for driving time versus the use of global positioning system (GPS) data or a driver inputting his or her driving status hours.

Since many AOBDRs consist of technology that wirelessly communicates via Bluetooth with a wide range of mobile devices, including the driver's existing smartphone or tablet, the device's connection with the CMV's engine through its electronic control module (ECM) may not be obvious. However, AOBDRs can provide a means to validate its connection to the ECM. According to FMCSA's Electronic Monitoring and Mapping Technologies (EMMT) training course, safety officials can generally look for an AOBDR's system or diagnostics tab, along with source connections labeled JBUS, J1708, J1587, J1939, or E for ECM on the device's interface. Once the system or diagnostics tab is located on the device, the safety official can ask the driver to start the engine, and engine data, usually in the form of RPMs, JBUS data or even an indicator light that should turn green to show the device is receiving engine data.

In summary, devices with logging software programs can be used as an electronic RODS with manual driver inputs, subject to the usual paper recordkeeping requirements as outlined in 49 CFR 395.8. However, they are not AOBDRs compliant with 49 CFR 395.15, because the devices with logging software are not integrally synchronized with the specific operations of the CMV on which they are being used. Knowing about today's technology will be a big step forward to understanding the future technology in the electronic logging device (ELD) final rule that FMCSA expects to publish by the end of 2015. ■

FMCSA Provides Guidance on Medical Examiner's Certificate Enforcement

By **Bill Mahorney**, Chief, Enforcement, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

On Jan. 14, 2014, the Federal Motor Carrier Safety Administration (FMCSA) published a final rule to extend the requirement that interstate drivers subject to commercial driver's license (CDL) or commercial learner's permit (CLP) regulations and federal physical qualification requirements retain in their possession paper copies of the medical examiner's certificate when operating a commercial motor vehicle until Jan. 30, 2015.

This extension was granted to ensure all state driver licensing agencies (SDLAs) were able to post the driver's self-certification and medical examiner's certificate information in the Commercial Driver's License Information System (CDLIS) driver record. As of Jan. 30, 2015, all SDLAs are posting driver's medical examiner's certificate information into CDLIS.

Implementation issues are still being resolved in some states. As a result, law enforcement personnel may see differences in the data obtained from the carrier, CDLIS or other sources. We recommend that roadside law enforcement follow CVSA Enforcement Bulletin 2015-04 "Enforcement of Medical Examiner's Certificate Integration with the Commercial Driver's License" which contains a basic guide for proper identification and documentation of medical certificate violations.

An excerpt from the bulletin is included below:

A basic guide for the proper identification and documentation of medical certificate violations during roadside inspections is as follows:

CDL Vehicle

1. CDL is valid, medical indicator shows medical information on file. No violation.
2. CDL is valid, medical indicator shows no medical information on file, no medical certificate in driver's possession. Cite §391.41(a)(1)
3. CDL is valid, medical indicator shows no medical information on file, current medical certificate in driver's possession. No violation, if this is within 60 days after the medical certificate has been issued

(date of examination). 61 days or greater, violation, cite §383.71(h). (NOTE: This is not a violation of §391.41(a)(1) and would not result in an OOS)

4. CDL is not valid (e.g. cancelled, downgraded, disqualified, revoked, suspended, etc.). Driver OOS, cite §383.23(a)(2).

Non-CDL Vehicle

1. The driver of the non-CDL vehicle must have either the medical certificate in their possession, or if they hold a CDL the medical information must be contained on their State driver's license file or be in possession of their medical certificate.

The full bulletin can be viewed at www.cvsa.org/programs/nas_bulletins.php.

From an industry standpoint, for any medical examination occurring after Jan. 30, 2015, a report from the state licensing agency showing at least the date of the medical exam and expiration date should be maintained and available as proof of compliance during safety audits or reviews. FMCSA has also issued guidance and training materials to assist in fair, uniform enforcement of the medical certification provisions.

It is also important to note that if a driver failed to submit their medical certification information to the SDLA, or there is any other violation related to medical certification, that is considered a safety-related violation and will not be changed through DataQs. However, if a driver can reasonably demonstrate that they submitted proof of medical certification to the SDLA in a timely manner, that information should be considered acceptable and the violation should be removed; we encourage drivers and carriers to pursue relief through DataQs.

A complete list of the states and their current CDLIS motor vehicle record status can be found at www.fmcsa.dot.gov by entering "Motor Vehicle Record Medical Certification State Compliance Spreadsheet" into the search field. ■

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FMCSA Updates Aspen Roadside Inspection Software, Incorporates New Features

By **Jack Kostelnik**, Team Leader, State Programs Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) released the latest update of its Aspen roadside inspection software in April 2015. Version 3.0 will serve as a bridge between the 10-year-old technology of Aspen 2.14 and a fully reengineered roadside inspection software system currently in planning.

Users will notice a completely revised graphical user interface (GUI) that is larger and rearranges the input areas to follow the flow of the inspection process. Additionally, Aspen now incorporates the features of ISS, Query Central, CDLIS Access and the old Past Inspection Query (PIQ) software within Aspen itself.

Aspen 3.0 also has a new “pre-screen” window that allows an inspector to check the status of a motor carrier, driver and past inspections on vehicles. The motor carrier, driver and past inspection checks are initiated by the user and validated against real-time databases to provide not only carrier identity, but also ISS scores, SMS BASIC values, carrier operating authority status, driver’s license status, and carrier operational out-of-service (OOOS) orders, if an Internet connection is available at the time of inspection. If the user does not have a connection to the Internet, the software will validate against the user’s local data, much as the previous ISS software did. However, the user will be required to answer questions regarding how the carrier’s operating authority and OOOS status was validated.

In furthering the concept of violation uniformity, this release of Aspen institutes a series of “wizards” that guide the inspector through the proper citation of the hours-of-service regulations. These wizards are FMCSA’s first step to implement CVSA’s “hard-coding” of the violations that will ensure the inspector is citing violations of hours of service properly, not “stacking” violations, and that every inspector is citing these violations in a similar manner.

Finally, a major change in this version of Aspen is that the use of VPN is no longer required for any of the functions of the software. Aspen will obtain carrier data and CDLIS status queries and users will be able to upload without the need to open a VPN connection to FMCSA. This is a major enhancement to both the usability of the software and to personnel safety as the users will not be disconnected from their local law enforcement network while transferring data with FMCSA.

FMCSA is developing training materials for this transition and will be providing more information soon.

For more information on the Aspen changes, please contact **Jack Kostelnik** at 202-366-5721 or jack.kostelnik@dot.gov. ■

FMCSA Delivers Enhanced Investigative Techniques Training to States

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

Our job at FMCSA is to get better and better when it comes to strengthening commercial vehicle safety in our country. In identifying opportunities to improve investigations of motor carriers, FMCSA developed and deployed a new training program that will help us more effectively conduct investigations and reveal safety deficiencies that potentially puts every traveler on our highways and roads at risk.

Enhanced Investigative Techniques (EIT) training encourages investigators to pursue leads, verify records with additional sources, employ advanced enforcement tools and invest the requisite time to ensure safe on-road performance of the carrier being investigated. The training is taught by seasoned investigators and uses case studies to help students apply the techniques. Since implementing the EIT program at FMCSA, the agency has significantly increased the enforcement rate for investigations and has issued numerous out-of-service orders.

Based on the success of the EIT federal training, FMCSA is offering the training to state Motor Carrier Safety Assistance Program (MCSAP) partners. A “Train the Trainer” course will be hosted by FMCSA’s National Training Center in mid-April and additional EIT courses will be made available for MCSAP personnel who conduct investigations across the country during 2015. States are encouraged to partner with FMCSA in delivering this training to state investigators. If a state chooses to participate in this training, FMCSA asks that the state designate a lead coordinator to help with teaching the class, collaborating on case studies, and identifying specific areas of training that are of greatest interest and applicability to the state. FMCSA division administrators would also work with state lead coordinators to identify a timeline for delivering the training and explore the potential for pooling groups of states when geographically feasible.

FMCSA looks forward to engaging states in this training and expanding on the successes already achieved by the federal investigations utilizing the new techniques. Should there be any questions about training, please contact the FMCSA division administrator in your state. ■

CVSA Attends 2015 “Be Ready. Be Buckled.” Safety Belt Art Contest Awards Ceremony

Too many truck and bus drivers are killed or injured because they are not buckled up. It is the single most important safety device in protecting vehicle occupants.

As an active member of the Commercial Motor Vehicle (CMV) Safety Belt Partnership, CVSA attended the 2015 “Be Ready. Be Buckled.” student art contest award ceremony at the U.S. Department of Transportation headquarters in Washington, DC, on May 4, 2015.

U.S. Transportation Secretary Anthony Foxx honored the two elementary school students who won top honors in the 2015 safety belt art contest – fourth grader Heather Li of Orlando, Florida, and second grader Julia Ou of Livingston, New Jersey. Both artists received framed replicas of their artwork plus a monetary award courtesy of the CMV Safety Belt Partnership.

“Congratulations to the winners and thank you to everyone who participated in this contest and promoted driver safety throughout the United States,” said Secretary Foxx. “Seatbelts save lives, but only if they are used. ‘Be Ready. Be Buckled.’ reminds all of us to always buckle up.”

Since 2007, overall safety belt use for commercial drivers has steadily increased each year from 65 percent to the current high of 84 percent.

“It is especially important for large truck and bus drivers to buckle up in order to stay in control of their vehicles, and be ready for unforeseen circumstances,” said Federal Motor Carrier Safety Administration (FMCSA) Chief Counsel Scott Darling. “We continue to put out friendly reminders to all drivers that something as simple as fastening your safety belt can be the determining factor that saves your life.”

“Too many truck and bus drivers are killed or injured because they are not buckled up. It is the single most important safety device in protecting vehicle occupants,” said CVSA Executive Director Stephen A. Keppler. “We encourage the continued education of drivers and motor carriers on the life-saving value of these devices as well as aggressive enforcement against those who fail to buckle up.”

The annual “Be Ready. Be Buckled.” student art contest is organized by the CMV Safety Belt Partnership, which includes CVSA, FMCSA, the National Highway Traffic Safety Administration (NHTSA), and 30 other government agencies and private organizations. The contest is open to students in kindergarten through sixth grade who have a sponsor in commercial truck and bus industries.

The following is a list of the 12 students whose artwork will be featured in the 2016 “Be Ready. Be Buckled.” art contest calendar which will be released in fall 2015:

Heather Li – Age 9 from Orlando, Florida
Julia Ou – Age 7 from Livingston, New Jersey
Silvy Zhou – Age 11 from Florham Park, New Jersey
Rachel Xin – Age 8 from Brook, New Jersey
Victoria Zhang – Age 6 from Edison, New Jersey
Meghan Li – Age 6 from Orlando, Florida
Jessie Chen – Age 6 from Brunswick, New Jersey
Keya Raval – Age 10 from Edison, New Jersey
Zanda Garcia – Age 12 from Kingville, Texas
Audrey Su – Age 11 from Homdel, New Jersey
Noah Sommo – Age 8 from Metuchen, New Jersey
Kelly Lu – Age 6 from Hanover, New Jersey

To learn more about the “Be Ready, Be Buckled.” art contest, visit www.fmcsa.dot.gov/safetybelt. ■



Commercial Vehicle Community Gathers at the 2015 CVSA Workshop



CVSA President Maj. William Reese of the Idaho State Police welcomes everyone to the general session.



Col. Brierton with the Florida Highway Patrol welcomes CVSA Workshop participants to his home state of Florida and the city of Jacksonville.



There were more than 500 people in attendance at the 2015 CVSA Workshop in Jacksonville, Florida.

More than 550 government officials, enforcement 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 vehicle safety, security and enforcement throughout the United States, Canada and Mexico. The Workshop took place on April 12-16, 2015, in Jacksonville, Florida.

"The CVSA Workshop is where enforcement and industry come together to work collaboratively to develop and implement standards and best practices in the commercial vehicle industry," said CVSA President Maj. William Reese of the Idaho State Police. "The true strength and value of our Alliance is in the successful implementation of commercial vehicle safety initiatives developed by an open and collaborative environment."

Participants from all across North America and other parts of the world collaborated at the Workshop to affect 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 security, and to achieve common goals of uniformity, compatibility and reciprocity. The Workshop resulted in 26 action items based on discussions during the meetings throughout the week.

The 2015 CVSA Workshop also featured informative and collaborative sessions on some of the most important topics for commercial vehicle safety, enforcement and industry, such as:

- Updates and training on the International Fuel Tax Agreement (IFTA) and the International Registration Plan (IRP)
- Best practices and needs in the fields of size and weight enforcement operations and regulations, and the use of Weigh-In-Motion (WIM) technology
- Prospective solutions to improve work zone safety, effectiveness and efficiency of the core system components – driver, vehicle and highway
- 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
- Discussion on the status of USDOT's vehicle to vehicle and vehicle to infrastructure program, and plans with respect to light vehicles and the approach for commercial vehicles
- Review of operational issues in the inspection process and discussion on improvement opportunities related to FMCSA's Integrated Inspection Management System (IIMS) Program
- MAP-21's requirement for exploring the feasibility of requiring state inspection programs for passenger-carrying vehicles



Pictured left to right: Col. David Brierton, Florida Highway Patrol; CVSA Vice President Maj. Jay Thompson, Arkansas Highway Police; CVSA Executive Director Stephen A. Keppler; CVSA Secretary Julius Debuschewitz, Yukon Highways and Public Works; CVSA President Maj. William Reese, Idaho State Police.

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

- Capt. William Elovirta, Enforcement & Safety Division, Vermont Department of Motor Vehicles (Region I)
- Capt. Christopher J. Turner, Motor Carrier Safety Assistance Program, Kansas Highway Patrol (Region III)

See pages 16-17 for more information on each of the CVSA Secretary nominees. Elections will take place at the 2015 CVSA Annual Conference and Exhibition, Sept. 13-17, 2015, in Boise, Idaho.

“Hundreds of people came to this year’s CVSA Workshop to contribute to and help shape the current and future state of commercial vehicle safety throughout North America,” said CVSA Executive Director Stephen A. Keppler. “What we do and what we learn helps improve both enforcement and industry safety and compliance, and ultimately helps to save lives.”

Next year’s CVSA Workshop is scheduled for April 25-28, 2016, in Chicago, Illinois. ■

Participants from all across North America and other parts of the world collaborated at the Workshop to affect meaningful changes to the overall culture of transportation safety.



CVSA staff and the Florida Highway Patrol greeted and assisted attendees at the registration desk.



Region meetings were packed with active and interested participants.



Current CVSA Secretary Julius Debuschewitz goes over the procedures for nominating the new CVSA Secretary.



There was an exchange of experiences and best practices at the Size and Weight Enforcement and WIM Technology Workshop during the CVSA Workshop.

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

Nominations for the CVSA Secretary were submitted at the CVSA Workshop on April 16, 2015, in Jacksonville, Florida.

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 for the 2015/16 term is from Region II and the vice president is from Region V, members from the remaining regions – I, III and IV – were eligible to nominate candidates for the secretary position.

The nominees for the position of CVSA Secretary are:

- **Capt. William Elovirta**
Commercial Vehicle Enforcement Unit, Vermont Department of Motor Vehicles (Region I)
- **Capt. Christopher J. Turner**
Motor Carrier Safety Assistance Program, Kansas Highway Patrol (Region III)

Elections will take place at the 2015 CVSA Annual Conference and Exhibition, Sept. 13-17, 2015, in Boise, Idaho.

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: Capt. William (Jake) Elovirta

Chief of Safety, Commercial Vehicle Enforcement Unit, Vermont Department of Motor Vehicles



My name is Jake Elovirta and I feel very honored and humbled to have been nominated for the position of Secretary with CVSA. For those members of the Commercial Vehicle Safety Alliance whom I haven't had the pleasure of meeting, I would like to take this opportunity to introduce myself and provide a little background about my life, experiences and thoughts.

Born and raised in western Massachusetts, I attended Norwich University – Military College of Vermont where I received a Bachelor of Arts degree in Criminal Justice. My wife Cheryl and I have been married for 17 years and together we have three sons and a daughter.

For the past 27 years, I have served the people of Vermont as a sworn law enforcement officer. The past 23 years, I have been a MCSAP-certified inspector having received my original certification while serving as a municipal police officer with the City of Burlington, Vermont, prior to becoming the Chief of Safety

with the Vermont Department of Motor Vehicles – Commercial Vehicle Enforcement Unit. My duties have allowed me to be an active participant with CVSA for the past 16 years. I have previously held positions as the Region I Vice President and President and was the Information Systems Committee Chair for more than five and a half years. I am a graduate of both the 238th session of the FBI National Academy and IACP's Leadership in Police Organizations course. Additionally, I am the Vermont Police Association's elected representative to the Vermont Criminal Justice Training Council.

The bulk of my law enforcement career has been dedicated to highway safety and, more importantly, commercial motor vehicle safety. During my career, I have learned there is no substitute for communication and education, whether at a personal or professional level. While, often times, there is a need for jurisdictions to take enforcement action at roadside, I have found that educational outreach and communications can go a long way toward improving commercial motor vehicle safety versus a ticket or citation at roadside. As an example is Vermont DMV's relationship with the Vermont Truck and Bus Association, Associated General Contractors of Vermont and FMCSA. Vermont's joint industry outreach programs conducted by the before-mentioned participants have provided a significant dialogue for commercial motor vehicle safety in the state. These same conversations are what CVSA continues to represent to regulators and industry at an international level today.

To represent the Alliance as an international officer is not something to be taken lightly and for which I took great deliberation when considering my candidacy. I feel CVSA is about relationships between enforcement, whether it is state, provincial, territorial, federal, municipal or county agencies and that of our industry partners as well as stakeholders. Our goal should be to continue to build and grow our collective membership while continuing a greater public appreciation for commercial motor vehicle safety. We need to continue our outreach to those parties not yet at the table or thus unwilling to acknowledge the importance of commercial motor vehicle safety.

I would greatly appreciate the opportunity to represent the Alliance and serve on the Executive Committee as your Secretary. Your vote in Boise, Idaho, would be greatly welcomed.

If you would like to discuss any issues, thoughts or concerns prior to the election please contact me at William.Elovirta@state.vt.us or 802-828-5729. ■

CVSA Secretary Nominee: Capt. Christopher J. Turner

Commander, Motor Carrier Safety Assistance Program, Motor Carrier Inspectors, Critical Highway Accident Response Team, Kansas Highway Patrol



I was humbled to be nominated for the position of CVSA Secretary. I would like to take this opportunity to let you know a little more about myself.

My name is Chris Turner. I have four siblings and five nieces, and I have a 4-year-old daughter. Like anyone with children, my daughter is the center of my life. My father is from Kansas and my mother was born in Mexico and moved to the United States as a child. My mother became an obstetrics nurse and my father was a trooper for the Kansas Highway Patrol. When my father left the Patrol, he became the safety manager for an oil company in Kansas. It was there that I saw firsthand the challenges industry faces. I have a degree in sociology with my major credit hours in religious studies.

I cannot remember a time when the Kansas Highway Patrol has not been an integral part of my life. I am honored to be part of such an amazing organization. Law enforcement is like that for those of us who serve. A sense of pride, dedication and service ring true in our hearts. CVSA is like that in many regards. Being part of this proud organization is ultimately a reflection of our character, who we are and who we want to be.

Over my career, I have had tremendous opportunities. I currently sit on a number of state, national and international committees, including serving as the Vice Chair of CVSA's Program Initiatives Committee and leader of the traffic enforcement subgroup of the Performance Standards, Measurements and Benchmarks Working Group.

I began my career working midnights in Kansas City, focusing on drug and alcohol enforcement. I have been Level I, Hazardous Materials (HM), Cargo Tank certified as well as having attended CR training. I also have experience as a standardized field sobriety testing instructor, drug recognition expert and accident reconstructionist. This extensive law enforcement training has allowed me to testify as an expert in impairment and reconstruction in Kansas and Missouri.

My leadership style has vastly developed over time. As I have taken responsibility for different levels of management in the Kansas Highway Patrol, I have learned no one leadership style fits all. We must have a diverse toolkit available to deal with the varied types of personalities each group and individual exhibit. My typical leadership styles are transitional and democratic leadership, utilized in combination. It is the style I utilize day to day in my troop which encompasses, at full staff, 130 personnel, uniformed and civilian alike. Transformational leadership occurs where the leader takes a visionary position and inspires people to follow. Democratic leadership is guided by a leader who encourages all individuals to be involved in the decision-making process to determine what needs to be done and how it should be done. If elected, this is the style of leadership you can expect from me.

Today, as I author this bio, we are experiencing dynamic changes all around us. But challenges are what men and women like you thrive on and what make each member of CVSA exceptional. I want to be part of leading and defining this organization as it moves forward. We are the front line, combining the best of industry and law enforcement.

We must make sure we continue taking the lead in safety, confronting challenges while still remaining true to our mission. It is easy to lose focus; we must not. Remember our mission is "to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers." Lately, I have seen a divergence in our solidarity. Issues are pushing us apart at a time when there is absolutely no alternative but to come together as an organization and lead. There is only one choice to make as we move forward. Will we allow the future to define us or will we come together and define the future for ourselves?

I am honored to be the Region III nominee for CVSA Secretary and would appreciate your vote in Boise, Idaho. I will work tirelessly to move our organization forward. I believe my experience and perspective from both the LEO and industry side will bring a unique voice to your senior leadership, striving to steer us to the future while being respectful and embracing our past.

If you would like to discuss your thoughts on the future of CVSA prior to our meeting in Boise, please contact me at cturner@khp.ks.gov. ■

CVSA Supports 'Toward Zero Deaths' National Strategy to Eliminate Highway Fatalities



CVSA supports the national strategy on highway safety Toward Zero Deaths (TZD) effort, a vision of a highway system free of fatalities.

The national strategy on highway safety Toward Zero Deaths effort was created by a steering committee cooperative of organizations representing our highway safety system that joined together toward the goal of reducing annual traffic fatalities from more than 33,000 to zero.

The national strategy includes initiatives that are effective in addressing specific factors contributing to crashes, have the potential to make a significant reduction in fatalities and serious injuries nationally, and address areas of growing concern.

"As leaders in the transportation safety industry, we have a duty and responsibility to do what we can to accelerate the efforts to save lives on our nation's roads," said CVSA Executive Director Stephen A. Keppler. "Until the highway system is free of fatalities, our work is not finished. The TZD national strategy outlines a number of steps we can take in our industry to aggressively pursue a culture of safety and eliminate highway fatalities."

The TZD plan includes initiatives spanning engineering to education all with the intended result of achieving:

- safer drivers and passengers
- safer infrastructure
- enhanced emergency medical services
- improved safety management
- safety culture

Many of the countermeasures included in the TZD plan will take years to implement, while others are being implemented right now. Some of the TZD strategies CVSA is implementing include:

- More than 4 million inspections of commercial motor vehicles and their drivers are conducted each year by CVSA-certified inspectors.

- Several law enforcement campaigns are held annually to remove dangerous commercial motor vehicles and/or drivers from North American roadways -- International Roadcheck, Operation Safe Driver, Operation Airbrake.
- Public education and awareness campaigns and enforcement of safe driving practices in the vicinity of commercial vehicles with an emphasis on educating young or novice drivers.

The TZD effort is led by a group of associations representing state and local government agencies working to reduce highway fatalities:

- Commercial Vehicle Safety Alliance (CVSA)
- American Association of Motor Vehicle Administrators (AAMVA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Governors Highway Safety Association (GHSA)
- International Association of Chiefs of Police (IACP)
- National Association of County Engineers (NACE)
- National Local Technical Assistance Program Association (NLTAAPA)
- National Association of State Emergency Medical Services Officials (NASEMSO)

The Federal Highway Administration, Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration provided technical support to the TZD efforts.

For more than five years, these associations have been working together to identify and prioritize the leading initiatives that will reduce traffic fatalities over the next 25 years.

For more information on the Toward Zero Deaths initiative, visit www.towardzerodeaths.org. ■

COHMED – A Cooperative Partnership

By **Sgt. Brad Wagner**, *Hazardous Materials Coordinator, Nebraska State Patrol*

COHMED is a place where industry, enforcement and federal modal regulatory liaisons can come together to network with each other, learn from one another, train together and develop together.

Long Beach, California. Can there be anything wrong with Long Beach in January? No, absolutely not. COHMED 2015 was held in the Hyatt Regency Long Beach. COHMED had well over 200 participants and wonderful instruction from our industry and enforcement partners as well as our federal modal regulatory liaisons. From reading the reviews, I think many people's eyes were opened to issues and regulations that they had not known existed. This is exactly what COHMED is supposed to be. COHMED is a place where industry, enforcement and federal modal regulatory liaisons can come together to network with each other, learn from one another, train together and develop together.

For those of you who may not know what COHMED stands for, let me help to break it down for you.

“CO” Cooperative – is defined as involving mutual assistance in working toward a common goal. That is exactly what we do at COHMED. We work toward a common goal of safe, effective and efficient hazardous materials transportation.

“HM” Hazardous Materials – this is the focus of our training.

“E” Enforcement – this is where the rubber meets the road, per-se, involving hazardous materials transportation. Improper enforcement from the lack of quality training unnecessarily slows the safe transportation of these needed commodities.

“D” Development – to increase the skill and knowledge level of those involved in hazardous materials transportation.

Where would we be without this cooperative partnership? We would be languishing in the mire of uncertainty and ignorance. With this partnership, we are moving forward in the continued development of current and future generations of industry and enforcement personnel who will carry on the mission of safe hazardous materials transportation.

Will you help us in this mission? Will you come and join us in developing your HM knowledge and passing that knowledge on to others? We hope you will. Join us for COHMED, Jan. 25-29, 2016, in San Antonio, Texas. ■



COHMED Chair Sgt. Brad Wagner, Nebraska State Patrol



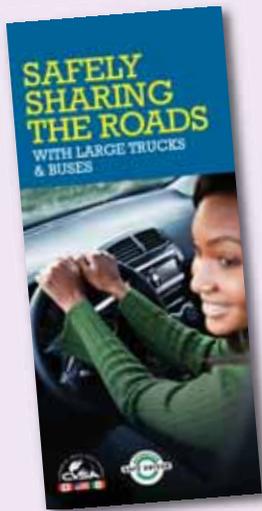
IT USERS WORKSHOP

August 11-13, 2015

**Hyatt Regency St. Louis at the Arch
St. Louis, Missouri**

Registration is required to attend. Visit www.cvsa.org and click on “Member Login” to log in to your account (or to create a new account if you don't already have one) to register for the IT Users Workshop.

'Teens and Trucks' on Display at Safe Driving Rally at Arizona High School



CVSA Offers Brochure for Teens

Most driver's education classes offer little, if any, information about how to drive safely around large trucks and buses. Yet, we share the roads with these vehicles every day. To help young drivers truly recognize the differences between the way a large truck or bus operates and a passenger car, we need to educate them. To help you lead that charge, CVSA offers brochures you can give to teen drivers about the dangers of distracted driving and tips for safely sharing the roads with large trucks and buses. You may want to order this brochure to hand out to students as take-home material during a safety course or have them available to hand out at fairs or educational meetings.

Visit www.cvsa.org and select "Store" to order your brochures today. ■

To help teens understand how to safely share the roads with large trucks and buses, CVSA – along with FedEx Corporation, the Arizona Department of Public Safety and the American Trucking Associations – held a safe driving rally for students at Ironwood High School in Glendale, Arizona, March 10-12, 2015.

The rally featured, in part, CVSA's "Teens and Trucks" educational program, which aims to educate teens about safe driving practices around commercial vehicles.

According to the Centers for Disease Control and Prevention, motor vehicle crashes are the leading cause of death for American teens. In 2011, 2,650 teens, age 16-19, were killed in motor vehicle crashes, and almost 292,000 were treated in emergency departments for crash-related injuries.

"Young adults are more likely to be involved in crashes than the general population," said CVSA President Maj. William Reese of the Idaho State Police. "Research shows that many drivers of passenger cars, especially young people ages 16 to 24 years old, unnecessarily endanger themselves by failing to recognize that trucks, buses and cars differ in their handling characteristics and capabilities."

While there is no substitute for on-the-road driving experience, there are steps that can be taken to reduce teens' risks behind the wheel. Knowing the facts and practicing safe driving techniques is very important for young drivers, especially when it comes to driving around large motor vehicles. At the rally, the students:

- Experienced a rollover simulator which demonstrates what it's like to be involved in a rollover crash
- Participated in hands-on demonstrations and had the opportunity to sit inside a tractor-trailer to see the blind spots around a truck, also known as the "No Zones," where the truck driver cannot see other vehicles
- Drove on an impaired driving course to experience what it's like to drive a vehicle while under the influence
- Received driving tips from commercial truck drivers and law enforcement about how to operate safely around large trucks and buses, the dangers of distracted driving and why seat belts are important
- Heard firsthand from speaker Amanda Kloehr who was in a devastating crash with a commercial vehicle while she was driving distracted
- Signed a pledge promising not to engage in dangerous driving behaviors



Amanda Kloehr spoke to the students about her distracted driving experience. While distracted behind the wheel, Amanda crashed into the back of a tractor trailer and sustained devastating injuries.

This event was part of CVSA's Operation Safe Driver Program, which was launched in 2007 to combat the number of deaths resulting from crashes involving large trucks, buses and passenger vehicles. The program is conducted in partnership with the Federal Motor Carrier Safety Administration, state, provincial and local law enforcement, and industry. ■



Students were given the opportunity to sit inside a truck to see firsthand the blind spots for the driver.



Members of the Arizona Department of Public Safety demonstrated the importance of seatbelts with a rollover simulator.



Students experienced what it's like to drive while impaired by trying to navigate an obstacle course while wearing goggles that simulated the effects of being drunk.

Does your department conduct educational outreach to teens or speak at schools or other public events, and you are looking for information to provide?

Operation Safe Driver offers educational materials, at no cost, which can be integrated into existing education programs or can be used as a stand-alone program for teens in high schools, parent-teacher organizations, community groups or other interested organizations.



Operation Safe Driver materials for educating students on driving safely around large trucks and buses include:

- An 18-minute educational video which focuses on distracted driving and ways to safely drive around large trucks and buses
- An 18-page lesson plan on teaching teens and other young drivers about sharing the road safely with large trucks. The lesson plan includes an introduction and pre-test; an explanation of the different types of vehicles on the road as well as the factors that affect safe stopping distance; driving tips; crash facts; case studies; and a post test
- The student workbook allows students to easily follow the instruction
- Distracted driving pledge form for students and their parents to sign and keep
- Various flyers and much more

Visit operationsafedriver.org to obtain any of the materials listed above, and to learn more about Operation Safe Driver. ■

Operation Safe Driver is able to offer you educational materials free of charge through a federally funded grant by the Federal Motor Carrier Safety Administration and with the support of its partners.



INSPECTOR'S CORNER

Can't Go Back

By **JW Watlington**, *Commercial Vehicle Enforcement, Arizona Department of Public Safety*

Do it better, do it right and do it right now because you'll never be able to go back.

I wish I could go back in time. I wish I would have stayed in that private school I was attending rather than convincing my father to let me go to public school with my friends. I wish when I was 14, I would have taken my G.E.D. and started attending night classes at a local community college while attending high school. After attaining my associate's degree, I would have dropped out of high school and started my work toward my bachelor's in mathematics while my friends were still in calculus with Mrs. Davis. I wish I would have spent more time with my grandparents. I wish I would have started saving money for retirement when I was 10, but it's just wishful thinking now. I can't go back.

In Minneapolis, in 2012, at the opening ceremony for NAIC, there was a guest speaker who had the floor for about an hour. Forgive me as I cannot remember his name, but something he said has really stuck in my mind over the past couple of years. He told a story about opening the refrigerator and seeing something fall off the door. He spoke about how in the moment when your brain realizes it is falling, and you don't have the reflexes to snatch it out of midair, you can only hope it's a plastic bottle. The point of this anecdote was pretty simple. As he looked out over the crowd and at all the competitors he said, "You deal with glass bottle issues every day." He's right and, in those moments, we have one chance to get it right because we can't go back.

A few weeks ago, an officer in the area I work had an unusual arrest for an open stretch of highway in the middle of the desert. He contacted three occupants in a vehicle and arrested one of them for two counts of aggravated assault (domestic violence), one count of child abuse and a few other felonies. What made it unusual for a highway patrol officer is it did not involve a collision or any DUI charges; just a traffic contact. While I was there, I started writing down additional things the officer would need to do to ensure prosecution was pursued as I knew this was a glass bottle issue for both of the victims, and there was only one chance to get it right. The bad guy is still in jail, and with a 46-page rap sheet with multiple prior felony arrests and some previous time in prison, I reckon he'll be there for a while.

Our colleagues down in Texas have a program focused on locating trafficked children in commercial vehicles, and my understanding is there has been much success. I have not been through the training, but I have been told it simply involves being aware of certain situations, focusing on them during contacts and following up with further investigations, if necessary. In these cases, once you complete your paperwork, inspection, warning or ticket and have no further reason to lawfully detain someone, you have to let them go. Once they're gone, you can never get it back.

When we have contacts with commercial vehicles and drivers, that moment in time is fleeting. We see some of the same drivers if we work in a certain geographic area, but we will never again get that contact on that day. The good folks at CVSA have taken the time to give us guidance for conducting our inspections, but the heavy lifting falls to us at those specific moments in time. Some inspectors have said they don't want to have their name on an inspection report should the vehicle be involved in a collision and they have missed something. I look at it a bit differently. I'm always worried one of you will stop the same vehicle I have stopped and realize I did not do a good job! I can deal with lawsuits a lot easier than I can with professional embarrassment among my peers.

I have a friend who is a general contractor and has helped me with a few projects around the homestead. He always says, "Remember, JW, perfect is good enough." It is, and it's an idea that drives me to do things better each day. Now, by no means am I perfect, and for anyone who thinks they are, go compete at NAIC and sit in there on Friday afternoon when they are going over the inspection problems.

Complacency is like a heavy fog that slowly rolls in and soon obscures what we're looking for, perfection. Do it better, do it right and do it right now because you'll never be able to go back. Perfect is good enough, especially when dealing with glass bottle issues, as each and every one of you do each day. ■

REGION II

Florida Highway Patrol Receives Valuable Training, Networking Opportunities at 2015 COHMED Conference

On Jan. 26, 2015, members of the Florida Highway Patrol's (FHP) Hazardous Materials Team traveled to Long Beach, California, to attend the Cooperative Hazardous Materials Development (COHMED) Conference. During the conference, FHP members attended training sessions on numerous transportation topics such as Class 8 materials, fireworks and MC331 cargo tank. This conference also provided time for the troopers to network with the Pipeline and Hazardous Materials Safety Administration (PHMSA), the Federal Motor Carrier Safety Administration (FMCSA) and Transport Canada where they could have individual questions answered or interpretations explained. The ability to attend the 2015 COHMED gave our hazmat troopers a better understanding of how their daily enforcement actions help promote a safe and secure transportation system throughout the country. ■



Pictured left to right: Florida Highway Patrol's Tpr. Charles Clayton; Tpr. William Wannall; Tpr. Ronald Khune; Capt. John Brenner (retired); Sgt. Artez Lester; and Tpr. Austin Daniels.

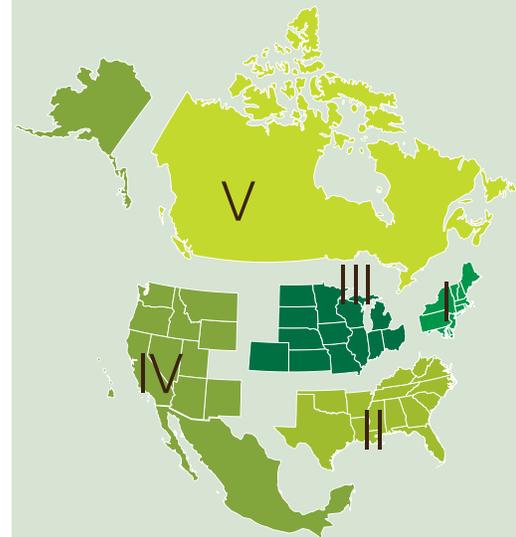
Did you know you can read **GUARDIAN & SAFETY EXCHANGE** online?

It's easy to share the links with your colleagues so they, too, can stay up to date on the latest CVSA and industry news.



www.cvsa.org/guardian

www.cvsa.org/safetyexchange



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

Law Enforcement Roadside Danger

By N.R. Landreth

More than 164 U.S. law enforcement officers have been killed since 1999 after being struck by vehicles along America's highways.



On Dec. 24, 2014, troopers of the North Carolina State Highway Patrol were diligently working the highways to ensure the motoring public would make it to their Christmas destinations safely. It was a rainy, slightly foggy morning and traffic was expectedly heavy on the interstates as everyone had hopes of spending a nice holiday with their family and friends.

Some members of Troop D had responded to a collision near the Alamance Orange County line on I-40, where a motorist had been killed. During the investigation of this fatal collision, additional members of the emergency services also responded to set up lane closures in order to provide safety of the crews performing the duty of clearing the wreckage and investigating the scene. During this process, another collision occurred at the same location that sent a fireman to the hospital with injuries. That collision also caused additional extended lane closures. As troopers, we know that closing lanes in areas where the flow of traffic is heavy carries an extreme risk to motorists and responders.

For some reason, the IMAP units assigned to that area of the highway were not working during this time. One of our troopers, in an attempt to provide a safety zone for the responders, parked his vehicle partially in the far right lane some distance back from the scene with all of his lights activated so traffic would see him and merge over.

The trooper was sitting in his vehicle monitoring traffic flow and his radio. For several minutes, the flashing lights on the trooper's vehicle were giving advanced warning to those traveling toward the scene. Out of nowhere, a large commercial bus was traveling in the far right lane toward the scene loaded with passengers heading toward their holiday destinations. As the bus approached the marked trooper's Tahoe, the bus driver failed to move over or slow down and struck the rear of the trooper's vehicle at highway speed. The impact of the collision propelled the vehicle with the trooper inside toward the right shoulder and completely off the interstate.

The aftermath of the collision between the bus and the trooper's vehicle was hard to put into words. As I try to explain the scene and the damage, I find it difficult to describe what I saw. The back of the Tahoe was completely smashed in. Our trooper was knocked unconscious and had to be pulled out through the vehicle's window by fellow troopers. The seatbelt he was wearing, luckily, kept him within the wrecked vehicle.

As a result of this collision, the responders, who are so used to responding to the public, had a different perspective due to the person injured being one of our own. Our trooper was alive and being transported for advanced medical treatment to Duke Hospital.

Once there, he was treated for extensive injuries to his body, which resulted in an extended stay at the hospital. The trooper sustained injuries to his back, jaw, arm, head and ribs, along with assorted other issues due to the violence of the collision.

During the confusion of the three wrecks within the same area, it was mistakenly reported that our trooper was killed in the collision. Troopers across the state suddenly had the call that we all hate to hear, that a fellow trooper had been killed. This trooper's willingness to put his own life in jeopardy in order to protect the scene of the collision that others were working shows what our members are willing to do on a daily basis, not only for our own, but the public as well. It is and always will be our selfless mission as public servants to protect and serve the public.

Now, with that being said, this type of collision with our troopers being struck in and out of their vehicles while on the side of the highway is becoming a trend that is occurring way too often. More than 164 U.S. law enforcement officers have been killed since 1999 after being struck by vehicles along America's highways, according to the National Law Enforcement Officers Memorial Fund. I'm sure these figures do not encompass all of law enforcement. Also, according to a national poll sponsored by the National Safety Commission, 71 percent of Americans have not even heard of the Move Over Law.

Excerpt from NC Patrolman's journal Spring 2015. ■



Showcasing Iowa's Traffic Operations Center

By **Maj. Lance Evans**, *Special Operations Commander, Office of Motor Vehicle Enforcement, Iowa Department of Transportation*

The Iowa Traffic Operations Center uses state-of-the-art technology to continually monitor and gather information about highway conditions, and communicate those conditions to the public, Iowa DOT staff and other state agency personnel.

Over the years, I've read numerous articles on enforcement efforts taking place by regions, states and local law enforcement. This article is going to be the opposite. This article is going to showcase what I feel is a benefit to everyone that utilizes Iowa's highway system which, in turn, impacts safety.

The Iowa Department of Transportation's mission statement says it all: Smarter, Simpler, Customer Driven. We believe in taking care of our customers, both internal and external, by providing them with the smartest solutions in a simple fashion that is geared toward their needs. The following article will highlight what I feel is an essential part of highway safety.

The Iowa Department of Transportation (DOT) Traffic Operations Center (TOC) uses state-of-the-art technology to continually monitor and gather information about highway conditions, and communicate those conditions to the public, Iowa DOT staff and other state agency personnel. By utilizing dynamic message signs, 511 and 314 cameras, the TOC creates real-time awareness to the public.

During an average shift, operators monitor no fewer than six software programs, websites and social media outlets to gather information on what is happening on Iowa's highways. When an event happens that has the potential to impact traffic, the TOC staff works with the Iowa DOT field personnel and law enforcement to make sure everyone has accurate and timely information.

To make this information available to everyone, TOC staff updates traffic-related data on the state's 511 system. This data feeds all 511ia.org websites, the 511 mobile app and the 511 telephone system. The TOC also uses an advanced traffic-management system to transmit information to the

state's 234 dynamic messaging signs. Law enforcement benefits greatly from the TOC by having access to 314 cameras posted around the state. Providing real-time updates, these cameras record and hold information for three working days and that information is available to law enforcement upon request.

Another piece of the TOC is the dispatching of the state's "highway helpers." Iowa has a highway helper system in place throughout the state's metro areas to assist stranded motorists who are experiencing minor problems, such as flat tires, gasoline issues and other minor issues that would render them in need of assistance. By offering this free service, motorists can be assisted without the need for law enforcement, freeing up officers to handle more serious situations and/or calls for service.

The main priority of the TOC is safety, and its goal is to keep the traveling public, law enforcement, first responders and DOT personnel safe and informed while on Iowa's highways. An added benefit of the TOC is that the transportation system doesn't suffer, thus allowing for the mobility of freight so schedules can be met, and goods and services can safely arrive to their final destination. ■



REGION IV

Washington State Offers Geospatial Trip Planner for Carriers

By **Jim Wright**, *Permit Program Manager, Commercial Vehicle Service, Washington State Department of Transportation*

Washington state now has a geospatial Trip Planner for carriers to plan trips by looking at overcrossing heights along any state route in Washington. The mapping tool only shows vertical clearances at this time.

The Bridge Vertical Clearance Trip Planner allows you to enter the height of your load, then you choose a highway (one at a time, currently) which will indicate any vertical clearance structures for you to be aware of:

- A red dot on the map indicates a vertical clearance you must avoid
- A yellow dot indicates a vertical clearance you may pass if the correct lane is chosen
- Hover on the dot and you will see the message where the structure is located
- Click on the dot and a detail screen will be displayed showing the minimum and maximum clearances for the structure
- The detail screen allows you to display a Google street view to see the structure in question
- The default shows information for ramps and roads crossing under the chosen highway
- Uncheck the ramps and secondary roads and information for only the chosen mainline will be displayed
- Scroll in to look for secondary streets to use for bypass. Local jurisdiction contact numbers are linked in the detail screen.
- Scrolling in will also indicate which direction of travel is displayed
- Use several map views (such as roadway and satellite)
- Mileposts are displayed, and if you click on the state route at any location, the planner will display the milepost at that point
- Data behind the mapping tool is available to third party vendors for use in other software

Visit www.wsdot.wa.gov/Bridge/Structures/BVCTP and review the features available. Your comments are welcome and there will be enhancements in the future. Please send any comments or questions to cvspermits@wsdot.wa.gov. ■

REGION IV

New Mexico Motor Transportation Police Launches Advanced Permit Verification System

By **Maj. Chris Mayrant**, *Motor Transportation Division, New Mexico Department of Public Safety*

On Feb. 12, 2015, New Mexico Motor Transportation Police implemented a soft launch of its new oversize/overweight permitting system. This system, New Mexico Operating Permit System (NM-OPS), was built for the Motor Transportation Police Department for the purpose of allowing the commercial trucking industry to self-issue nearly all of the required permits online.

This new system will facilitate permit ordering and operations at all New Mexico ports of entry and online, provide constant construction updates and provide GIS Mapping for routing. The first permit from this system was issued on Feb. 12, 2015.

It is the goal of the Motor Transportation Police to issue fewer permit sales at the counters in the ports of entry and more online permit verification at these locations. The streamlining of the permit process will allow department employees to focus on the important job of commercial vehicle safety inspections.

Full launch for the NM-OPS system took place in March 2015. The implementation of the NM-OPS system would not have been accomplished without the cooperation of the following: the New Mexico Department of Transportation/Bridge Department, New Mexico Taxation and Revenue Department, Federal Motor Carrier Safety Administration, New Mexico State University, Bureau of Indian Affairs, New Mexico county and local governments, Pro-Miles vendor and the great effort of the NM-OPS team. ■



REGION IV

Instructing Motor Coach Drivers and Shop Supervisors/Mechanics

By **Mark Willingham**, *Commercial Vehicle Safety Inspector, Nevada Highway Patrol*

On Feb. 3-4, 2015, Tpr. Carl Stone and I (CVSI Mark Willingham), were invited by Sandia Nation Laboratories to instruct motor coach (MC) drivers and shop supervisors and mechanics on driver pre/post trip inspections, hours of service (HOS) and Appendix G inspection requirements using the FMCSR Handbook.

On Feb. 3, we met at the Tonopah Department of Transportation (DOT) yard. There was a short training class on terms/definitions and requirements for pre/post trip inspections. In the DOT maintenance shop, an inside inspection of the MC was conducted which included paperwork of the bus, review of the Drivers Vehicle Inspection Report (DVIR), driver's license, medical card, drivers area, dash instruments, fire extinguisher, triangles, ABS, interior lighting, floor, seat securement, windows, window emergency exits, roof emergency exits, wipers/washer fluid, defrost and heaters.

A walk around the outside of the motor coach was conducted, including windows, bumpers, all exterior lights, body condition, wheels, tires, opening rear engine compartment doors to check fluid levels and belts, electrical, fuel cap, battery box and all side compartment doors opened and checked for presence of hazardous materials.

The MC was lifted with a pneumatic jack system, courtesy of DOT, to inspect the steering component, suspension, frame, fuel tank, tag axle, drive line, exhaust system, brakes, air rate loss with reservoir at 90 psi and low-air warning system. At the completion of the Level 1 Inspection, a CVSA decal was applied to the MC. This was followed by a question and answer session.

On Feb. 4, Tpr. Stone and I met with the mechanics at the test site to tour the facility where vehicle maintenance is conducted. The shop was clean and orderly. Mechanics had concerns about the safety of getting under vehicles and especially the MC. I commented that it would be nice to have a pneumatic jack system like the one used at the Tonopah DOT Yard. We conducted Level 1 Inspections on two truck tractor/trailer vehicles to show how we conduct an Aspen roadside inspection and what we look for, using Appendix G in the FMCSR Handbook. Both truck tractor/trailer combinations received CVSA decals.

On both days, all individuals were courteous, professional and willing to learn. Thank you for allowing us the opportunity to help in the education of safe practices and safety on the highways. ■



REGION V

NASI Level I Instructor Course – St. Catharines, Ontario, November 2014

By **Joel Turner**, *Regional Manager, Central Division, Vehicle Compliance, Nova Scotia*

In November 2014, Ontario's Ministry of Transport (MTO) hosted a CVSA NASI Level I Instructor's course in beautiful St. Catharines, Ontario. The course was organized and hosted by MTO's Kerri Wirachowsky who, along with Brian Davyduke from Alberta, evaluated instructor candidates and allowed me to earn my stripes as an instructor developer.

For those who are not familiar with the format, the instructor's course mimics a NASI Level I Part A & Part B Course, and involves an intense commitment that goes beyond the eight- to 10-hour days spent in the classroom, for 13 out of 14 days. After the course has been taught and each instructor has been critiqued, coached and evaluated constantly during each week, as a bonus, candidates must successfully complete both exams.

The first week saw the group getting comfortable with each other, the classroom setting and the format that is unique to the instructor's course. Part A of the NASI course involves predominately the driver's hours-of-service portion so, by midweek, the sweet science of sleeper splits provided spirited debate, comic relief and appreciation of tolerance.

Subsequent to week one, everyone had a day off to recuperate before gearing up for the vehicle portion of the course.

Part B saw the class hit its stride, pull together and aim for the fences (wow that's a lot of clichés in one sentence). By the middle of week two, participants were afraid that if more than 20 percent of the class took a break, it might have serious consequences. As well as an unparalleled opportunity for professional development, the course also enabled lifelong friendships to form.

Congratulations to Alberta's Donald Naylor and Darren Thompson; and from Ontario: Jennifer Grabar, Richard Robinson, Samantha Sarasin and Daren Woodcox, who were all successful in becoming certified as NASI Level I instructors. The entire group demonstrated not only incredible technical knowledge, but also extremely impressive facilitation skills. ■



REGION V

511 Alberta, Where Are the Snowplows?

By **Trudy Iwanyshyn**, *Director, Dangerous Goods, Rail Safety and 511 Alberta*

Travelling on Alberta's provincial highways during winter can be challenging at times. Anticipating road conditions and understanding road maintenance activities, such as where snowplows are, can feel like a game of "Where's Waldo." Well, not any longer; 511 Alberta is here to help.

As part of Alberta Transportation's ongoing commitment to safety, 511 Alberta launched a snowplow locator website, Alberta Snowplows, in March 2015. The site, which is updated automatically using GPS, provides the geographical location, direction of travel and travel speed of snowplows working on the provincial highway network. Alberta Snowplows, in conjunction with the 511 Alberta Road Conditions map, provides a comprehensive picture of what one can expect as they plan their travel and head out on the roads.

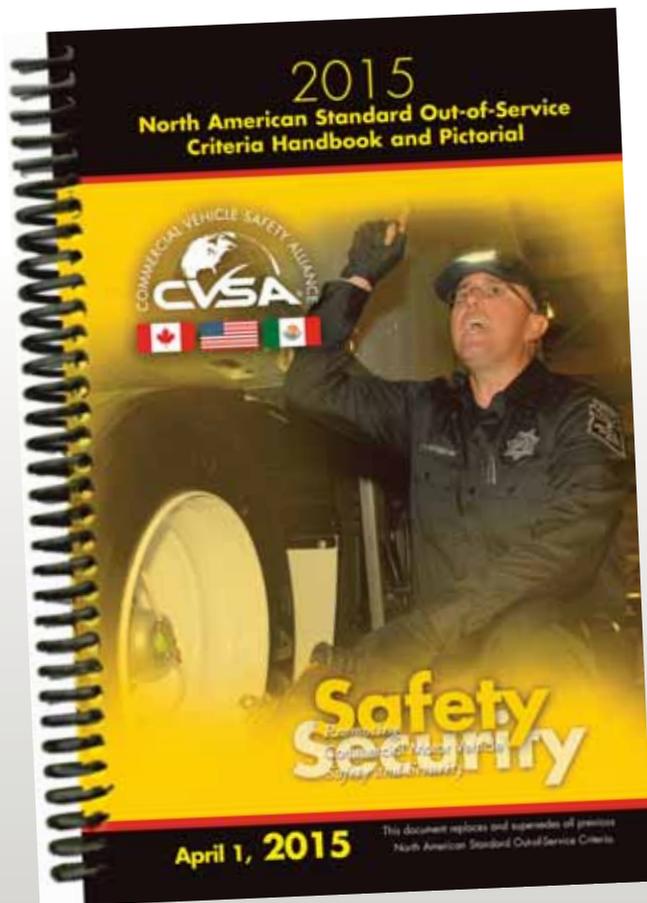
511 Alberta is also crucial to professional drivers as they are relying more and more on technology to help them navigate constantly changing roadway conditions. 511 Alberta is in operation 24/7, reporting on conditions via telephone, Twitter (@511Alberta), 511's website (www.511.alberta.ca) and through the 511 mobile app. They are the safe travelling companions that never sleep enabling professional drivers to stay informed on developments on Alberta's highways; from seasonal factors relating to road construction, to winter highway driving conditions, or year-round live events like road closures and extreme weather events.

511 Alberta has a number of initiatives underway and works closely with our law enforcement and industry partners to continually improve the service we provide.

During your next trip through Alberta, bring a travel companion you can rely on. 511 Alberta is with travellers at every turn, helping them navigate the province safely and confidently. ■

NEW AND UPDATED OUT-OF-SERVICE CRITERIA
FOR COMMERCIAL MOTOR VEHICLES AND DRIVERS
WENT INTO EFFECT ON **APRIL 1, 2015.**

ARE YOU PREPARED?



The North American Standard Out-of-Service Criteria Handbook and Pictorial is an important tool for every commercial motor vehicle (CMV) carrier, driver, technician and maintenance personnel.

Not only does it identify Critical Vehicle Inspection Items, but it also details criteria that can prohibit a motor carrier or driver from operating a CMV for a specified period of time or until the condition is corrected.

If you do not have the April 1, 2015 edition of the handbook, you will be operating using outdated information. The April 1, 2015 edition replaces and supersedes all previous editions.

- **PART I** of the handbook 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** of the handbook 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 copy of the new edition of the 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.



FROM THE DRIVER'S SEAT

The Day-to-Day Life of Today's Over-The-Road Professional Truck Driver

By **Todd Stine**, *Carbon Express, Inc.*

We are the image of who we work for and of the trucking industry.

The life of an over-the-road trucker (OTR) is much different than that of the average working person in America. Anyone who works in retail, manufacturing, office/professional or food service is used to getting up at the same time every morning, starting and finishing the work day after eight to 10 hours and returning home on a regular schedule. The daily routine of an OTR driver is anything but routine.

For example, the start of our work day depends on our delivery appointment, how far away we are from the customer, whether or not we will encounter any big city rush-hour traffic, the time we shut down for our 10-hour break the night before and weather conditions. Every day is different. While the average American puts in an eight to 10-hour shift, our average work day can be 12 to 14 hours in length, while being out weeks at a time.

Most people park their cars in the same spot at home and at work every day. The truck driver goes to places he/she has never been before and travels to

cities they have never been to before. We also have to park a much, much larger vehicle in these unfamiliar places. Every day, we work with people we have never met before and deal with different procedures for checking in, scaling, etc., at every place we go.

If you need help or have a question on the job, all you have to do is turn your head and ask a coworker or boss. However, today's professional driver works alone and is many miles from his nearest coworker or dispatcher. We mainly rely on satellite communications and our ability to follow given instructions.

It is important for us to be clean and professional in appearance as well as have a positive attitude when communicating with customers. While our customers talk to our company's salespeople and dispatchers, the driver is who the customer meets in person. We are the image of who we work for and of the trucking industry.



All truck drivers share a common goal. Our mission is to deliver our loads safely and on time, so that we can return home safely to our families after many days on the road.

Safety is of the utmost highest priority in the trucking industry. All truck drivers share a common goal. Our mission is to deliver our loads safely and on time, so that we can return home safely to our families after many days on the road. While the average person commutes about an hour a day, we are out there with a much larger and heavier vehicle traveling up to 11 hours per day.

The start of our day is the most important task in safety we have. This is when we perform what is known as the pre-trip inspection. Our shift begins by carefully inspecting over 100 items on our tractor and trailer. These items include tires, brakes, lights, gauges, warning devices, air pressure, air lines, air bags, various fluid levels, wipers, horn, mirrors and much more. If we find anything wrong with our unit, we must notify our shop, get the repairs done immediately and notify our customer of any delay associated with getting repairs done. If you were a pilot of a large aircraft carrying many passengers, would you skip doing a pre-trip knowing that many lives are in your hands? I wouldn't. The same goes for a tractor trailer sharing our nation's highways with families traveling to their destinations.

After our pre-trip inspection, safety doesn't take a break. As we are traveling down the highway, we are constantly checking our mirrors, observing vehicles entering our blind spots, scanning our gauges, listening to our truck for unusual sounds, maintaining a safe following distance between us and the vehicle in front of us, watching for objects in the road and wildlife, trying to predict the actions of other vehicles around us, expecting the unexpected to occur and knowing how to react when something does occur which impedes our safety, as well as the safety of those around us. Many of today's professional drivers are trained on safety on a regular basis and are taught safe driving habits such as the Smith System.

There are five key points to the Smith System of Defensive Driving:

1. Aim high in steering. Look 15 seconds ahead, not just right in front of you.
2. Get the big picture. Look for any possible hazards.
3. Keep your eyes moving. Avoid staring straight ahead and check mirrors often.
4. Leave yourself an out. Always maintain proper space cushion in front of you.
5. Make sure they see you. Use signals to communicate turns, establish eye contact, keep headlights on, etc.

Keep in mind that it takes the length of a football field plus both end zones for a loaded tractor trailer to come to a complete stop.

After we exit the interstate and travel the city streets to our destinations, we have many more safety concerns to look out for. When I go down a road with cars parked along the side, I always anticipate a car door flying open, a child chasing a rolling ball, pedestrians, animals or someone pulling out of a spot without looking first.

At the same time, I'm looking at the traffic signs, speed limits, low bridges, weight limits and remembering which street I need to turn onto next. When making a turn, I have to anticipate how wide to swing in order to make the turn to avoid light posts, signs, curbs, awnings on buildings, parked cars, etc., requiring careful decisions on lane position at the intersection. Keep in mind that I'm on a street I've never traveled before and pulling a trailer up to 53' in length.

Safety doesn't end when our day ends either. We have to carefully plan our trip following truck and hazmat routing restrictions and find a place to park at the end of our shift. Some questions we ask ourselves in the planning stage:

- Will the truck stop or rest area have any parking left at the time I get there?
- There is a great shortage of truck parking especially in the late evening hours. Do I have enough fuel to get there without adding an additional fuel stop?
- Do I have enough hours in my logbook to reach my destination?
- If staying in a hotel, do they have parking? Rooms?
- If I choose to park at the customer site, is the neighborhood safe?
- If I need to run an APU (auxiliary power unit) for heat or a/c, will I be in a residential area causing a conflict with noise?

There is a never ending amount of trip planning and questions we must ask ourselves every single day. At the end of our day, we must perform a post-trip inspection to see if any defects popped up during our journey. This gives us a chance to avoid any delays for the next day by getting repairs made, if needed, while we are parked.

These are all things to think about with every tractor trailer you see on the highway. Remember that we are human beings too and have families anxiously awaiting our return. Show us some respect by giving us plenty of space on the road, so that both of us can reach our destination safely.

Thank you and have a great, safe day. ■

SAFETY INNOVATORS

1,445 UPS Drivers Join “Circle of Honor” for 25 Years of Driving Safely; Group Grows to More Than 7,800

By Dan McMackin, *Spokesman, UPS*

UPS's 102,000 drivers worldwide are among the safest on the roads, logging more than 3 billion miles per year and delivering more than 4 billion packages safely.



In February 2015, UPS announced the induction of 1,445 drivers into its elite “Circle of Honor,” raising to 7,878 the number of drivers who have not had an avoidable accident for 25 years or more.

“Maintaining safe highways and roads is our highest priority, so I commend any person who achieves this milestone of 25 years or more crash-free, creating safer driving conditions for us all,” said U.S. Department of Transportation Secretary Anthony Foxx.

The number of active Circle of Honor drivers is the most in company history and includes 66 new members from Canada, Germany and Puerto Rico. Collectively, the 7,878 drivers have logged more than 5.3 billion miles and more than 221,000 years of safe driving through their careers. That’s enough miles to travel to Mars and back 36 times.

UPS began recognizing its safe drivers in 1923. The company’s first five-year safe driver, Ray McCue, was honored in 1928 by founder Jim Casey.

Of all the Circle of Honor members, 471 have been accident-free for 35 or more years, with 62 of them having driven more than 40 years without an accident. UPS’s top safe driver in 2014 is Livonia, Michigan package car driver Tom Camp, who has now driven for 52 years and delivered more than 5 million packages without an accident.

Orlando tractor-trailer driver Ginny Odom has become the company’s first female driver to reach 40 years without an accident. She is one of 62 active UPS drivers to reach the milestone out of 102,000 drivers worldwide. As a single mom working in a non-traditional job role, Ginny’s accomplishment is a testament to her perseverance.

“I never thought I’d make it to 40 years without an accident,” said Odom. “But it shows you what you can accomplish if you work hard.”

This year, 41 new inductees are women and 19 additional women have joined the ranks of those with more than 30 years of safe driving. There are a total of 166 women in the Circle of Honor.

UPS’s 102,000 drivers worldwide are among the safest on the roads, logging more than 3 billion miles per year and delivering more than 4 billion packages safely. Before ever making a delivery, all UPS drivers are taught safe driving methods through the company’s defensive driving platform. The training continues throughout their careers. In 2010, UPS implemented a ban on text and email messaging while behind the wheel, prohibiting distractions that are a proven cause of traffic crashes.

“Our training and our drivers’ attention to details, such as avoiding distractions while driving, all play a part in their remarkable record,” said Teri McClure, UPS Chief Legal Officer and Senior Vice President, Human Resources and Employee Communications. “Their expertise behind the wheel has helped many avoid the life-changing impact of accidents.”

UPS extends its safe driving expertise to the communities it serves through UPS Road Code® training, a teen safe driving program available in the United States and internationally. Taught by UPS volunteers, the program is available to teens between the ages of 13 and 18. To date, more than 20,000 teenagers have participated. The four-session training regimen is based on UPS’s safe driving methods, and is offered in the U.S. in conjunction with Boys & Girls Clubs of America. It is also available in the United Kingdom, Canada, Germany and China through various youth development organizations, thanks to \$9.9 million in contributions from The UPS Foundation since the program’s inception. Further international expansion is planned.

More information on UPS’s commitment to safety and a complete list of Circle of Honor inductees can be found at www.pressroom.ups.com/safety.

Video b-roll can be found at www.upsprmedia.com/circleofhonor2015.zip. ■

SAFETY INNOVATORS

Safety Technologies and Offsetting Driver Behavior

By **Del Lisk**, CTP, Vice President Safety Services, Lytx, Inc. (Formerly known as DriveCam)

The “Offset Hypothesis” predicts that people adapt to safety innovations by becoming less vigilant about safety.

Advancements in vehicle safety technologies are appearing at a much faster rate than they used to. Some of us can remember way back to the 1970s when seatbelt alerts were first coming out. And, in the 1980s, we began driving vehicles with anti-lock brake systems (ABS) while listening to big hair bands on our cassette decks. Fast forward to today and we have systems that address headway distance, lane departures and roll-overs, just to name a few. There is no question these technologies bring enhanced safety to motorists, but can these technologies also lead to some drivers being less vigilant about safety?

The answer appears to be yes. This phenomenon has been termed the “Offset Hypothesis”¹ by some researchers. This hypothesis predicts people adapt to safety innovations by becoming less vigilant about safety. One study found that adoption of anti-lock brakes did not have a statistically significant impact on the probability or severity of a collision² and suggested drivers traded enhanced safety for driving faster.

The airline industry also has examples of compensating human behavior as technology takes a more active role. Who can forget the 2009 incident when two Northwest Airlines pilots overflew their destination by 150 miles because they were engrossed in a computer program? The plane was on autopilot so the pilots, less engaged in the process of flying, became complacent and diverted their attention elsewhere.

At Lytx, we are also seeing some indicators of this offsetting behavior. Our in-cab video system is typically set up to be activated to capture video when hard braking, harsh cornering or speeding occurs. For some clients, the event recorders are also set up so video capture is activated by signals from forward collision warning (FCW) or lane departure warning systems (LDW). In one instance, we had several events from a driver that were triggered by his truck drifting in the lane and activating lane departure warnings. The subsequent review of the series of videos revealed what the warning system alone could not. The driver was actually reading a book the entire time. When the LDW alert sounded, the driver would look up and correct his truck in the lane. Once done with the correction, he then returned his attention to the book. Not exactly the intent of the technology.

Fortunately, behavior such as what I’ve just described is the exception and not the rule, but it does occur. The safest fleets realize that the driver is still the key ingredient in reducing collisions. Top fleets embrace advanced driver assistance systems but also acknowledge the crucial role driver training and driver monitoring systems play in ensuring an outstanding safety record. ■

¹ Lave and Weber 1970; Peltzman 1975

² Journal of Risk 2006 32:83-99



RAD INSPECTION NEWS

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 highway route controlled quantities (HRCQ) of radioactive material.

Learn more at www.cvsa.org/levelVI.

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

Level VI Program Participates in COHMED 2015

The Level VI Program participated for the second consecutive year in the annual COHMED Conference, held this year in Long Beach, California. CVSA Level VI national instructors Tom Fuller, J.R. Lewis and Adam Roha provided an eight-hour refresher for 13 certified Level VI inspectors. With this eight-hour refresher the certified inspectors in attendance met their requirements to maintain Level VI certification as specified in CVSA Operational Policy.

Based on the positive responses given by COHMED attendees, there will be an eight-hour refresher held again next year during COHMED 2016.

In order for an inspector to maintain their Level VI certification, that inspector must receive eight hours of refresher training within 24 months of the last refresher training. Inspectors must also maintain their Level I and HM/TDG certifications during the 24 months. ■



2015 Level VI Train the Trainer Course Held in Albuquerque, New Mexico

The 2015 Level VI Train the Trainer course was held in Albuquerque, New Mexico, Feb. 24-26, 2015. An eight-hour compressed MERRTT class was held in conjunction with the course. Level VI national instructors Tony Anderson and Rob Rohr provided training for the MERRTT class.

As part of CVSA Operational Policy, each state that has certified Level VI inspectors sends at least one Level VI certified inspector to the Train the Trainer class. After completion of Train the Trainer, that state's inspector will then be responsible for holding eight hours of Level VI refresher training every 24 months with their staff. The state Train the Trainer must attend a Level VI Train the Trainer course every 24 months as well.

The CVSA Level VI Train the Trainer course is supported by a cooperative agreement with the United States Department of Energy (U.S. DOE) Cooperative Carlsbad Field Office.

State members who participated in the 2015 Level VI Train the Trainer course were:

- Tennessee Highway Patrol
- South Carolina Transport Police
- New York State Police
- Oklahoma Highway Patrol
- Missouri State Highway Patrol
- Utah Highway Patrol
- Georgia Department of Public Safety
- New Jersey State Police

The U.S. DOE Carlsbad Field Office provided 72-B and Trupact III shipping casks for the Train the Trainer students to review and inspect. After the training, students were provided instruction by the Level VI national instructors and were given a proficiency review quiz. Lastly, each student had to teach a training module in front of the other students and national instructors.

The training in Albuquerque gave national instructors an opportunity to reunite with former Level VI Chairman and National Instructor Gary Trujillo. Gary took time out of his day to stop by and assist with the Train the Trainer course. The 2016 Level VI Train the Trainer is being planned and will be held the last week of February 2016. At this time, a location has not been chosen.

Level VI National Instructor Team:

- Carlisle Smith, CVSA Staff
- Sgt. Tom Fuller, New York State Police
- Ofc. Rion Stann, Pennsylvania State Police
- Reggie Bunner, West Virginia Public Service Commission
- Rob Rohr, Public Utilities Commission of Ohio
- Tony Anderson, Idaho State Police
- Adam Roha, California Highway Patrol
- Kelly Horn, Illinois Emergency Management Agency
- J.R. Lewis, Federal Motor Carrier Safety Administration



National Instructor Tony Anderson provides a review of the 72B shipping cask.



National Instructor Reggie Bunner provides state Train the Trainers with training on radioactive materials regulations.



National instructors Reggie Bunner and Kelly Horn, and former national instructor and Level VI Chair Gary Trujillo, sit in on a national instructor planning meeting during the 2015 Train the Trainer class.

Level VI Program Attends Waste Management Symposia in Phoenix, Arizona

CVSA's Level VI Public Outreach Program attended the 2015 Waste Management Symposia held at the Phoenix Convention Center in Phoenix, Arizona, March 15-18 2015.

Waste Management Symposia membership is made up of U.S. federal and state governmental agencies, including the U.S. Department of Energy (U.S. DOE), foreign governmental agencies, U.S. DOE contractors and sub-contractors, and other interested parties. This year's symposia attracted more than 2,000 attendees representing 15 countries. It provided attendees with the opportunity to attend briefings and discuss the use, transportation and disposal of radioactive materials not only in the United States, but Europe and Asia as well.

The CVSA Public Outreach Program participated as an exhibitor operating an information booth. CVSA assisted the U.S. DOE Carlsbad Field Office by arranging for a mock Level VI Inspection for the Symposia attendees. Certified Level VI Inspector Officer James Knox of the Arizona Department of Public Safety (DPS), Highway Patrol Division, conducted the mock Level VI Inspection. Officer Knox; Bobby St. John from the U.S. DOE Carlsbad Field Office; Carlisle Smith, Director of Hazmat Programs, CVSA; and Interstate Ventures staff provided Symposia attendees with a detailed review of the Level VI Inspection procedures. ■



Arizona DPS Officer James Knox conducts a mock inspection and explains the Level VI Inspection procedures to the Waste Management Symposia attendees.

Level VI Public Outreach Program

Under its cooperative agreement with the U.S. Department of Energy (DOE), CVSA is greatly enhancing its efforts to get information out to the public on the very successful CVSA North American Standard Level VI Inspection Program for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material.

The CVSA Level VI Public Outreach Program travels throughout the United States to promote the North American Standard Level VI Inspection Program, including participation with DOE stakeholders at various local and national meetings.

As of Jan. 1, 2005, all vehicles and carriers transporting highway route controlled quantities (HRCQ) of radioactive material are regulated by the U.S. Department of Transportation (DOT) and required to pass the North

American Standard Level VI Inspection for transuranic waste and HRCQ of radioactive material at the point of origin. Previously, DOE voluntarily complied with the North American Standard Level VI Inspection Program requirements.

Select radiological shipments include HRCQ of radioactive material as defined by Title 49 CFR Section 173.403. And, because only a small fraction of transuranics are HRCQ, DOE has decided to include its transuranic waste shipments in the North American Standard Level VI Inspection Program.

There is one more CVSA Level VI Outreach Public Outreach Program scheduled for the remaining calendar year: National Conference of State Legislators (NCSL) on Aug. 3-6, 2015, in Seattle, Washington. ■

Level VI Basic Certification Class 149 in the Books

The week of March 23-26, 2015, saw the completion of the 149th Basic Level VI certification course in Richmond, Virginia. Fifteen certified NAS Level I and Hazardous Materials inspectors from Virginia State Police along with two Tennessee Highway Patrol troopers were in attendance.

Instruction was provided by CVSA National Instructors Reggie Bunner from the West Virginia Public Service Commission; Ofr. Rion Stann from the Pennsylvania State Police; and CVSA Director of Hazmat Programs Carlisle Smith.

The U.S. DOE Carlsbad Field Office provided two TRUPACT II and one Halfpact container for the students to review. With the completion of Class 149, CVSA has certified 36 Inspectors in two classes for FY2015. ■



CVSA Director of Hazmat Programs Carlisle Smith provides Virginia State Police Level VI students with instruction on how to conduct a radiation survey of the TRUPACT containers.



Virginia State Police student conducts a two meter survey of the TRUPACT containers.



National Instructor Reggie Bunner provides instruction to Virginia State Police students.

Level VI Class Schedule

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) shipment 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 2015:

- **October 19-22**
Austin, Texas
- **Nov. 2-5**
Sacramento, California

Any jurisdiction that needs inspectors trained and/or can host a Level VI Class in 2015 is asked to contact Carlisle Smith at 301-830-6147 or carlises@cvsa.org. ■

Roadside Inspections, Level VI (2015 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	67	67	100%
Point of Origin	0	52	52	77.61%
En Route	0	15	15	22.39%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	64	64	95.52%
Level VI Inspections with Violations	0	3	3	4.48%
Level VI Inspections with OOS Violations	0	0	0	0%

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William "Bill" Schoonover
Pipeline & Hazardous Materials Safety Administration (PHMSA)

Benoit Cayouette
Canadian Council of Motor Transport Administrators (CCMTA), CRA Chair

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Ontario Ministry of Transportation

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Illinois State Police

Cooperative Hazardous Materials Enforcement Development (COHMED)

Sgt. Brad Wagner
Nebraska State Patrol

International Driver Excellence Award (IDEA)

Don Egli
Iowa Motor Truck Association

Operation Safe Driver (OSD)

Brian Neal
FedEx Ground Corp.

Operation Airbrake (OAB)

Sgt. Scott Hanson
Idaho State Police

Shelley Conklin
Landstar Transportation Logistics

Roadcheck

Capt. Derek Barrs
Florida Highway Patrol

North American Inspectors Championship (NAIC)

Tpr. Steven Bedard
Massachusetts State Police



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2015 CALENDAR OF EVENTS

North American Inspectors Championship (NAIC)

AUGUST 10-14

*Hyatt Regency St. Louis at the Arch
St. Louis, Missouri*

IT Users Workshop

AUGUST 11-13, 2015

*Hyatt Regency St. Louis at the Arch
St. Louis Missouri*

Brake Safety Week

SEPTEMBER 6-12

Throughout North America

CVSA Annual Conference & Exhibition

SEPTEMBER 13-17

*Boise Center
Boise, Idaho*

Operation Safe Driver Week

OCTOBER 18-24

Throughout North America

Learn more at www.cvsa.org/events.



COMPETE, LEARN, EXCEL

NORTH AMERICAN INSPECTORS CHAMPIONSHIP (NAIC)

August 10-14, 2015 | *St. Louis, Missouri*

Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in the North American Inspectors Championship (NAIC), the only event dedicated to recognizing and rewarding commercial vehicle inspector excellence. In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures while sharing ideas, techniques and experiences with other inspectors.

Visit www.cvsa.org/events/naic/2015 to register to attend NAIC, book your hotel room, view the program schedule and more.

