

# GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 22, Issue 4  
4th Quarter 2015



## International Roadcheck 2015 Driver and Vehicle Out-of-Service Rates for Level I Inspections Lowest on Record



North Carolina's J.D. Berrong  
Awarded the Jimmy K. Ammons  
Grand Champion Award at  
2015 North American  
Inspectors Championship

### Plus...

CVSA Transitions to New  
Leadership for 2015-2016

Revisiting Enforcement of  
Shortwood Securement in  
Crib-Type Vehicles

Wireless Roadside Inspections:  
Moving the World of CMV Safety  
to the Next Level

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#### GUARDIAN

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Commercial Vehicle  
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# PRESIDENT'S MESSAGE

## My Journey to Becoming CVSA President

By Maj. Jay Thompson, Arkansas Highway Police

Our Alliance must play a big role in preparing training for the future. In today's world, issues like funding, staffing, time management and the dangers our officers face daily have an impact on training.

It seems like yesterday I was standing in front of CVSA members asking for their vote when running for CVSA Secretary. Surprisingly, it doesn't seem too long ago when I was a new recruit for the Arkansas Highway Police, learning the job duties of a highway patrol officer.

The old saying, "time flies when you're having fun," must be true.

As I reflect back on the lessons learned and memories made over the past 25 years in law enforcement, many stand out, as do the many friends, mentors, leaders and supporters I've met.

As I mentioned at the CVSA Annual Conference & Exhibition in Boise, Idaho, during my remarks at the general session, I am committed to continuing the work of the Alliance and its past presidents.

I also mentioned training, which is where I feel much work must be accomplished. Our Alliance must play a big role in preparing training for the future. In today's world, issues like funding, staffing, time management and the dangers our officers face daily have an impact on training. With uniformity being one of CVSA's core goals, we must move forward and begin developing new ways to train our officers and inspectors, as well as our commercial motor vehicle drivers across North America.

I would like to tell you a story:

*A young man went to work for the highway police at the young age of 23. He was sent to many schools to learn what seemed to be a million laws, regulations, rules and procedures. After completing all of the academic training, he started working the highways with a field training officer. Within the first two weeks of working the highways, he called his mom and told her that*

*whatever she did, when she was driving, she needed to stay away from trucks because they were dangerous.*

*As the young man continued to work and progress through the ranks, he was assigned to the Federal Motor Carrier Safety Administration where he began conducting compliance reviews. It was this assignment where the young man first realized there were a lot more pieces to the huge puzzle of safety. For the first time, he saw what the transportation industry did to ensure commercial motor vehicles were safe while traveling on our highways.*

*He later was sent to CVSA's North American Inspectors Championship (NAIC) where he saw another picture – the national picture of commercial motor vehicle enforcement and safety. Pride would best describe the feeling he had after leaving NAIC. He returned home and went back to work understanding that the job he did on a daily basis saved lives.*

*Almost 25 years later and with a lot more stories in between, the young man has a different view of the transportation industry, the responsibilities of roadside inspectors and the huge puzzle we refer to as safety.*

*And yes, the young man has since told his mom that not all trucks are dangerous. He is also very proud and honored to be your president of CVSA.*

I look forward to working with the many professionals within CVSA to make our nation's highways a safer place. Zero deaths from traffic accidents can be a reality.

See you at the CVSA Workshop April 25-28, 2016, in Chicago, Illinois, and thank you ALL for the roles you play in ensuring highway safety.

Keep up the good work. ■



# ACTING EXECUTIVE DIRECTOR'S MESSAGE

## Organizational Development – A Year in Review

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

As we look back and reflect on our accomplishments over this past year, it is amazing to see how much we can achieve as an organization within just a few short months. As we close out 2015, it has been exciting to see the Alliance continue to grow and prosper, year after year, into such a strong, stable and reliable organization, all in pursuit of our mission of promoting and enhancing commercial motor vehicle safety throughout North America.

To kick off fiscal year (FY) 2015, the Alliance, under the executive leadership of Stephen A. Keppler, released its first annual report. The FY 2014 annual report provides a financial snapshot and highlights a number of our organizational activities, initiatives and accomplishments throughout the year. As we age as an organization, it becomes critical for the Alliance to document our history and pass along our institutional knowledge. After 31 years as a 501(c)(3) nonprofit association, this milestone accomplishment raises the bar and sets a new reporting standard that will benefit the Alliance for decades to come. Our next annual report – Oct. 1, 2014 through Sept. 30, 2015 – is under development with an expected completion date of early 2016 to coincide with the release of the Alliance's annual financial audits.

As we close out 2015, our annual financial audit review process is well underway. In addition to our annual fiscal review, CVSA is also required to undergo an A-133 audit. This compliance standard is an extensive organization-wide audit mandated by the Office of Management and Budget (OMB) for any entity that receives federal awards (i.e., grants, contracts, cooperative agreements, etc.). Successful compliance audits are always dependent upon strong internal controls, combined with a good accounting system with readily accessible supporting documentation. I'm pleased to report that the organization is in a strong and stable financial position with the financial records reported fairly with no operational deficiencies.

On the legislative front within the United States, we have been very active on Capitol Hill, responding to a number of inquiries from Congressional offices and working with the Senate Commerce, Science & Transportation and House Transportation & Infrastructure Committee staffs on a variety of transportation safety policy initiatives and their associated implementation strategies to enhance commercial motor vehicle safety. The House and Senate have both unveiled their own six-year surface transportation reauthorization measures; however, as the negotiations continue over the coming weeks, CVSA will keep the membership apprised of all significant developments as the House and Senate seek to find common ground as they are currently divided on how to fund a long-term bill.

Within the regulatory arena, the transportation safety regulations within Canada, Mexico and the United States provide the foundation to a successful standardized and uniform roadside inspection program throughout North America. As a result, whether you are representing industry, government or enforcement, the regulations provide the regulatory authority to successfully perform your jobs each and every day. Therefore, the CVSA committee structure continues to provide a forum for member jurisdictions and industry stakeholders to raise concerns and work toward resolving regulatory safety compliance issues by actively participating in the rulemaking process. This can be accomplished in a variety of ways, such as petitioning the agency/department of jurisdiction, commenting on a variety of proposed regulatory safety enhancements, development of operational policy, or updating the North American Standard Out-of-Service Criteria, all with the goal of improving commercial motor vehicle safety on our North American highways. This collaborative environment continues to be the cornerstone to our organizational success.

Another key development over the past few months has been the development of a new and enhanced strategic plan. The last

comprehensive CVSA Strategic Plan was developed in 2004, with a few minor updates in 2010. In late 2014, the Alliance entered into a consulting agreement with Shercon Associates, Inc. and a work plan was approved shortly thereafter, in January 2015. In the weeks and months that followed, we entered into the environmental scanning phase, which involved a document review, membership survey, and interviews with government and industry stakeholders. Once completed, the Executive Committee participated in a full-day strategy development session during our 2015 CVSA Workshop in Jacksonville, Florida, and a discussion paper was distributed to the membership for input.

During our 2015 CVSA Annual Conference & Exhibition in Boise, Idaho, the Executive Committee, in collaboration with our committee and program leadership, revised the plan based on the input received during the membership consultation. Since the strategic planning process to review the organization's mission, identify future directions and establish priorities is nearing completion, we are entering the implementation process.

Currently, the anticipated rollout of a new and refined strategic plan will occur at either our upcoming 2016 CVSA Workshop in Chicago, Illinois, in April or our 2016 CVSA Annual Conference & Exhibition in Little Rock, Arkansas, in September. Stay tuned for more details and developments.

As we move into 2016, the Alliance will continue to closely monitor, evaluate and identify potentially unsafe transportation processes and procedures to help facilitate and implement best practices for enhancing safety on our highways. Commercial motor vehicle safety continues to be a challenge and we need the involvement of all affected parties to help us better understand these issues and put into place practical solutions. ■

# LETTERS TO THE EDITOR

## Give Me a Brake

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

Over the past year or so, as the 2014 NAIC Grand Champion, I have written about different topics in the “Inspectors Corner” section of this magazine. Most of it was random ramblings and brain drool, as I’m sure you’re aware, if you read any of it. This time, as the awesome J.D. Berrong (another protégé of Sgt. Benjamin Gates) of the North Carolina Highway Patrol takes over as the new NAIC Grand Champion (see pages 30-31), I’d like to speak about a safety issue that concerns me.

Lately, I’ve been alone with my thoughts, reading the *Heavy and Overweight Vehicle Brake Testing: Combination Five-Axle Tractor-Flatbed Final Report*. See, all these smart folks and engineer types got together and figured out a way to measure effective braking of a commercial motor vehicle under different loads and differing mechanical defects to see how it affected stopping distances. In my opinion, these folks did some good work and the data collected was eye opening, even to a simple rattlesnake fisherman like me.

First and foremost, when looking at the stopping distances of a commercial vehicle traveling at 60 mph, with gross vehicle weight (GVW) between 60,000 and 116,000 pounds, and with a fully functioning brake system, I was impressed. Although you nearly double the weight, the difference on the high end was merely 40 feet. I reckon the increased weight and downforce on the tires helps increase the coefficient of friction or some such. But no matter what, the increased weight/stopping distance ratio is pretty much a statistical wash. Again though, this involved a fully functioning brake system.

Now to simplify my article, I kept things simple. I looked at between 60,000 to 80,000 balanced and 80,000 unbalanced loads, stopping at 60 mph with the air pressure unimpeded. With all the brakes functioning, the average stopping distances were within approximately 2 feet, respectively. However, when you look at the difference between disabling front drive vs. rear trailer brakes, the same does not hold true.

When the trailer brakes were disabled, an increase in stopping distance was observed in

the ballpark of 24 to 34 feet, as one would expect. But, when the front drive axles were disabled, the increase is between approximately 80 to 100 feet!

Now remember, I’m only talking about the vehicles that had good air pressure. I’m sure this has something to do with physics, inertia or something like that; all the weight shifting onto the power unit during stopping. If we allow the regular operation of the commercial vehicle in reverse, I’m sure the trailer brakes will play a more significant role, but I digress. One never finds air leaks, crimped air lines, cut air lines, bad treadle valves, ruptured diaphragms or other nefarious brake defects on commercial vehicles... right? When you look at the variable air pressures, some of the stopping distance differences are staggering, to say the least.

So what’s my point? Simply this: if the CVSA out-of-service criteria is going to give out-of-service guidance for those defects which represent an imminent hazard, at what point are we going to say brake defects on a power unit represent a **significant** imminent hazard? At least more significant than those same defects when found on a trailer. Defective brakes on a tractor should put the tractor out, irrespective of the 20 percent criteria. That’s my opinion.

Now, some will take issue and say we can’t justify holding the power units to a higher standard when coupled in a complete brake combination. I say, that’s bull. We already hold power units to higher standards, i.e., front steer axle brakes, front steer tires. And I have yet to see a trailer placed out of service for a defective drive shaft or excessive steering wheel lash.

Take this example: A NAS Level I Inspection is completed on a 5-axle truck tractor/semi-trailer combination. Both brakes on axle two are out of adjustment, but only half a defect. One brake on axle four is out of adjustment, but only half a defect. So each unit gets an additional violation for automatic slack adjusters not compensating for wear, and let’s throw in an air leak at a proper connection or unknown location. Six total brake defects and if the tractor passes the air loss rate test, it’s “Vaya con dios, amigo!” This is bad, and we have the data to show it.

This is the place to have this discussion. We know it literally takes an act of Congress to change the regulations, but the CVSA Vehicle Committee does not fall under such bureaucratic oppression. Changes can be made in this forum, this is where the discussion can occur, and it’s a discussion that should be held. Think about it. Two years ago, we had nothing related to drivelines/driveshafts, but discussions were held and “Voila,” change happened.

I encourage all of you to get a copy of the *Heavy and Overweight Vehicle Brake Testing: Combination Five-Axle Tractor-Flatbed Final Report* published by the Oak Ridge National Laboratory. Print the charts and peruse the data. It will be well worth your time and may even open your eyes.

Now, on another note, I want again to express my sincere gratitude to you all for making my life exponentially better. Seriously, being named the 2014 NAIC Grand Champion was the highlight of my professional career. All you folks associated with CVSA are among the finest folks I’ve ever met, and it is a true honor to be considered as one of your peers. I hope we can remain friends and colleagues, even as my quarterly columns come to an end.

One more thing: The second paragraph of this article discusses rattlesnake fishing. Here goes: Get yourself a cane pole, 3 to 4 feet of fishing line, a few weights, a midsized treble hook and a heating torch. As we all know, rattlesnakes are attracted to heat. In the spring, when mean “Mr. No Shoulders” comes out of hibernation and starts slithering around in the sun, take your fishing tackle and hit the road for adventure. Take your torch and heat up that treble hook. Once you get the rattlesnake coiled up and hissing, dangle that hot treble hook in front of him swaying it back and forth and wait for him to take the bait. Hours of inexpensive fun for the entire family.

Good luck and thanks for the memories. ■

*JW Watlington is not responsible for any injuries incurred during participation in the activity known as rattlesnake fishing.*

# KNOWLEDGE MATTERS

## ELD Adoption – Not Happening Overnight

By **Stuart Wood**, Content Marketing, Big Road Trucking

When logs are completed correctly, they can expedite a roadside inspection, saving time for both the officer and the driver.

Keeping accurate hours-of-service (HOS) records is very useful for vehicle operators, carriers and law enforcement. For drivers, they are a means to keep track of the hours they can legally work. For carriers, HOS records are used as part of their safety and compliance programs, including regular internal and external audits. For law enforcement, they are used to determine and manage driver fatigue and HOS compliance for both carriers and drivers.

When logs are completed correctly, they can expedite a roadside inspection, saving time for both the officer and the driver. When logs are not completed correctly, they impact business, resulting in hefty fines and out-of-service (OOS) violations.

With this in mind, it's worth taking a look at the various ways commercial motor vehicle (CMV) operators are keeping records of duty status (RODS), what differences they possess and how that impacts front-line inspectors.

### Paper Logbooks

Despite advances in technology in our everyday lives, we are far from a paper-free society. Most industries have already adopted automated digital processes to help reduce paperwork, but transportation has been notoriously slow in this regard. Many companies still rely on time-intensive paper-based processes to conduct their business. Paper logs are a perfect example of one such process.

Driver logbooks have been around, in some form, since the earliest days of transportation, and with them required as a backup to an ELD, they won't be going away any time soon.

Their main strength is familiarity. Everyone knows what that information-rich sheet with the grid graph looks like, even if they haven't learned how to use it properly. Where paper logs often fall flat is through the sheer amount of information that needs to be recorded on them. Each sheet requires a minimum of 11 separate bits of information to be filled out by hand and

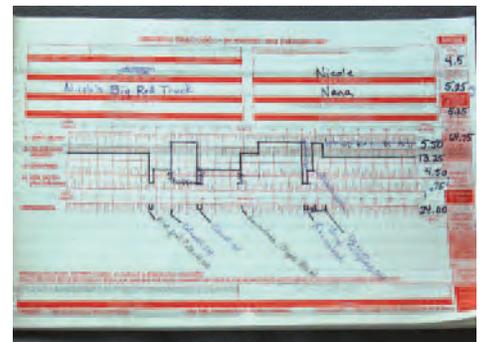
that manual effort doesn't even include keeping the graph current. That's a lot of information to keep track of, and the singular reason form and manner errors are so prevalent with paper logs.

This information overload isn't the only problem. Users are also required to perform mental arithmetic to keep track of their hours. They have to total their hours for the day, calculate when to take a 30-minute break and track when they need to take time off to reset their duty cycle. This strategy is likely to rob them of some of their available time during the day, as they round their time up and down to make it all fit in the grid graph.

Drivers also have to keep their logs current — updating their log at every change of duty status. It's a lot to keep track of when trying to stay compliant. In an effort to keep up, it's not uncommon for some drivers to fill out their logs all in one go at the end of the day.

But, to err is human. From an inspection standpoint, going over paper logs can often be time consuming. Dealing with sloppy handwriting and messy error corrections, regardless of the reasons why, only exacerbates the readability problems and will likely not impress the inspecting officer, either.

Not only do calculations have to be double checked and alleged distances traveled compared, but also there exists the seven previous days' logs to go through as well.



Paper logbook.

This slows down the whole inspection process that, in turn, causes more lost time not just for the driver and carrier but for the officer as well.

With diligence, paper logs can be fine for keeping track of a driver's HOS. But, as part of a larger safety and compliance commitment, they are a poor choice when it comes to auditing purposes. Paper requires a lot of space to store, and it's a time-intensive process combing through boxes of paper to make sure records are in order. Absolutely, room for improvement exists and this is where electronic records come into play.

### Electronic Logbooks

As popular alternatives to paper logs, electronic logbooks offer much the same experience as paper logs while removing the grind of manually filling out reams of paperwork.

While electronic aids to logging have been around since the 1980s, it wasn't until the last few years that their popularity soared. Their success has been partly due to the rise of the bring-your-own-device (BYOD) culture that has hit every industry in the business world. In the past, hardware solutions might have been considered prohibitively expensive for a lot of small carriers. Following FMCSA's clarification on the legality of electronic logbooks on smartphones and tablets in July 2014, apps have become a more affordable method to stay compliant with HOS for both drivers and fleets.

Working as an assistant to HOS recordkeeping by tracking and calculating available hours and automatically making the necessary calculations, electronic logbooks provide much more accurate RODS with minimal effort on the part of the operator. Being able to track HOS in real-time while providing visual cues gives drivers a better overall sense of their available hours.

Using an electronic logbook can greatly reduce or eliminate form and manner issues caused by the simple clerical errors that can happen on a daily basis. Calculations are automated and always accurate, allowing the user the freedom of not having to worry about their HOS.

Electronic logbooks demonstrate the first step toward HOS compliance for many vehicle operators and carriers. They help promote better habits, as drivers tend to drive less hard when they are more aware of the actual time they have remaining in their shift. Often, drivers realize they have more available time than they thought. As logs are in real-time, they can also stop worrying about making everything fit in 15-minute increments.

With this technology in place, inspecting logs on a handheld device couldn't be simpler. With modes specifically designed for inspection purposes, electronic logbooks offer instant access to all the required information along with the previous seven days' logs. Logs are clear, concise and easy to read. While printing has long been the method of delivery, electronic logbooks also offer the ability to email and fax logs — making life for the inspector much easier. As long as the device offers electronic signature, the driver does not need to carry a printout of their previous seven days' RODS.

Cutting out the paperwork saves a lot of time during inspections and has the bonus of being better for the environment. Not only does law enforcement benefit from the time savings but compliant drivers and carriers also enjoy the ability to get back on the road as quickly as possible.

### Automatic On-board Recording Devices (AOBRD)

AOBRDs offer automatic recording of driving time without any driver interaction. Prior to ELDs, this was the only legally compliant logging device connected to a vehicle's engine. An AOBRD must be capable of recording — at the very least — the date, time, engine use, distance driven and speed driven by the vehicle.

Adding another level of automation to logs, AOBRDs make HOS compliance even easier for the operator. Having the driving time automatically recorded leaves no doubt what hours the operator has available. Further, this automation reduces the time needed to complete the typical clerical tasks seen with paper-based logs.

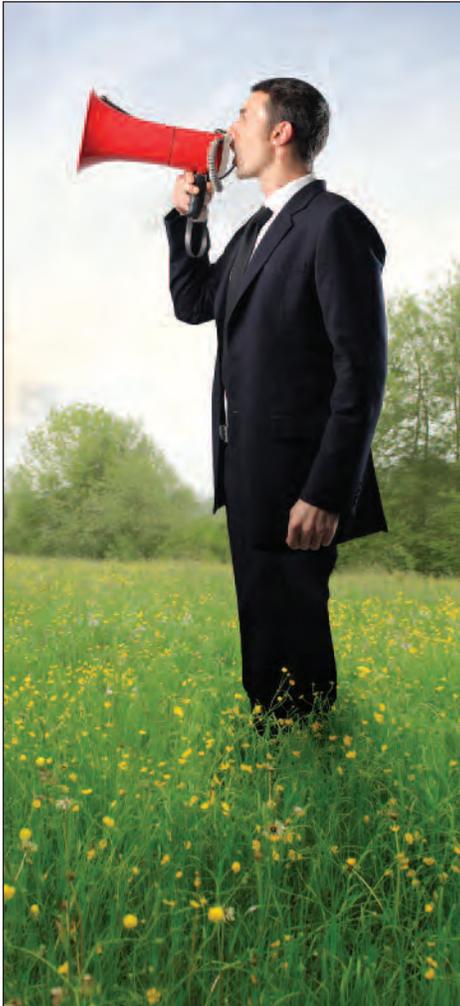


Electronic logbook.



Automatic On-board Recording Device (AOBRD).

*Continued on next page*



## CALL FOR GUARDIAN SUBMISSIONS

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

2016 Deadlines for Article Submissions:

- Q1 2016 — Dec. 11, 2015**
- Q2 2016 — March 11, 2016**
- Q3 2016 — June 10, 2016**
- Q4 2016 — Sept. 9, 2016**

### Questions?

Please contact CVSA at 301-830-6152 or [communications@cvsa.org](mailto:communications@cvsa.org).

*Continued from page 5*

Eliminating form and manner issues and being able to keep the driver's log always current, AOBDRs allow for stricter adherence to HOS regulations. Less input from the driver is required, further reducing the chance of human error and making the life of the inspecting officer much easier.

AOBRDs can also offer a level of protection to the carrier and driver. The data they capture from being connected to the engine can be used as hard evidence in court cases and other legal proceedings. Electronic records can be stored indefinitely, and the data trail they create provides critical information and accurate records of a vehicle's location, the speed of a vehicle, time spent driving and how long the engine has been running.

Due to the limited amount of manual input required from the driver, less is brought into question regarding their HOS, making it a lot easier for law enforcement. As noted earlier, there is no need to print logs with an AOBDR during a roadside inspection as long as the device has a screen and can clearly display the following:

- Driver's total hours of driving that day
- Total hours on duty that day
- Total miles driving that day
- Total hours on duty for the consecutive seven-day period, including that day
- Total hours on duty for the prior consecutive eight-day period, including the present day
- Sequential changes in duty status and the times the changes occurred for each driver using the device

Logs can be sent electronically and on-demand to law enforcement. However, if an officer does require any additional information from the driver's log, that can be sent by email or fax within 48 hours after the roadside inspection.

While this collection of logging methods is currently being employed to document driver RODS on the road today, the landscape is quickly changing. While many companies are swiftly making the switch to ELDs, many are slow to adopt and will wait until the last minute before complying with the mandate ruling.

So why are they waiting? Every driver or carrier has their reasons. One big reason they'll wait until the deadline is because they believe they can't run legal without a little "wiggle-room" in logs. But, we have learned about the upsides to AOBDR functionality for drivers – from realizing they have more hours than they thought, to automation of clerical tasks, to running clean and legal inspection logs while effortlessly adhering to HOS. At the end of the day, it will be the seamless inspection experience that will help win them over to ELD. ■



# KNOWLEDGE MATTERS

## The SET Project: Sustainable Emission Test The Largest Emissions Project for In-Use Vehicles Conducted in Europe

By **Daniele D'Onofrio**, *Communications Officer, International Motor Vehicle Inspection Committee, CITA Secretariat*

CITA has undertaken the SET Project with the aim of assessing available approaches of in-use vehicle testing and to adapt vehicle inspection techniques to new and stricter pollutant emission thresholds.



Vehicle manufacturers and suppliers are making big efforts to produce cleaner vehicles, both to give an answer to the requirements of society and to fulfill approval standards. In the interest of environmental and health protection as well as fair competition, it is important to ensure vehicles on European roads are maintained to a high degree of technical roadworthiness, taking into account the standards the vehicle was designed to meet, the latest developments in vehicle and measurement technology, and the need for economically viable solutions.

For modern-technology vehicles and engines with on-board diagnostics (OBD), and after-treatment systems, such as exhaust gas recirculation (EGR), diesel particulate filters (DPFs), selective catalytic reduction (SCR), etc., there is a need to review the regulations which apply to the periodic technical inspection (PTI). In order to ensure the negative impact on the environment and health is as low as possible and to improve air quality sustainably, it is crucial to keep the benefit of the new vehicles' design during their whole life. This means that malfunctions of the emission system have to be detected during the periodic emission test and eliminated immediately.

CITA has undertaken the Sustainable Emission Test (SET) Project with the aim of assessing available approaches of in-use vehicle testing and to adapt vehicle inspection techniques to new and stricter pollutant emission thresholds.

Six countries were involved (Belgium, France, Germany, The Netherlands, Spain and Sweden) and more than 3,000 vehicles have been tested on the field over one year.

The data retrieved have been analysed to:

- Compare OBD read out (fault codes, RC status, status information) versus the tailpipe emission test (CO, k values for PM).

- Define suitable thresholds for PM-measurement devices (m-1;mg/m<sup>3</sup>) for diesel vehicles, taking into account accuracy of measurement devices as well as the level of gross pollutants today.
- Define new thresholds for CO measurement, taking into account accuracy of measurement devices as well as level of gross pollutants today.
- Compile a precise recommendation, including a cost-benefit analysis.

The main conclusions CITA has drawn from this study are:

- OBD and tailpipe emission testing are complementary.
- Periodical inspection may be enhanced with more adequate limits for newer and cleaner vehicles (Euro V and Euro VI vehicles).
- Enhancing the periodical inspection of pollutant emissions in Europe as defined in the project has a benefit between seven and 12 times higher than the cost.

The SET Project was presented to the European Commission, stakeholders and industries on Sept. 22, 2015, in Brussels.

**For more information about the SET Project, visit [www.cita-vehicleinspection.org](http://www.cita-vehicleinspection.org).**

CITA is an international not-for-profit association, based in Brussels, Belgium. It represents all types of organizations and stakeholders (government, private sector, dedicated inspection centers, garage-based test centers and test equipment manufacturers) who share a common interest in exchanging information and developing best practices and drafting international standards in the field of road vehicle inspection. Its work focuses on improving transport sustainability with particular emphasis on road safety and environmental protection. ■

# KNOWLEDGE MATTERS

## 2015: The Year of the Exemption

By **Daren Hansen**, Senior Editor, *Transportation Safety, J. J. Keller & Associates, Inc.*

“To every rule, there is an exception,” the old proverb goes, and that certainly holds true for Federal Motor Carrier Safety Regulations.

Over the years, hundreds of individual drivers, motor carriers, manufacturers and associations have asked the Federal Motor Carrier Safety Administration (FMCSA) for special treatment under the agency’s safety rules. In many cases, regulators have agreed, granting temporary exemptions from a variety of federal mandates. The result is that not everyone has to play by the same rules.

The issue is a growing concern, because no year in FMCSA’s 15-year history has seen quite so many exemptions as 2015. In just the first eight months of the year, the agency granted 14 broad exemptions applicable to hundreds of thousands of drivers and vehicles. That’s half of the 28 exemptions currently in force related to hours of service, vehicle equipment, driver licensing and cargo securement. And that doesn’t include the hundreds of other exemptions that currently exist for individual drivers, such as those exempted from medical or licensing standards. Just keeping track of them all is a daunting task.

### A Level of Safety

Under federal law, FMCSA has authority to grant exemptions from its rules for up to two years, as long as it first determines that public safety will not be harmed. Or as stated in 49 CFR Sec. 381.305, the exemption must “maintain a level of safety equivalent to, or greater than, the level achieved without the exemption.”

Such temporary exemptions are quite different than the more permanent exemptions found in the regulations themselves — see Secs. 390.3(f) and 395.1, for example. Temporary exemptions are limited in time and scope, must be renewed periodically, and are subject to immediate withdrawal if safety problems arise. A driver who is exempt today, may not be tomorrow. Nevertheless, most exemptions are renewed,

very few are granted for less than two years and even fewer are rescinded due to safety concerns.

Some argue that exemptions are unfair or unsafe, or that they call the regulations themselves into question. While their effects can be debated, there is no doubt that exemptions make enforcement difficult. Those granted an exemption can operate commercial vehicles in a way that would not otherwise be allowed. But in many cases, they don’t need to carry any evidence that they’re legitimately exempt. This leaves it up to enforcement personnel to decipher the facts and make sure that:

- A driver claiming an exemption is actually eligible for it.
- The exemption is still in effect.
- The driver is using the exemption properly.

All of this puts roadside enforcement officials in a difficult position — having to tell who’s exempt and who isn’t, at any given point in time. To that end, the following is a snapshot of the multi-driver/multi-vehicle exemptions that were in effect as of September 2015. All exemptions are published in the *Federal Register*, where complete details can be found.

Exemptions are here to stay and they can serve a legitimate purpose, both in providing relief to those who suffer hardship under the rules and in fostering new approaches to safety. But given the difficulties they pose at the roadside, it’s incumbent upon enforcement officials to stay well-informed of the growing list of active exemptions, and make sure drivers and motor carriers are using them properly.

On the following three pages, you’ll find charts detailing FMCSA exemptions for hours of service, video recorders/cameras/sensors, other equipment/securement and CDL licensing. ■

### CVSA OFFERS EXEMPTIONS TRACKER FOR ITS MEMBERS



CVSA helps you keep track of regulatory exemptions by offering a listing of all active exemptions in your CVSA online member account. The Exemptions Tracker lists exemptions for hours of service (HOS), parts and accessories necessary for safe operation, qualification of drivers, and qualification of driver’s license standards.

Visit [www.cvsa.org](http://www.cvsa.org) and click on “Member Login” at the top of the webpage to go to your online CVSA account. Once you’re logged in, click on the “Exemptions Tracker” at the top of the page to see a listing of exemptions.

## Hours of Service

APPLICABILITY	ESTIMATED ELIGIBILITY**	DETAILS	EXPIRES
*Drivers transporting security-sensitive hazmat loads requiring placarding, or non-placarded select agents and toxins, and who have filed security plans requiring constant hazmat attendance under 172.800-172.804	Unknown	May log 30-minute breaks as “on duty,” the same as drivers transporting explosives. Drivers must carry a copy of the exemption. (395.3(a)(3)(ii))	8/21/2017
*All ready-mixed concrete truck drivers	3,400 interstate drivers	May use 30 minutes of waiting (attendance) time logged as “on duty” to satisfy the break requirement. Drivers must carry a copy of the exemption. (395.3(a)(3)(ii))	4/3/2017
*Drivers of specialized oversize/overweight loads moving in interstate commerce that require a government-issued permit	Unknown	Exempt from 30-minute breaks. Drivers must carry a copy of the exemption. (395.3(a)(3)(ii))	6/8/2017
All drivers transporting livestock	<135,000 drivers	Exempt from 30-minute breaks while transporting livestock (no longer applies once unloaded). (395.3(a)(3)(ii))	6/12/2017
*Interstate bee transporters	>1,600 drivers	Exempt from 30-minute breaks while transporting bees (no longer applies once unloaded). (395.3(a)(3)(ii))	6/19/2017
*Team drivers for McKee Foods Corp., based in Collegedale, TN	650 drivers	May take the equivalent of 10 consecutive hours off duty by splitting sleeper-berth time into two periods totaling 10 hours, provided neither is less than 3 hours. Drivers will use electronic logging devices and must have at least 26 hours off duty, at home, from Friday night to Saturday night, and be limited to 10 hours of driving following 10 hours off (or the equivalent). (395.1(g)(1)(ii)(A))	3/27/2016
*Drivers engaged in interstate logging transportation originating in Oregon forestlands subject to an OR Dept. of Forestry (ODF)-imposed Industrial Fire Precaution Level 3	Unknown	Exempt from 30-minute breaks. Must be released from duty within 12 consecutive hours after 10 hours off and remain within a 100 air-mile radius. Must carry a copy of the ODF order reflecting the fire alert level. (395.3(a)(3)(ii))	3/20/2017
Drivers transporting security-sensitive materials for the U.S. Dept. of Defense’s Military Surface Deployment and Distribution Command	3,000 drivers	May log 30-minute breaks as “on duty,” the same as drivers transporting explosives. Drivers must carry a copy of the exemption. (395.3(a)(3)(ii))	10/21/2015
Dept. of Energy contract drivers transporting security-sensitive radioactive materials	53 drivers	May log 30-minute breaks as “on duty,” the same as drivers transporting explosives. (395.3(a)(3)(ii))	6/30/2017
All regular-route, for-hire passenger carriers	Unknown	May log short stops of 10 minutes or less as “driving” instead of “on duty/not driving.” (395.8)	5/31/2017
Certain member-carriers of the American Pyrotechnics Association who transport fireworks during June 28-July 8, 2016	51 specific motor carriers	May exclude off-duty and sleeper-berth time of any length from calculation of the 14-hour limit. Drivers must carry a copy of the exemption. (395.3(a)(2))	7/8/2016
RockTenn paper mill drivers on a specific 275-foot route on Compress St. in Chattanooga, TN	1 tractor, multiple drivers	May work/drive for up to 16 consecutive hours with 8 hours off. (395.3)	4/16/2016

\*Indicates new exemption issued in 2015.

\*\*Based on estimates provided to FMCSA by exemption applicant.

Continued on next page

# KNOWLEDGE MATTERS

Continued from page 9

## Video Recorders/Cameras/Sensors

The following devices may be mounted in the area swept by the windshield wipers but must remain outside the driver's sight lines to the road and highway signs and signals. (393.60(e)(1))

APPLICABILITY	ESTIMATED ELIGIBILITY**	DETAILS	EXPIRES
Greyhound and BoltBus drivers with video event recorders	Unknown	Recorder/camera must be mounted no more than 50 mm (2") below the upper edge of the wiper-swept area.	3/20/2017
Drivers with video event recorders from DriveCam/Lytx	Unknown	Recorder/camera must be mounted no more than 50 mm (2") below the upper edge of the wiper-swept area.	4/16/2017
Drivers using any lane departure warning system, from any manufacturer, measuring 2" x 3.5" or smaller (the same size as Takata and Bendix sensors)	Unknown	Recorder/camera must be mounted no more than 50 mm (2") below the upper edge of the wiper-swept area.	11/25/2015
*Drivers operating Volvo/Prevost buses with lane departure warning systems	Unknown	System must be mounted no more than 7" above the lower edge of the wiper-swept area.	3/13/2017
*Drivers using MobileEye camera-based collision avoidance systems	>100,000 vehicles (projected)	Sensor must be mounted no more than 100 mm (4") below the upper or lower edge of the wiper-swept area.	3/20/2017
*Seven motor carriers participating in a Virginia Tech Transportation Institute (VTI) study for NHTSA and equipped with a camera-based data acquisition system	150 vehicles	System must be mounted within 3" of the bottom of the driver-side, wiper-swept area.	5/20/2017
*Carriers using a HELP Inc. transponder system	Up to 430,000 vehicles (projected)	Device must be mounted 2" to the right of the center of the windshield and 2-3" above the dashboard. If that's not in the swept area, then it may be mounted to the right of the windshield center and as low as possible in the swept area.	6/22/2017

\*Indicates new exemption issued in 2015.

\*\*Based on estimates provided to FMCSA by exemption applicant.

## Other Equipment/Securement

APPLICABILITY	ESTIMATED ELIGIBILITY**	DETAILS	EXPIRES
*All drivers engaged in towaway services	Unknown	May use ultra-high-molecular-weight polyethylene support blocks in lieu of hardwood blocks to build up the height of the front end of towed vehicles in driveway-towaway operations. (393.71(k)(4))	2/13/2017
Drivers using trailers fitted with electric brake controllers, commonly including small rental trailers	Unknown	Must meet the hydraulic surge brake requirements of §§393.48(d) and 393.49(c), substituting “trailer-mounted electric brake controller” for “surge brake.” (393.48-393.49)	2/13/2017
Coach USA/Megabus double-deck motorcoaches with sleeper berths	Unknown	Sleeper-berth entry/exit opening may be smaller than currently required. (393.76(c)(1))	10/10/2016
*MY2015 Ford Transit-based gas bus models (of all GVWRs), vans over 10,000 lbs. GVWR, and corresponding future Transit-based models of the same design produced on or after Aug. 12, 2015	<50,000 vehicles annually	These vehicles do not need to meet the exhaust system location requirements. (393.83)	8/14/2017
Drivers transporting metal coils grouped in rows with eyes crosswise and the coils in contact with each other in the longitudinal direction	Unknown	Coils do not need to be in raised bunks off the deck. Front/rear coils must be secured with 4x4" or larger timbers that are at least three-fourths as long as the width of the coil/row, tightly placed against the row and restrained in place. First/last coils in row must be secured with tiedown(s) to prevent forward/rearward motion, respectively. Each additional coil in row must be secured to trailer using tiedown assembly. (393.120)	4/13/2017

## CDL Licensing

APPLICABILITY	ESTIMATED ELIGIBILITY**	DETAILS	EXPIRES
*Employees of driveway-towaway companies and RV manufacturers and dealers transporting RVs with a GVW up to 26,000 pounds between the manufacturing site and dealer location and for movements prior to first retail sale.	About 12,500 annual RV trips	Driver is exempt from CDL licensing. May be a combination of RV trailer/tow vehicle if the gross weight of the towed unit does not exceed 10,000 pounds and the gross combined weight does not exceed 26,000 pounds. (383.91(a))	4/6/2017
*Commercial learner’s permit (CLP) holders working for C.R. England, based in Salt Lake City, UT	Several thousand per year	A CLP driver who has passed a CDL skills test may drive without being accompanied by a CDL holder in the front seat. (383.25(a)(1))	6/12/2017
Virginia-licensed, interstate drivers who need a Skill Performance Evaluation (SPE) certificate due to loss or impairment of limb(s)	Unknown	May use SPE certificate issued by a Virginia licensing agency in lieu of a federal SPE certificate. Must carry SPE certificate while driving. (391.49)	7/8/2016

\*Indicates new exemption issued in 2015.

\*\*Based on estimates provided to FMCSA by exemption applicant.

# KNOWLEDGE MATTERS

## TSA's Exercise Information System Guides Users through Exercise Planning and Evaluation

By **David Cooper**, Industry Engagement Manager – Highway, Office of Security Policy and Industry Engagement, Transportation Security Administration, U.S. Department of Homeland Security

**EXIS is an online exercise tool that guides TSA leadership and users through the exercise planning process and provides resources to design, document and evaluate exercises for all transportation modes.**

**T**he Transportation Security Administration's (TSA) Exercise Information System (EXIS) is an online exercise tool that guides government and industry users through the exercise planning process and provides resources to design, document and evaluate exercises for all transportation modes.

As the only TSA tool specifically tailored to the transportation industry, EXIS allows TSA leadership and users to share critical lessons learned in robust exercise schedules.

EXIS offers a step-by-step approach as it guides users of all levels of expertise through exercise planning and evaluation. The tool directs users through the considerations to develop an exercise-planning schedule and exercise scope. It enables users to select specific objectives and scenario elements, simplifying planning meetings and review processes.



EXIS creates products such as participant handouts and evaluation plans, alleviating some of the administrative burden from exercise planning teams and allowing organizations to improve security preparedness by leveraging shared best practices and lessons learned.

TSA will launch an upgraded version of EXIS in January 2016. Upgraded features will include:

- Key exercise planning components with a user-friendly interface
- Guided user interface for users of all experience levels to develop both discussion-based and operations-based exercises
- Comprehensive scenarios specific to each transportation mode
- More robust document development for use at every step of the exercise process (i.e. invitations, planning meeting documents, exercise briefings, after action reports)
- A means for information dissemination with users sharing best practices and lessons learned
- A connection between users and the larger transportation community to foster growing relationships

TSA provides access to EXIS at no cost as an integral part of the Intermodal Security Training and Exercise Program (I-STEP).

**To become an EXIS user, visit <http://exis.tsa.dhs.gov> and click on the "Register" tab to complete the registration form. Once TSA approves your application, you will receive email updates advising you of your status. ■**

# THE LEGISLATIVE & REGULATORY RUNDOWN

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

## House Approves Highway Bill; Next Steps

On Nov. 5, 2015, the U.S. House of Representatives passed the Surface Transportation Reauthorization & Reform (STRR) Act of 2015. The Senate passed their own bill, the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act of 2015, on July 30, 2015. Now that both chambers have completed a bill, the legislation can advance to the conference committee stage. Both the House and Senate will name members to participate in the conference committee. The House named their conferees immediately following passage of the STRR Act. The Senate will wait to name conferees until after officially receiving the House bill, which will take a few days as the House clerk will need to incorporate amendments accepted on the House floor. Once conferees are named, members of the conference committee will meet to reconcile the House and Senate versions of the bill, working to find a compromise proposal that will be able to pass both the House and Senate.

Current highway program authority expires Nov. 20, 2015, giving Congress just two weeks to reach agreement and pass a bill before leaving for the Thanksgiving recess. While the House and Senate bills have a lot of similarities, there are also significant differences that will need to be resolved. Most prominent, perhaps, is the funding issue, as the House and Senate use a different set of pay-fors to fund their respective bills. Further complicating matters is the fact that the House bill provides funding for a full six-year bill, while the Senate bill includes funding for the first three years only.

## STRR Highlights

The House bill was considered on the floor over the course of a couple of days. A number of amendments to the bill were approved during this process. While the House and Senate motor carrier titles are very similar, there are a handful of major differences, along with a number of minor differences as well.

- **Grants Reorganization:** House lawmakers left a number of provisions out of their version of the Motor Carrier Safety Assistance Program (MCSAP) grants reorganization, including the authority for FMCSA to re-obligate and flex unspent

grant funds within and between grant accounts. Both the House and Senate bills make changes to states' authority to inspect passenger-carrying commercial motor vehicles en route, but the House bill specifically excludes weigh stations as an eligible location. The House bill also sets funding for MCSAP grants at a slightly lower level than the Senate bill.

- **Regulatory Reform:** The House section on regulatory reform is very similar to language in the DRIVE Act; however, the House bill has a separate section directly addressing regulatory review (a CVSA priority), which was not included as a standalone item in the Senate bill.
- **Exemptions:** Both the House and Senate bills contain a number of industry exemptions.
- **CDL Age:** Both the House and Senate bills seek to address lowering the current CDL age; however, the chambers disagree over what age to begin issuing CDLs. The House bill also calls for the formation of a working group to consider creating a graduated CDL program, while the Senate bill goes straight to setting up a pilot program for younger drivers.
- **CSA:** Both bills call for a study of the Compliance, Safety, Accountability (CSA) program, the establishment of a "Beyond Compliance" program, and the removal of SMS scores from public view until issues with the program can be addressed.
- **Violation Self-Reporting:** The House bill also includes a provision directing FMCSA to investigate the feasibility of setting up a self-reporting system for drivers and carriers to report defects found en route. No such provision was included in the Senate bill.

Full summaries of both bills, as well as a section-by-section comparison can be found under the Legislative Updates page of the CVSA website ([www.cvsa.org/news/2015\\_legislative](http://www.cvsa.org/news/2015_legislative)).

## Appropriations Update

Congress has also made progress on addressing funding for fiscal year (FY) 2016. The president and Congress came to agreement in November on an overall budget deal that allows Congress to set spending levels for FY 2016. In early

November, members of the House and Senate Appropriations Committees were working to finalize an omnibus appropriations bill that both chambers can support. Their deadline for reaching agreement is Dec. 11, 2015, when the latest continuing resolution expires. Earlier this year, both the House and Senate proposed spending bills for FY 2016. Both proposals keep MCSAP funding consistent with FY 2015 levels. In addition, both bills also contain a number of policy provisions and miscellaneous exemptions. Discussion on which of these to include will be part of the omnibus negotiations.

## ELD, SFD Rules Delayed

Despite an Oct. 30, 2015 publication deadline in the October version of FMCSA's monthly Report on Significant Rulemakings, the Electronic Logging Devices Final Rule was still under review at the Office of Management and Budget (OMB) as of mid-November. The agency's Safety Fitness Determination Notice of Proposed Rulemaking (NPRM) was similarly delayed by OMB, missing a Nov. 4, 2015 publication deadline. The new Entry-Level Driver Training NPRM has also been delayed, and the agency now expects to publish the NPRM on Dec. 11, 2015.

## FMCSA Responds to CVSA Petitions

On Oct. 7, 2015, FMCSA issued an NPRM addressing a number of outstanding CVSA petitions, as well as requests from the American Trucking Associations and the National Transportation Safety Board. The NPRM proposed a series of changes and technical corrections to Parts 393, 396 and Appendix G. Additional details can be found on the Regulatory Updates page of the CVSA website ([www.cvsa.org/news/2015\\_regulatory](http://www.cvsa.org/news/2015_regulatory)).

## CVSA Petitions FMCSA, PHMSA

Following the 2015 CVSA Annual Conference & Exhibition, CVSA submitted two petitions to U.S. DOT. First, CVSA petitioned FMCSA to remove the 30-minute rest break requirement from regulation, citing difficulty in enforceability and the number of exemptions granted from the requirement. CVSA also petitioned the Pipeline and Hazardous Materials Safety Administration (PHMSA) to correct the § 172.336 of the Hazardous Materials Regulations, reinstating two sections inadvertently removed from regulation as part of a 2013 rulemaking. ■

## NTSB Investigation of 2014 Truck-Motorcoach Collision and Fire Results in Call for Survivability Enhancements to Motorcoaches and Buses

By Michele Beckjord, Senior Survival Factors Investigator and Project Manager, Office of Highway Safety, National Transportation Safety Board



**O**n April 10, 2014, a 2007 Volvo truck-tractor pulling two 28-foot trailers, operated by FedEx Freight Inc., was traveling southbound on Interstate 5 in Orland, California, when the driver failed to maintain control of his vehicle and traversed the 58-foot center median into northbound traffic. There the combination vehicle struck a 2013 Nissan Altima four-door passenger car and crashed nearly head-on into a 2014 Setra motorcoach.

The motorcoach, operated by Silverado Stages, Inc., was carrying 42 high-school students and three adult chaperones for a weekend visit to Humboldt State University. Five students, the chaperones, bus driver, and truck driver died as a result of the crash and the fire. Thirty-seven motorcoach passengers and the two passenger car occupants suffered injuries of varying degrees.

The National Transportation Safety Board (NTSB), a federal agency created to determine the causes of crashes such as this one, worked diligently to discover what went wrong in Orland that evening last April. The NTSB

mission includes issuing recommendations, which, if acted on, will help prevent future recurrences of such tragedies. The Orland investigation highlights important lessons about post-crash commercial passenger vehicle survivability.

The NTSB first called for improved emergency egress and fire safety standards for motorcoaches over four decades ago. In the past 45 years, we have investigated crash after crash and fire after fire, where improved occupant protection could have prevented fatalities and injuries. These critical safety recommendations, addressed again in the Orland report, focus on motorcoach and bus fire safety, emergency egress and pre-trip safety briefings for passengers.

Although motorcoach travel is extremely safe and fires are rare, we hope that by discussing our findings from the recent Orland post-crash fire, along with continuing to advocate for implementation of our recommendations, we can collectively address post-crash survivability in commercial passenger vehicles and prevent additional loss of life.

### Beyond Impact: Occupant Protection Through Improved Fire Performance Standards

The NTSB investigation revealed inadequacies in the National Highway Traffic Safety Administration (NHTSA) fire performance standards for commercial passenger vehicle interiors. Federal Motor Vehicle Safety Standard (FMVSS) 302 specifies the burn resistance requirements for materials used in the occupant compartments of passenger vehicles, trucks and buses; it is intended to reduce deaths and injuries caused by vehicle fires.

However, FMVSS 302 flammability testing involves a small-scale fire source as a test method to represent fire originating in the passenger compartment from sources such as matches or cigarettes. This outdated fire source differs drastically from the common causes of today's bus fires, such as in-service ignition (engine fires, wheel well fires) or post-crash fuel-fed fires.

The NTSB found this standard to be less stringent than the flammability standards



applied for interior materials in the passenger compartments in other modes of transportation under U.S. Department of Transportation safety oversight, such as aviation, rail and transit buses. As a result of this finding, we issued a recommendation to NHTSA calling for an upgrade to testing protocols for flammability and smoke emission characteristics.

### Evacuating a Burning Motorcoach

On that early April evening, dozens of high-school students struggled to exit a burning motorcoach after surviving the nearly head-on impact. To make matters worse, the motorcoach interior materials were not designed to resist such a major fire. Even with the approaching fire, many passengers hesitated to jump from the emergency windows—which were more than 7 feet above ground. This distance is higher than the wings of some airplanes, which are required to have escape slides.

Passengers reported being panicked and not knowing how to evacuate the bus because of the inoperable front loading door, the quickly spreading fire and the intense heat. Their vision was impaired by thick, black smoke and no emergency exit lighting guided them. The heavy emergency exit windows were a challenge to locate and did not have a mechanism to keep them open while allowing passengers to escape.

The NTSB determined that at least two passengers died because they could not exit the motorcoach before succumbing to asphyxiation due to inhaling smoke. Our investigation revealed that neither of the two motorcoach drivers (the one who began the trip and the accident driver) had played the pre-recorded safety briefing provided by Silverado Stages. The NTSB strongly supports passenger safety education in all modes of transportation. Emergency instructions can be crucial to a safe and expedient evacuation in the event of a crash or fire. In the Orland crash, these instructions likely could have saved lives and mitigated injuries.

Even though motorcoaches are one of the safest modes of transportation, “It is unacceptable for anyone who survives a crash to perish in a post-crash fire because the exits were too hard to find or too difficult to use,” said NTSB Chairman Christopher A. Hart.

### Solutions for Safety: Doors and Demonstrations

If these students had been passengers on an airline, the interior of their plane would have been built with materials capable of resisting a major fire. They would have been given a required safety briefing and would have had access to mandatory printed safety instructions. They would also have been guided by independently powered emergency exit lighting (floor lighting below the smoke) and emergency exit signage to additional door and window exits with slides if the jump exceeded 6 feet to the ground. None of these safety protections are required for motorcoach passengers.

Motorcoaches and buses must be designed to accommodate the rapid egress of all persons in an emergency situation. After the Orland crash, the NTSB reiterated several long-standing recommendations for standards that would require independently powered lighting fixtures, use of photoluminescent material to mark emergency exits and windows that remain open during emergency evacuations.

Although federal safety standards permit a second door that can be used as an emergency exit, they do not require such. The NTSB found that having a secondary door for use as an emergency exit would expedite evacuations and

reduce the potential for injuries caused by jumping from window exits. We recommended that NHTSA require a secondary door in newly built motorcoaches and buses. Finally, the NTSB recommended that the Federal Motor Carrier Safety Administration require safety briefings and printed evacuation instructions for passengers.

### Saving Lives: Advocating for More than “Safe Enough”

We cannot undo the terrible toll of the crash that occurred in Orland on April 10, 2014. We can, however, repeat our urgent message to regulators and the motorcoach and tour industry to take appropriate action to give motorcoach passengers a better chance of escaping from post-crash fires and other fires. The NTSB recommendations, if acted upon, will give motorcoach passengers a level of safety protection in the event of a fire or evacuation comparable to that available to passengers traveling by rail and air.

The NTSB has reiterated its recommendations, testified before Congress, and advocated for voluntary safety improvements within the industry. The Orland crash was a tragedy, but it can also be a turning point. Now it is up to regulators to implement these safety recommendations to prevent such post-crash tragedies in the future. ■



Robert Accetta, Investigator-In-Charge, National Transportation Safety Board.

## FMCSA Takes Steps to Ensure Only Medically Qualified Drivers Operate CMVs

By **Selden J. Fritschner**, Chief, Commercial Driver's License Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

**E**nsuring all commercial motor vehicle drivers on our roads are fit to operate large trucks and buses is a primary focus of the Federal Motor Carrier Safety Administration (FMCSA). Part of that requires our Agency to safeguard against fraud and verify that only medically qualified drivers are operating commercial vehicles.

### The National Registry

In April 2015, FMCSA published the National Registry 2 (NR2) Final Rule to speed up the submission of medical information about commercial motor vehicle (CMV) driver physicals to FMCSA for transmission to the state licensing agencies. The final rule requires medical examiners to use an updated Medical Examiner Report form and gives them a one-day deadline to report results of driver physicals.

This new rule is the next significant step in ensuring only medically qualified drivers are on the roads. The purpose of the medical examiner's certification (MEC) integration in the *Federal Register* (Docket No. FMCSA-2012-0178) (NR2) is to facilitate the electronic transmission of the MEC to the state driver licensing agency (SDLA), and ultimately the Commercial Driver's License Information System (CDLIS) driver record starting in 2018.

Implementation of the final rule will greatly reduce MEC fraud by negating the need for paper copies of the MEC, while transmitting the results of the exam directly to the SDLA for immediate posting to the CDLIS record.

The same rule requires FMCSA to electronically transmit medical variance information for all commercial driver's license (CDL) holders to the SDLAs and ultimately to the CDLIS driver record. Transmission of the most recent MEC will allow authorized state and federal enforcement officials to view the most current and accurate information regarding medical status.

As of July 8, 2015, commercial license permit (CLP) holders must meet all medical certification requirements. The electronic transmission of MEC and variance information to the SDLAs will begin in 2018. This final rule does not change the medical exam or the requirements to use a FMCSA-certified medical examiner.

### Medical Card

Effective Jan. 30, 2012, FMCSA regulations (49 CFR §383.71(h)) require CDL holders to supply required medical information to their SDLA and that medical certification must be posted to the CDLIS driver record within 10 days (49 CFR §383.73(o)(1)(iii)). Effective Jan. 30, 2015, CDL holders are only required to carry the paper copy of the MEC for 15 days after issuance to ensure the SDLA has posted the certificate information.

On April 16, 2015, CVSA issued an Inspection Bulletin (2015-04) to roadside enforcement personnel extending the time period for acceptance of drivers' medical cards as evidence of medical qualification in cases when the electronic CDLIS record shows no medical information is on file with the state. The CVSA Inspection Bulletin indicated that drivers may use their medical cards to demonstrate medical qualification during roadside inspections for up to 60 days from date of issuance. FMCSA has received numerous questions about the lack of full medical certification information on some driver information, specifically information pertaining to the medical examiner.

It should be noted that when a CDL holder's commercial driver status is queried on either CDLIS or National Law Enforcement Telecommunication System (NLETS) and the CDL holder's status is noted as licensed or valid, the medical exam should be considered valid as well. States have a responsibility to immediately downgrade a CDL holder's commercial driver status to "not qualified" when the MEC expires and the medical status changes. According to a recent survey of SDLAs, all states are now meeting the 10-day reporting requirements.

### Motor Vehicle Record

Federal regulations (49 CFR 391.25) require employers check and obtain a copy of each of their drivers' motor vehicle records (MVR) at least once every 12 months to verify the driver's status, and consider violations to determine whether the driver meets the minimum requirements for safe driving or has been disqualified. These records must be checked in every state in which a driver may have held a CDL in the past 12 months and a copy of these records must be maintained in the driver's file. In addition, an employer is required to obtain a copy of the MVR when the CDL holder is issued a new MEC.

Some employers have indicated concern that the full driver file, including medical certification, is not available to the employers. FMCSA has verified that every SDLA provides a complete listing of all required data; however, not all states provide the information in the same format. Some SDLAs provide the full MVR information on one form; other states provide the required information on more than one form. It is important that the carrier clarify with the appropriate SDLA the specific MVR data needs.

In addition, carriers and their agents are concerned about the lack of availability to obtain the MVR electronically, especially when a carrier employs many drivers licensed in more than one state. There is no federal requirement for an SDLA to provide the MVR electronically. Some states offer the service; others provide only paper copies. Questions pertaining to data on an MVR and the format in which the MVR is provided should be directed to the driver's home state of record. ■



# The State of the Commercial Motor Vehicle Industry

By **Dr. Kelly Regal**, Associate Administrator, Research and Information Technology, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

In 2014, state and federal safety inspectors conducted nearly 3.4 million roadside inspections. About 166,000 drivers and 473,000 vehicles were placed out of service.

Large trucks and interstate passenger service are an integral part of the U.S. economy. The commercial trucking industry employs 5.7 million drivers and hundreds of thousands of office and support personnel.<sup>1</sup>

By the end of 2015, large trucks will have moved more than 13.8 billion tons of freight – nearly 70 percent of the total weight of freight shipped throughout this country.<sup>2</sup> Interstate motorcoaches and buses annually provide more than 605 million passenger trips in the United States and Canada.<sup>3</sup> The U.S. passenger carrier industry, which employed more than 654,000 drivers in 2012, is expected to continue to grow and require an additional 60,000 drivers by 2022.<sup>4</sup>

## Registered Vehicles and Vehicle Miles Traveled

In 2013, nearly 10.6 million large trucks (not all of them FMCSA-regulated commercial vehicles) were registered in the United States, accounting for some 4 percent of all registered vehicles in the country.<sup>5</sup> These large trucks traveled an estimated 275 billion miles in 2013, or 9.2 percent of the total vehicle miles traveled (VMT) by all registered vehicles nationwide.<sup>6</sup>

Nearly 865,000 motorcoaches/buses were registered in the United States in 2013, traveling a record 15.2 billion vehicle miles.<sup>7</sup>

## Active Motor Carriers and the Unified Registration System

According to FMCSA's Motor Carrier Management Information System (MCMIS), as of December 2014, about 532,000 interstate and intrastate hazardous materials (HM) motor carriers operated in the United States – approximately 7,300 fewer than the year before.<sup>8</sup> This decrease could be due to business start-ups and closures, compliance issues or other factors – such as FMCSA's outreach and education efforts related to the Unified Registration System (URS) final rule.

The URS final rule requires FMCSA-regulated entities to update their registration information with the Agency every 24 months. FMCSA has been sending more than 30,000 notification letters per month to carriers that have not updated their records in more than 12 months since their scheduled update month/year. These notification letters contain identification numbers and instructions on how to update the required information online. As part of this initiative, FMCSA began deactivating the USDOT numbers of non-responsive carriers and intermodal equipment providers in March 2014. As of July 24, 2015, the Agency has deactivated more than 244,000 USDOT numbers. Based on roadside inspection and crash data, it is clear that the majority of these carriers are out of business. This process is improving FMCSA's safety data, allowing the Agency to assess safety risk for active carriers more accurately.

*Continued on next page*

<sup>1</sup> Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of Dec. 19, 2014.

<sup>2</sup> Federal Highway Administration (FHWA), Freight Analysis Framework (FAF), Version 3.5, available at <http://faf.ornl.gov> as of Aug. 2015.

<sup>3</sup> Motorcoach Census 2014: A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2013. Prepared for the American Bus Association by John Dunham & Associates. Available at [www.buses.org](http://www.buses.org), March 27, 2015.

<sup>4</sup> Bureau of Labor Statistics, U.S. Department of Labor, Occupational Outlook Handbook, 2014-15 Edition, Bus Drivers. Available at [www.bls.gov/ooh/transportation-and-material-moving/bus-drivers.htm](http://www.bls.gov/ooh/transportation-and-material-moving/bus-drivers.htm), Aug. 30, 2015.

<sup>5</sup> FHWA, Highway Statistics 2013. Available at <https://www.fhwa.dot.gov/policyinformation/statistics/2013/>, Sept. 2, 2015.

<sup>6</sup> FHWA, Highway Statistics 2013.

<sup>7</sup> FHWA, Highway Statistics 2013.

<sup>8</sup> FMCSA, MCMIS, data snapshots as of Dec. 27, 2013 and Dec. 19, 2014.

Continued from page 17

### Crashes and Fatalities

Out of the estimated 5,687,000 crashes that occurred nationwide in 2013, approximately 389,000 involved large trucks and motorcoaches/buses.<sup>9</sup> While the majority (an estimated 299,000) of large truck and motorcoach/bus crashes were limited to property damage,<sup>10</sup> a significant portion resulted in injuries (approximately 86,000)<sup>11</sup> and 3,806 were fatal (12.7 percent of all fatal crashes nationally).<sup>12</sup> In 2013, a total of 4,251 people died in crashes that involved at least one large commercial motor vehicle.<sup>13</sup>

While the national large truck and bus fatality rate per 100 million total VMT has held steady at 0.14, certain states reported an increase in their individual fatality rates from 2012 to 2013. For example, oil/gas extraction from North Dakota's Bakken shale increased sharply. This has contributed to North Dakota's increased fatality rate, which rose from 0.48 to 0.62 fatalities per 100 million VMT over the period of 2012 to 2013. Conversely, Nebraska's fatality rate decreased from 0.23 to 0.16 fatalities per 100 million VMT.<sup>15</sup>

The estimated cost of crashes also continues to rise. In 2013, the estimated cost of fatal crashes was around \$42 billion, while injury crashes cost about \$39 billion, and property-damage-only crashes cost \$22 billion.<sup>16</sup>

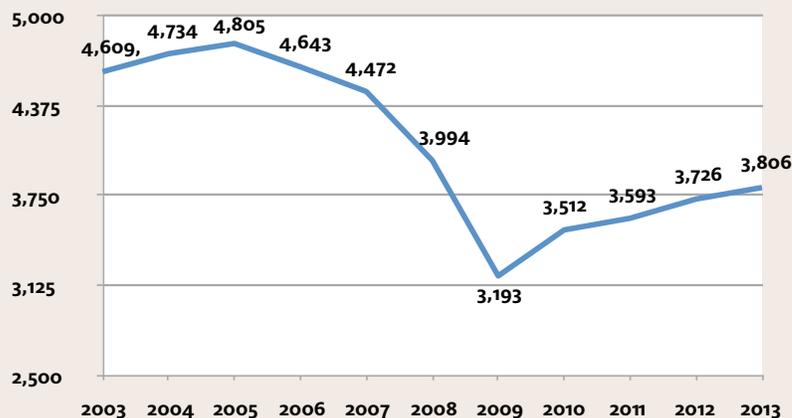
### Enforcement Activity

FMCSA and its state partners use a number of enforcement tools. These include roadside inspections, traffic enforcement and carrier reviews. In 2014, state and federal safety inspectors conducted nearly 3.4 million roadside inspections. Of these, about 367,000 were traffic enforcement inspections, which resulted in almost 413,000 violations being recorded on inspection reports. As a result of all inspections conducted in 2014, about 166,000 drivers and 473,000 vehicles were placed out of service.<sup>18</sup>

### What's Next?

The volume of freight movements by truck is projected to grow over the coming years. The American economy cannot function without large commercial trucks and interstate passenger service. FMCSA, in partnership with its stakeholders, will remain dedicated to the mission of reducing the number and severity of crashes involving large commercial motor vehicles. ■

Large Truck and Bus Fatal Crashes, 2003–2013.<sup>14</sup>



Estimated Costs of Large Truck and Bus Crashes, 2010-2013 (2013 Dollars)<sup>17</sup>

YEAR	FATAL CRASHES	INJURY CRASHES	PROPERTY-DAMAGE-ONLY (PDO) CRASHES	ALL LARGE TRUCK AND BUS CRASHES
2010	\$39 Billion	\$30 Billion	\$18 Billion	\$87 Billion
2011	\$40 Billion	\$33 Billion	\$18 Billion	\$91 Billion
2012	\$41 Billion	\$38 Billion	\$20 Billion	\$99 Billion
2013	\$42 Billion	\$39 Billion	\$22 Billion	\$103 Billion

<sup>9</sup> National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS) (available at [www.nhtsa.gov/FARS](http://www.nhtsa.gov/FARS), Sept. 2, 2015) and General Estimates System (GES) (available at [www.nhtsa.gov/Data/National+Automotive+Sampling+System+\(NASS\)/NASS+General+Estimates+System](http://www.nhtsa.gov/Data/National+Automotive+Sampling+System+(NASS)/NASS+General+Estimates+System), Sept. 2, 2015).

<sup>10</sup> NHTSA, GES.

<sup>11</sup> NHTSA, GES.

<sup>12</sup> NHTSA, FARS.

<sup>13</sup> NHTSA, FARS.

<sup>14</sup> NHTSA, FARS.

<sup>15</sup> VMT – FHWA, Highway Statistics 2013; Fatalities – NHTSA, FARS.

<sup>16</sup> T. Miller, E. Zaloshnja, and R. Spicer, Revised Cost of Large Truck and Bus Involved Crashes (2002), adjusted to 2013 dollars and 2014 value of a statistical life (VSL), and updated to reflect new guidance on valuing injuries from the Office of the Secretary of Transportation.

<sup>17</sup> T. Miller et al., 2002.

<sup>18</sup> FMCSA, MCMIS, data snapshot as of Jan. 23, 2015.

## FMCSA Recognizes Extraordinary Contributions of State Partners by Presenting the 2015 MCSAP Leadership Awards

Every year, the Federal Motor Carrier Safety Administration (FMCSA) recognizes the extraordinary efforts of its Motor Carrier Safety Assistance Program (MCSAP) state partners through the national MCSAP Leadership Awards. As an organization dedicated to transportation safety, FMCSA deeply appreciates the continued partnership with its MCSAP agencies, and honors the critical contributions of these entities in reducing the incidents of fatalities and crashes involving commercial motor vehicles.

To emphasize the critical components of MCSAP and commercial vehicle safety, the Leadership Awards are divided into four primary categories. Within each award category, states are eligible to win either a Leadership Award or an Improvement Honorable Mention. Leadership Awards are issued to the jurisdictions that have shown the most productive and effective interventions within that category. Honorable Mentions are given in recognition of the greatest improvement in that area from the previous year.

For fiscal year (FY) 2014, FMCSA recognized jurisdictions that demonstrated exemplary achievements and significant improvements in the areas of safety enforcement, investigation, data quality and commercial motor vehicle fatality rate. In order to account for geographic and population factors, states were grouped according to the level of their MCSAP basic funding allocation for FY 2014. A winner was then selected from within each allocation grouping based on an analysis of the following general criteria:

- **Safety Enforcement** – Presented to the states with the most productive and focused safety enforcement programs in terms of cost efficiency, traffic enforcement and data quality.
- **Investigation** – Presented to the states with the most thorough and effective investigation programs resulting in discovery of serious violations and improvement in on-road safety performance among carriers.
- **Data Quality** – Given to states with the highest composite data quality score, calculated as an average of eight state safety data quality measures (timeliness of inspection reporting; timeliness of crash reporting; accuracy of inspection reporting; accuracy of crash reporting; crash record data element completeness; fatal crash record completeness; inspection record completeness and VIN accuracy).

- **Commercial Motor Vehicle Fatality Rate** – Recognizes the states with the lowest commercial motor vehicle fatality rate in calendar years (CY) 2011 through 2013.

FMCSA was pleased to present the awards at the 2015 CVSA Annual Conference & Exhibition in Boise, Idaho. This year, the Administration issued 13 Leadership Awards and 16 Honorable Mentions to various state agencies. These numbers highlight the dedication to highway safety shown by our MCSAP partners and renew our joint commitment to reducing crashes and fatalities involving large trucks and busses.

FMCSA would once again like to honor this year's winners, and thank all of our state partners as we work together to improve the safety of our nation's roadways. ■



**Pictured left to right:** Lt. Donald Bridge, Connecticut Department of Motor Vehicles and Bill Quade, Associate Administrator for Enforcement and Program Delivery, FMCSA.



**Pictured left to right:** Capt. Eldon Mehrer, North Dakota Highway Patrol; Capt. Tim Horn, Idaho State Police; Steve Goodrich, Utah Department of Transportation; Bill Quade, FMCSA.



**Pictured left to right:** Lt. Dan Doggett, Nebraska State Patrol; Doug Donscheski, Nebraska State Patrol; John Smoot, Kentucky State Police; Bill Quade, FMCSA.



**Pictured left to right:** Tyler Utterback, Indiana State Police; Deputy Chief Jimmy Glascock, New Mexico State Police; Chief David Lorenzen, Iowa Department of Transportation; Bill Quade, FMCSA.



**Pictured left to right:** Capt. Norman "Bill" Dofflemeyer, Maryland State Police; John Rotz, Maryland Department of Transportation, State Highway Administration; Lt. Adrian Kelleher, Louisiana Department of Public Safety, Office of State Police; Capt. Greg Graphia, Louisiana Department of Public Safety, Office of State Police; Steve Goodrich, Utah Department of Transportation; Bill Quade, FMCSA.



**Pictured left to right:** Cpl. Mark Perotti, Rhode Island State Police; Sgt. John (Jay) Furtado, Rhode Island State Police; Inspector Randy Coplin, Michigan State Police; Lt. John Holder, Michigan State Police; Ofc. Alan Oosterbaan, Michigan State Police; Bill Quade, FMCSA.



**Pictured left to right:** Capt. Jonathan Olsen, Minnesota State Patrol; Dianne Reutter, Minnesota State Patrol; Dennis Hult, Montana Department of Transportation Motor Carrier Services; Mike Wilson, Indiana State Police; Bill Quade, FMCSA.

## Wireless Roadside Inspections: Moving the World of CMV Safety to the Next Level

By **Jack Van Steenburg**, Assistant Administrator and Chief Safety Officer, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

With state and federal CMV enforcement resources remaining relatively constant over the past decade, utilizing existing technologies to enhance the inspection process is critical to increasing the number of inspections and improving safety on our nation's busiest roadways.

The Federal Motor Carrier Safety Administration (FMCSA) began researching the concept of using wireless roadside inspections (WRI) on commercial motor vehicles (CMVs) as they approach an inspection site nearly a decade ago. The Agency saw potential in this concept for two main reasons: WRI can be a force multiplier by providing uninterrupted movement of commerce along our nation's roadways and WRI can be an efficient and reliable method to ensure safety compliance.

From the motor carrier perspective, WRI has the potential to accurately assess carriers' compliance without requiring them to stop or even reduce their speed. It also responds to carrier requests to receive credit on their Safety Measurement System (SMS) percentiles for maintaining compliance and creates the framework to provide carriers with real-time inspection reports on their CMV.

From the enforcement perspective, WRI technology offers the potential to significantly increase the number of vehicles inspected. Federal and state inspectors perform manual safety inspections on over three million CMVs per year; however, this is a small fraction of the total volume of trucks operating on the highways each year. With state and federal CMV enforcement resources remaining relatively constant over the past decade, utilizing existing technologies to enhance the inspection process is critical to increasing the number of inspections and improving safety on our nation's busiest roadways.

Currently, WRI is in the third year of a five-year field operational test (FOT). The testing focuses on verification of Level III Inspection components, such as the commercial driver's license status and hours-of-service compliance. Specifically, it will determine whether credentialing and safety information can be accurately and reliably collected from a CMV at highway speeds upstream from an inspection area, assessed by state and federal databases and used to generate a wireless inspection report. Compliant carriers will be allowed to bypass the station, whereas noncompliant drivers and carriers would be required to enter. Eventually, such technology may be used to evaluate vehicle component performance, although additional research is required before this would be implementable.

Research was initiated in 2006 and two of the three phases have been completed during that time: proof-of-concept testing and pilot testing of potential communications technologies to

support the concept. Technologies explored in the pilot tests included: dedicated short-range communications (DSRC), an internet-based system that relies on radio frequency identification/license plate readers and CMRS (cellular/satellite-based) systems.

Although FMCSA chose to use cellular technology in the FOT, this would not preclude other communications technologies from meeting the functional requirements when and if the system is eventually deployed. Additionally, since most carriers use commercial mobile radio services (CMRS) technology, technology investments would be minimal.

Upon completion of the FOT, if successful, funding from the Agency's Commercial Vehicle Information Systems and Networks (CVISN) Program could be made available to interested states to:

- Integrate the state's Commercial Vehicle Information Exchange Window (CVIEW) with the WRI processing system.
- Purchase interfaces for inspection stations.
- Build upon e-screening systems and integrate with them. In fact, with the upgrade from e-screening to WRI, states could engage their existing system providers to deploy WRI as a service for them.

To meet these goals, FMCSA will continue to work with stakeholders to ensure the success of the research and, upon completion of the FOT in September 2017, will begin the transparent, public process to develop the relevant communication, technical and regulatory requirements for the program and reflect accurate and reliable wireless compliance data in the SMS.

I applaud CVSA for establishing an ad hoc committee to investigate the value and feasibility of creating a new electronic inspection level to the North American Standard Inspection Program based on the electronic exchange of data. This dovetails with our own WRI efforts and aligns with any future criteria CVSA may establish for wireless inspections. By establishing standards for this process, a WRI program will move the world of CMV safety enforcement from screening capability to actual inspections.

**For additional information on the WRI research project and other FMCSA research activities, please visit [www.fmcsa.dot.gov/research-and-analysis/technology/wireless-roadside-inspection-wri-research-project](http://www.fmcsa.dot.gov/research-and-analysis/technology/wireless-roadside-inspection-wri-research-project). ■**

## FMCSA Offers Web-Based Training Course on Detecting Leaks from Natural Gas and Propane Commercial Motor Vehicles

The Federal Motor Carrier Safety Administration (FMCSA) offers an online training course on leak detection in commercial motor vehicles (CMVs) fueled by natural gas (compressed or liquefied) and propane (also known as liquefied petroleum gas). While this course was designed for CMV inspectors, it may be useful to owners or operators of natural gas and propane CMVs, or others who may be exposed to these types of vehicles.

The fuel system is one of 14 safety-critical systems of a CMV. A defect in a safety-critical system, such as a leak in the fuel system, can be grounds for placing a vehicle out of service. Unlike a conventional diesel fuel leak, a natural gas leak may not be detected by the human senses. Thus, a combustible gas detector or bubble leak test is necessary to confirm a leak of natural gas or propane.

The course helps inspectors:

- Identify vehicles powered by natural gas or propane.
- Become familiar with the unique characteristics and leak properties of these fuels.
- Identify the major components of each type of fuel system, including those most likely to leak.
- Detect fuel leaks.
- Know what to do if a vehicle has a fuel leak.

The last training objective addresses how to use a combustible gas detector to confirm a fuel leak.

The course is available at [http://infosys.fmcsa.dot.gov/Leak\\_Detection/story\\_html5.html](http://infosys.fmcsa.dot.gov/Leak_Detection/story_html5.html).

The course is approximately two hours in length and includes two modules with content, graphic displays and a video demonstration of selected detectors. There are knowledge checks throughout the training. A text-only manuscript of the training is available for download in the "Related Documents" section. This training application functions optimally when viewed in Google Chrome or Safari. Certain functionalities related to the interactive knowledge checks and post-quiz review may be limited in Internet Explorer or Firefox.

For additional information, contact Quon Kwan, Technology Division, FMCSA, at [quon.kwan@dot.gov](mailto:quon.kwan@dot.gov). ■



## Offsite Safety Audit Rollout Expanded

By Joe Bennett, *Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

In an effort to conduct audits more cost effectively and efficiently without compromising safety, the New Entrant Offsite Safety Audit Program expanded to an additional 12 states, plus Washington, D.C., this past summer. This kick-started the phased nationwide rollout of the offsite safety audit. The Offsite Safety Audit Program provides states with another way to conduct safety audits for carriers that do not have known safety issues and do not transport passengers or hazardous materials.

Currently, 78 percent of new entrants pass an onsite safety audit, but the same resources are used for those carriers as for carriers that need additional attention. Offsite safety audits allow agencies to more efficiently audit carriers whose performance indicates an understanding of and compliance with regulations.

The offsite safety audit, developed by a joint working group of Federal Motor Carrier Safety Administration (FMCSA) personnel and state partners, enables auditors to remotely evaluate a new entrant motor carrier's basic safety management controls. Carriers submit documents electronically or via fax or email, which are then reviewed by auditors. Six states (Alaska, California, Florida, Illinois, Montana and New York) participated in the test program between July 2013 and December 2014, and found that it saved both time and money by reducing travel. Offsite safety audits reduced travel costs by 58 percent in test states without negatively affecting safety.

In Vermont, for example, offsite safety audits allow auditors and carriers to save time and money when conducting audits on Canadian motor carriers. If carriers are eligible for an offsite safety audit, they don't have to take a day off for a scheduled onsite audit. They can submit their documents without having to lose any time behind the wheel.

Beginning June 2015, more than 150 auditors and managers from Washington D.C., Georgia, Maine, Michigan, Minnesota, Mississippi, North Carolina, North Dakota, Oregon, South Carolina, South Dakota, Vermont and Wyoming were trained on the offsite safety audit process. The hands-on training occurred over two and a half days in an on-site course that provided real-life scenarios to help auditors and managers better understand the policies governing the offsite safety audit process. In addition, the training reviewed the new IT system used to manage all audit assignments, review carrier documentation submissions and conduct offsite safety audits.

In July 2015, following the offsite safety audit training, the New Entrant Mentoring Program was launched to provide a support system for auditors and managers who were conducting offsite safety audits for the first time. Managers from the new entrant offsite safety audit test states serve as mentors, sharing best practices and answering questions as needed.

The Offsite Safety Audit Program will continue to add states over the next three years. Additional states are planned to begin implementing the offsite safety audit in winter 2016. ■

## FMCSA Implements New Instructor Certification Program

By **Don Nott**, Testing Program Coordinator, National Training Center, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) National Training Center (NTC) is introducing a new comprehensive instructor certification program that will further develop quality NTC instructors, strengthen the capabilities of FMCSA and its partners, and ultimately make our roadways safer.

Beyond the development of high-quality coursework, instructors are the key to ensuring instruction for NTC courses are done accurately and consistently. NTC utilizes over 200 instructors to deliver courses to more than 8,200 students per year (FY 2014). It's not only imperative for instructors to effectively deliver coursework, it's important that NTC has a standardized process for selecting, developing and monitoring their performance.

NTC instructor certifications are valid for two calendar years. During that period, each instructor must meet annual and biennial requirements to extend their certification for a subsequent two-year period. The specific requirements may vary across certification roles, but their purpose is to ensure incumbent knowledge, skills and competencies continue to develop over time.

NTC coursework is categorized into three tiers (i.e., Outreach and Education, Safety Program Certification, and NTC Certification) that drive the level (role) at which participants are required to be certified (i.e., presenter, instructor or master instructor). NTC has created detailed descriptions that not only define the scope of each role's tasks and responsibilities, but also the knowledge, skills and competencies required for successful performance. Those role-specific requirements are the foundation for the selection, development and evaluation of individuals responsible for administering NTC coursework.

The NTC Instructor Certification Program is open to individuals currently employed by FMCSA or a participating state program. Current employees certified under the previous NTC instructor program were notified via email that they were grandfathered into the new program. Any qualified individuals interested in developing or honing their skills as an instructor are encouraged to apply.

**For more information on the NTC Instructor Certification Program, including the specific procedures and requirements for certification, please visit [www.fmcsa.dot.gov/ntc](http://www.fmcsa.dot.gov/ntc) or contact [NTC-Certification@dot.gov](mailto:NTC-Certification@dot.gov).** ■

## DOT Continues Strong Cross-Border Trucking Safety Partnership with Mexico

By **Bryan Price**, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

On Jan. 15, 2015, the Federal Motor Carrier Safety Administration (FMCSA) announced that Mexico-domiciled property carriers could apply for long-haul authority to operate beyond the southern border commercial zones into the United States (80 FR 2179). This announcement came on the heels of a three-year pilot program that was made possible by the strong support and cooperation of Mexico's Secretaria de Comunicaciones y Transportes (SCT). The successful completion of the pilot program, which culminated in a report to Congress attesting to the safety of Mexican motor carriers, was a significant milestone in implementing the North American Free Trade Agreement (NAFTA).

Recently, the DOT's Assistant Secretary for Aviation and International Affairs Susan Kurland and FMCSA Acting Administrator Scott Darling hosted a meeting of distinguished guests from Mexico to mark the end of the pilot program and to forge a path forward on mutual cross-border commercial vehicle safety goals. The guests included, among others, Ambassador Alejandro Estivill from the Mexican Embassy and Adrian del Mazo Maza, the SCT's director general of Federal Motor Carrier Transportation.

During the meeting, the parties agreed to continue moving forward on several high-level, cross-border safety goals including revalidating the DOT and SCT commercial driver's license reciprocity agreement, mutual recognition of our countries' annual commercial vehicle inspection standards and training Mexican government inspection staff to become certified to issue CVSA decals in Mexico.

These steps will increase economic opportunities between the two countries while maintaining safety standards, and marks a milestone in implementation of NAFTA. Opening the door to a safe cross-border trucking system with Mexico is an important step toward significantly strengthening the U.S.-Mexico bilateral relationship and allows the U.S. to meet its obligations under NAFTA.

Stay tuned for future updates on these important endeavors. ■



**From left to right:** Debra Straus; Fernando Tonone; Terry Wolf; Nicole Baker; Salvador Monroy; Antonio Ortiz-Mena; Francisco Sandoval; Adrian Del Mazo; Peter Plocki; Scott Darling; Larry Minor; Ambassador Alejandro Estivill; Herb Ford; Daphne Jefferson; Bryan Price; Bill Quade; Tom Keane; John Nangle; Marcelo Perez; Elim Luviano.

## FMCSA Takes Steps to Tackle Moving Fraud

By **Michael Evans**, *Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

**M**ore than 36 million Americans move each year. While most movers are legitimate companies that do quality work, complaints against interstate movers remain of concern. Many of the complaints received by the Federal Motor Carrier Safety Administration (FMCSA) are lodged against a small segment of movers known as rogue carriers. The small number of rogue carriers is a blight on the larger industry and their practices significantly damage the reputation of the industry in general.

At present, there are approximately 4,700 household goods (HHG) moving companies registered with FMCSA. More than 3,000 HHG complaints are made to FMCSA annually. Approximately 2 percent of the registered HHG carriers account for approximately 10 percent of hostage load complaints recorded in FMCSA's National Consumer Complaint Database (NCCDB).

The term "hostage load" refers to when the consumer has paid for 100 percent of a binding HHG moving estimate or 110 percent of a non-binding estimate, and the HHG carrier still refuses to deliver or release property until more money is received. Additionally, rogue carriers appear to be involved in other deceptive business practices, such as requiring consumers to sign blank estimates and failing to address loss and damage claims. Often times, rogue carriers do not have the appropriate authority to operate in interstate commerce and function undetected until a complaint is made to FMCSA.

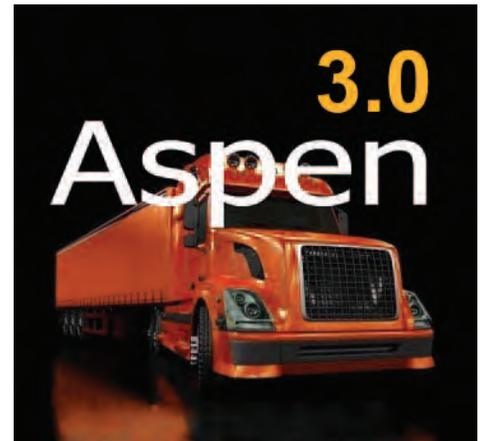
To deal with this problem, FMCSA created a task force to address moving fraud issues, and put into action strategies to combat moving fraud at Congress's urging (in 49 U.S.C § 14710(c)). The Moving Fraud Task Force (MFTF) is comprised of federal, state and local regulatory and law enforcement agencies that share information needed for successful enforcement actions and criminal prosecutions.

The MFTF's objectives are simple:

- Target the worst rogue movers.
- Use the enhanced HHG authorities Congress provided in MAP-21.
- Share enforcement information between federal and state/local governments.
- Encourage criminal prosecutions of moving fraud.
- Prevent rogue carriers from operating.

To date, FMCSA has conducted three MFTF investigations. Those investigations resulted in documented hostage load and deceptive business practice violations, unsatisfactory safety ratings, enforcement actions and several suspensions of operating authority.

**To find out more about MFTF, contact Kenneth Rodgers at [Kenneth.Rodgers@dot.gov](mailto:Kenneth.Rodgers@dot.gov) or 202-366-0073. ■**



### FMCSA Inspection Software Now Updated

Featuring enhanced capabilities including:

- An intuitive user interface that follows the flow of the inspection process
- Elements of ISS, Query Central, CDLIS Access and the old Past Inspection Query (PIQ)
- A new "pre-screen" window that allows inspectors to check the status of a motor carrier, driver, and past vehicle inspections
- A "wizard" that guides the inspector through the proper citation of the Hours of Service regulations
- Direct access to out-of-service notices

Download at InfoSys portal:  
<https://portal.fmcsa.dot.gov>



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration

# Transporting Hazardous Materials and Selecting the Right Route

By **Roxane Oliver**, Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) has worked hard for more than a year to complete the first update and reformatting of the Route Registry in 15 years. We want hazardous materials (HM) carriers to have the peace of mind to know that they are transporting their HM cargo along safe, verified routes.

The entire list of routes has been verified and “route-ordered” for easier identification. Hundreds more were deleted or amended. Agencies and contacts were verified.

**Route-order maps are available at [www.fmcsa.dot.gov/regulations/hazardous-materials/national-hazardous-materials-route-registry](http://www.fmcsa.dot.gov/regulations/hazardous-materials/national-hazardous-materials-route-registry).**

On April 29, 2015, FMCSA published in the *Federal Register* (80 FR 23860) the National Hazardous Materials Route Registry (NHMRR). It provides all designated and restricted road and highway routes for transportation of placarded hazardous materials by highway, including highway route controlled quantities (HRCQ) of Class 7 (radioactive) materials, (RAM) (HRCQ/RAM). This listing, as reported to FMCSA by state and tribal government routing officials, includes current route limitations and allowances, and information on routing agency contacts and supersedes the NHMRR published on July 14, 2014.

The NHMRR presents HM route information by state, divided into three tables for each state, as applicable, listing:

- Restricted Routes – prohibited routes for specified classes of HM shipments
- Designated HRCQ/RAM Routes – permissible routes for transporting HRCQ quantities of Class 7 (radioactive) HM shipments
- Designated NRHM Routes – permissible routes for transporting specified classes of non-radioactive HM shipments

Please note that the following 14 states have no designated or restricted HM routes: Connecticut, Hawaii, Kansas, Maine, Mississippi, Missouri, Nevada, New Hampshire, New Jersey, North

Carolina, North Dakota, South Carolina, Vermont and Wisconsin.

Also, the NHMRR does not include HM route designations and restrictions applicable to areas under the jurisdiction of federal entities, such as the Department of Defense military bases, except for National Park Service (NPS) lands in Montana and South Dakota.

For each state-designated HM route table, the route description, city, county and the materials permitted to be transported using the route are listed in each separate row. For each state-restricted HM route table, the route description, city, county and the materials restricted from being transported using the route are listed in each separate row. Each state’s table is sorted by the “Route Order” column to help companies and drivers navigate designated routes and more easily avoid restricted routes. See the route ordering example pictured right.

The route order character for HM routes begins at the first order level, with a capital letter identifier (A, B, C, etc.), for a single road segment or each distinct HM route, that does not connect with any other HM route. A “continuous route” is a sequence of distinct HM routes that connect. The individual HM routes will have the same first order level capital letter (A), with a second order level number added for each new connecting HM route (A1), and a third order level letter at an intersection of the A1 route (A2A). If the HM route, A2A, junctions a second time, then a fourth order level (A3A-1.0) is used, and so on and so forth. The NRHM routes in Columbus, Ohio, shown in the image on the right demonstrate the route order levels.

States are required to submit updated routing information to FMCSA every two years or within 60 days of making a routing change, whichever is sooner. FMCSA is then required to publish the national routing list update in the *Federal Register* for the route changes to be in effect.

**Please contact your state agency point of contact for additional information on routes in a particular state or contact the FMCSA HM Division at 202-385-2400. ■**

SELECT DESIGNATED NRHM ROUTES IN COLUMBUS, OHIO

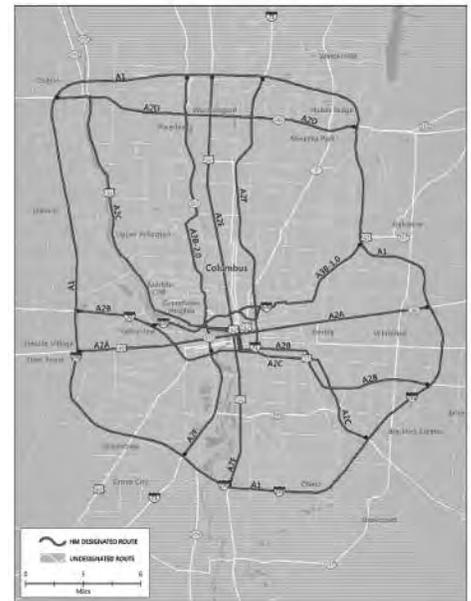


Figure 1: Route Ordering Example

## PHMSA Offers Hazardous Materials Inspector/Investigator (HMI<sup>2</sup>) Training

By **Richard Raksnis**, Director, Hazardous Materials Field Services Support, Pipeline and Hazardous Materials Administration, U.S. Department of Transportation

Over the last two years, the Certification and Standards Branch (CSB) of the U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) has provided hazardous materials inspector/investigator (HMI<sup>2</sup>) training to a number of federal and state partners. The CSB is the training division for all PHMSA field investigators across the country.

During the past couple of years, the CSB has held HMI<sup>2</sup> training classes in Sacramento, California; Tucson, Arizona; Seattle, Washington; Columbia, South Carolina; Augusta, Maine; Columbus, Ohio; Detroit, Michigan; and Albuquerque, New Mexico. The federal and state partners who received the training include state highway patrols; local police; emergency responders; state departments of transportation, departments of environmental protection; departments of fish and wildlife service; U.S. Coast Guard; Federal Aviation Administration; Federal Motor Carrier Safety Administration; and the U.S. Department of Veterans Affairs.

The one-day training sessions typically focus on three types of hazardous materials packages and articles: fireworks/explosives, cylinders and intermediate bulk containers (IBCs).

Attendees are trained on how to use the available resources on the PHMSA website to recognize and determine the unsafe transportation of unapproved fireworks and explosives. They are able to see how a fireworks shell is assembled and learn the required markings and labeling for authorized fireworks. Shipping papers are reviewed and the correct information is articulated and discussed so that emergency first responders have the necessary information in case of an incident.

Methods to re-qualify high-pressure and low-pressure cylinders are covered in the training. Participants are instructed about the potential energy contained in a DOT specification cylinder and how to recognize the use of unauthorized cylinders in transportation. Cutaway sections of cylinders are available for attendees to view so they can understand the location of proper markings. Videos of cylinder explosions, including propane cylinder failures, are shown to highlight the importance of maintaining cylinder integrity.

The last part of the class focuses on IBCs, which have gained wider acceptance in lieu of 55-gallon drums for transporting hazardous materials. The proper markings and labeling of IBCs, including UN package markings, are reviewed so each attendee understands the purpose of each certification marking.

Over the past two years, the CSB team has worked with dedicated individuals in the law enforcement community and provided information and tools to promote the safe transportation of hazardous materials. The importance of this training was highlighted recently when the CSB team received personal thanks and support from the governor of Maine during a class in Augusta, Maine.

The CSB team is considering adding more topics to future presentations, including the transportation of lithium batteries, crude oil, flammable gases and anhydrous ammonia. CSB remains willing, capable and eager to offer training on these or other topics of interest to the enforcement community.

**If you would like additional information about the CBS training or to schedule a training session, contact PHMSA Hazardous Materials Field Services Support Executive Assistant Fatma Ahmed at 202-366-4700. ■**

# Find the tools you need to Get Road Smart.



The newly redesigned enforcement pages on the Compliance, Safety, Accountability (CSA) Website now provide:

- Streamlined content
- CSA outreach materials
- FMCSA updates
- Training webinars
- Downloadable job aids
- Feedback submission form

**Get Road Smart.  
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Federal Motor Carrier Safety Administration

 Compliance • Safety • Accountability

DECEMBER 2015 | FMC-CSA-15-011

Login at:  
<http://csa.fmcsa.gov>

# 2015 ANNUAL CONFERENCE & EXHIBITION ROUND-UP

**O**n Sept. 13-17, CVSA held its 2015 Annual Conference & Exhibition in Boise, Idaho. Approximately 600 government officials, enforcement and industry members attended the Annual Conference in an effort to affect meaningful changes in transportation safety.

“CVSA prides itself on the fact that it provides year-round opportunities for our members to work together through program and committee conference calls, webinars, and in-person and online meetings,” said CVSA Acting Executive Director Collin B. Mooney, CAE. “However, the CVSA Annual Conference & Exhibition provides an effective and efficient way for key stakeholders to get together in-person to discuss, debate, cooperate and make tremendous strides in furthering CVSA’s mission.”

The general session, which kicked off the Annual Conference, included regulatory updates from the Canadian Council of Motor Transport Administrators/Compliance & Regulatory Affairs Committee (CCMTA/CRA), the Secretaria de Comunicaciones y Transportes (SCT) and the

U.S. Federal Motor Carrier Safety Administration (FMCSA). The general session also included a detailed presentation on the State of the Alliance. Award winners were acknowledged for the North American Inspectors Championship (NAIC), CVSA Academic Scholarships and FMCSA’s Motor Carrier Safety Assistance Program (MCSAP).

The International Driver Excellence Award (IDEA) winner, Ross Reynolds of Con-way Freight, was presented with a crystal trophy and monetary award – thanks to the generous sponsorship of HELP Inc. This was the first year CVSA offered this award, which recognizes one individual each year who goes above and beyond his/her duties as a commercial vehicle driver, distinguishing themselves conspicuously and beyond the normal call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

There was also a full-day Intelligent Transportation Systems (ITS) Technology Forum held during the Conference. The forum consisted of presentations, panel sessions and an

interactive exchange on cutting-edge technology developments in the industry.

For the first time, as part of CVSA’s Operation Airbrake Program, an Advanced Infrared/Thermal Wheel End Screening Users Forum was offered at the Conference. Members who use thermal image screening shared and discussed their experiences. Thermal image screening indicates infrared heat signatures of wheel-end components to help locate possible violations, such as flat tires, bearing failure or inoperative brakes.

As one of his last duties as CVSA president, Maj. Bill Reese of the Idaho State Police gave the coveted CVSA President’s Award to four worthy recipients: Pat Crahan who recently retired from U-Haul; Donna McLean of Transport Canada; former CVSA Executive Director Stephen A. Keppler; and Doug Donscheski who will soon retire from the Nebraska State Patrol Carrier Enforcement Division.

The 2016 CVSA Annual Conference & Exhibition will take place on Sept. 18-22, 2016, at the Statehouse Convention Center in Little Rock, Arkansas. ■



Approximately 600 government officials, enforcement and industry members attended the 2015 CVSA Annual Conference & Exhibition in Boise, Idaho.



Maj. Bill Reese gave the coveted CVSA President’s Award to Pat Crahan (left photo) who recently retired from U-Haul and Doug Donscheski (right photo) who will soon retire from the Nebraska State Patrol Carrier Enforcement Division.



The general session included regulatory updates from Acting Administrator Scott Darling, Federal Motor Carrier Safety Administration, U.S. Department of Transportation (photo left); Vice Chair Reg Wightman, Canadian Council of Motor Transport Administrators, Compliance and Regulatory Affairs Committee (middle photo); and Deputy General Director of Supervision Francisco Quintero, Federal Motor Carrier Transportation, Secretaria de Comunicaciones y Transportes (photo right).





CVSA's first International Driver Excellence Award winner, Ross Reynolds of Con-way Freight, graciously accepted his awards.



Maj. Bill Reese, along with CVSA Leadership, presented former CVSA Executive Director Stephen Keppler with the President's Award. Pictured left to right: Maj. David Palmer, Texas Department of Public Safety; Lt. Col. Mark Savage, Colorado State Patrol; Maj. Jay Thompson, Arkansas Highway Police; Steve Keppler; Maj. Bill Reese, Idaho State Police; Julius Debuschewitz, Yukon Highways and Public Works; and Sgt. Tom Fuller, New York State Police.

## CVSA Transitions to New Leadership for 2015-2016

CVSA transitioned to its new leadership team for the 2015-2016 term on Sept. 18, 2015, at the Alliance's 2015 Annual Conference & Exhibition in Boise, Idaho.

Maj. Jay Thompson of the Arkansas Highway Police is the new president of the Alliance. Julius Debuschewitz of Yukon Highways and Public Works is CVSA's vice president. Capt. Christopher Turner of the Kansas Highway Patrol was elected by the membership to the position of secretary. Maj. Bill Reese, from the Idaho State Police, is now the Alliance's immediate past-president.

"I am honored to represent CVSA as the president. I will work diligently to continue the Alliance's mission of improving commercial vehicle safety across North America," said CVSA President Maj. Jay Thompson. "My goals for my term as president are to provide more diversified, flexible and cost effective tools to help roadside inspectors and commercial motor vehicle drivers maintain and improve their skills. I also plan to continue the work started by previous CVSA presidents."

CVSA President Maj. Jay Thompson has been a law enforcement officer in Arkansas for 24 years. His first CVSA experience was in 2003 in Columbus, Ohio, when he competed in the North American Inspectors Championship (NAIC) and was awarded the John Youngblood Award of Excellence. Maj. Thompson has also served as Region II chair for the Cooperative Hazardous Materials Enforcement Development (COHMED) Program, Region II president, and the Size and Weight Committee chair.

CVSA Vice President Julius Debuschewitz is manager of National Safety Code, Transport Services, Highways and Public Works, Government of Yukon, Canada. Debuschewitz has been in the transportation field for 37 years and has worked in commercial vehicle compliance for the Transport Services Branch of Yukon Highways and Public Works for the past 21 years. He is a CVSA North American Standard Level I Part A and B instructor and a passenger vehicle (motorcoach) instructor and serves on the Canadian Education Quality Assurance Team (EQAT),

of which he is a founding member. Debuschewitz was also the vice chair of NAIC.

CVSA Secretary Capt. Christopher Turner manages the Kansas Highway Patrol's Motor Carrier Safety Assistance Program (MCSAP), motor carrier inspectors (weight enforcement), fixed/mobile teams and reconstruction teams. He has served in law enforcement nearly 18 years. Turner has served as an active member of the Programs Initiatives Committee, serving as the vice chair; as well as the vice chair of the Adjudicated Citations Committee Ad Hoc. Capt. Turner has also moderated several technology forums for CVSA, such as connected vehicles.

### Other Leadership Changes

Sgt. John Samis of the Delaware State Police is the new Region I president, and Sgt. Scott Dorrlor of the New Jersey State Police was elected as Region I vice president. M/Sgt. Todd Armstrong of the Illinois State Police is the new Region III president, and Capt. John Broers of the South Dakota Highway Patrol was elected as Region III vice president. Region IV elected a new vice president, Sgt. Joshua Clements of the California Highway Patrol. Kerri Wirachowsky of the Ontario Ministry of Transportation was elected as the new Region V vice president. Associates have a new vice president, Dr. David Guess with Usher Transport.



**Pictured left to right:** CVSA Vice President Julius Debuschewitz of Yukon Highways and Public Works; CVSA President Maj. Jay Thompson of the Arkansas Highway Police; CVSA Secretary Capt. Christopher Turner of the Kansas Highway Patrol; Immediate Past President Maj. Bill Reese of the Idaho State Police.

## The CVSA COHMED Conference: A One-of-a-Kind Educational and Training Experience for Hazmat Professionals

By **Donna McLean**, Chief Inspector, Education & Public Awareness, Transport Dangerous Goods Directorate



This January, the 2016 COHMED Conference will take place in San Antonio, Texas. In 2010, I attended COHMED for the first time in this beautiful city. It was an enriching experience and I participated in many training sessions that I normally would not have the opportunity to take due to cost and availability. I look forward to returning to San Antonio and attending another successful conference.

Why should you attend COHMED? Hazmat professionals come to the COHMED Conference to learn more about trends and best practices and to improve their knowledge of regulatory requirements. Professionals who attend the COHMED Conference have one common goal: ensuring the safe transportation of dangerous goods/hazardous materials.

The COHMED Conference is designed to promote learning and networking. It is a great opportunity to meet with representatives from industry and enforcement, as well as the regulators. There is a wide variety of training sessions offered and they are delivered by instructors representing industry, enforcement and regulators. You will learn just as much from the sessions you attend as you will from the contacts you will make.

In 2010, I also joined the COHMED Leadership Committee. I have thoroughly enjoyed being part of this committee and working with a great group of people to ensure you have a great experience at the COHMED Conference. The agenda for the 2016 conference has been completed and we encourage you check it out at [www.cvsa.org/events/cohmed/2016](http://www.cvsa.org/events/cohmed/2016).

We use feedback provided from participants' evaluation forms to determine what topics should be covered for the training sessions. Here's a sneak peek at the sessions you can expect in San Antonio:

- Hands-on training session on medical and industrial cylinders
- Explosives used during fracking processes
- Transportation and inspection requirements for Ebola

If you have any topics you would like to see covered at a future COHMED Conference, please let us know. Suggestions are always welcome.

I would like to encourage my fellow Canadians to attend this conference. There is no other conference like COHMED in North America.

**To learn more about the COHMED Program, visit [www.cvsa.org/programs/cohmed](http://www.cvsa.org/programs/cohmed) or contact me at [donna.mclean@tc.gc.ca](mailto:donna.mclean@tc.gc.ca).**

To learn more about the COHMED Leadership Committee or if you would like to play a key role in designing the COHMED conferences, please contact any COHMED leadership member. We are looking for eager individuals to join the committee. A listing of COHMED leadership can be found online at [www.cvsa.org/programs/cohmed\\_leadership](http://www.cvsa.org/programs/cohmed_leadership).

As past COHMED Chair Sgt. Tom Fuller with the New York State Police once said, "If hazmat is in your job description, COHMED is the place to be."

Come and join us in San Antonio. ■

### Webinars for the Hazmat Industry

The COHMED Leadership Committee is trying to further COHMED's reach. We realize that not everyone can make it to the conference every year. Following the feedback we received from participants during COHMED 2015 and in order to provide training to those of you that cannot attend, we have started offering webinars.

The training class on MC331 Cargo Tanks offered by Tpr. Scott Maguire with the Massachusetts State Police was delivered as a webinar and was a real success with nearly 400 attendees. We received positive feedback from participants and, as a result, more webinars will be offered in the future.

**To suggest a topic for a webinar or if you are interested in presenting a webinar, contact CVSA Director of Education and Training Programs Ken Albrecht at [kena@cvs.org](mailto:kena@cvs.org).**



The COHMED Conference offers in-depth technical sessions and advanced-level training. The conference provides a one-of-a-kind opportunity for individuals involved in the hazmat/dangerous goods industry to present concerns and share perspectives about enforcement of the regulations. The COHMED Conference is an unparalleled opportunity to network, build better working relationships and provide input into future changes and regulations.



## 2016 COHMED CONFERENCE

January 25-29, 2016 | San Antonio, Texas

Presented by the Cooperative Hazardous Materials Enforcement Development (COHMED) Program, the COHMED Conference fosters coordination, cooperation and communication between the regulatory and enforcement agencies responsible for safe transportation of hazardous materials and the industry they regulate.

The information-sharing and problem-solving that takes place, combined with the in-depth education that's presented, is critical to building cooperation among stakeholders.

If you are involved in hazmat regulation, enforcement or safety, the COHMED Conference is one event you cannot afford to miss.

Visit [www.cvsa.org/events/cohmed/2016](http://www.cvsa.org/events/cohmed/2016) to learn more and to register for the 2016 COHMED Conference.

## CVSA's 23rd Annual North American Inspectors Championship



Fifty one inspectors competed in this year's North American Inspectors Championship.

**F**ifty one roadside inspectors representing jurisdictions across North America gathered in St. Louis, Missouri, on Aug. 10-14, 2015, to compete in CVSA's North American Inspectors Championship (NAIC).

Each year, CVSA recognizes the best of the best by inviting member jurisdictions throughout North America to participate in NAIC, the only event dedicated to recognizing and awarding commercial vehicle inspector excellence.

The Jimmy K. Ammons Grand Champion Award is the highest NAIC honor for roadside inspectors.

**This year, the Grand Champion Award was awarded to J.D. Berrong with the North Carolina State Highway Patrol for his combined performance in six competition elements:**

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

The John Youngblood Award of Excellence is a special award NAIC contestants bestow on a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession. **This year, NAIC contestants voted to present the John Youngblood Award to Brad Mitchell with the Oklahoma Highway Patrol.**

The following awards were presented during this year's NAIC:

### **High Points: United States**

J.D. Berrong, North Carolina State Highway Patrol

### **High Points: Canada**

Darren Kennedy, British Columbia Ministry of Transportation and Infrastructure

### **North American Standard Level I Inspection:**

First Place – Steve McPherson, Ontario Ministry of Transportation; Second Place – Andrew Stapleton, South Dakota Highway Patrol; Third Place – Carlos Rojas, Alaska Department of Public Safety

### **North American Standard Hazardous Materials/Transportation of Dangerous Goods and Cargo Tank/Bulk Packagings Inspection:**

First Place – Reagan Droddy, Texas Department of Public Safety; Second Place – Nicholas Wright, Kansas Highway Patrol; Third Place – Charles Shaver, Tennessee Highway Patrol

### **North American Standard Level V Passenger Vehicle (Motorcoach) Inspection:**

First Place – Erick McGuire, Florida Highway Patrol; Second Place – James Hamrick, Arkansas Highway Police; Third Place – Mike Watts, Alberta Justice & Solicitor General

### **Team Award – Orange Team:**

Jason Harris, Alabama Law Enforcement Agency; Daniel Voelker, Arizona Department of Public Safety; Rhonda Wood, Kentucky State Police; Mike Miller, New Jersey State Police; J.D. Berrong, North Carolina State Highway Patrol; Steve McPherson, Ontario Ministry of Transportation; Charles Shaver, Tennessee Highway Patrol; Scott Parsons, Virginia State Police.

"NAIC contestants are not only tested in the competition, they also learn about the latest CMV safety trends, technologies, standards and inspection procedures," said 2014-2015 CVSA President Maj. Bill Reese of the Idaho State Police. "The North American Inspectors Championship tests and educates inspectors, providing a well-rounded educational opportunity along with the healthy competitive spirit that has guided and made this competition successful and a goal for top aspiring inspectors for the past 23 years."

Roadside inspectors are highly trained professionals who save lives every day by keeping unsafe commercial vehicles and drivers off our roads. The work of a commercial vehicle inspector is not easy, but it is vital in ensuring public safety on North American roadways. The North American Inspectors Championship was created to recognize inspectors and officers – the backbone of the commercial vehicle safety program in North America – and to promote uniformity of inspections through education.

NAIC is sponsored by CVSA and many of its valued associate members. For the past 23 years, the championship event has been held in partnership with the American Trucking Associations' (ATA) National Truck Driving Championships (NTDC). NAIC has been recognized by the American Society of Association Executives (ASAE) as an event that "Advances America."

**For more information about NAIC, to view photos from NAIC 2015 and to view results from previous years, visit [www.cvsa.org/programs/naic\\_program\\_overview.php](http://www.cvsa.org/programs/naic_program_overview.php).** ■



The Jimmy K. Ammons Grand Champion Award was awarded to J.D. Berrong with the North Carolina State Highway Patrol for his combined performance in six competition elements.



This year, NAIC contestants voted to present the John Youngblood Award to Brad Mitchell with the Oklahoma Highway Patrol.



In the North American Standard Level I Inspection category, Steve McPherson of the Ontario Ministry of Transportation placed first; second place went to Andrew Stapleton of the South Dakota Highway Patrol; and third place went to Carlos Rojas of the Alaska Department of Public Safety.

In addition to the competitive events at NAIC, each inspector received training on the latest safety standards and inspection procedures while sharing experiences with other inspectors.



J.D. Berrong (right) of the North Carolina State Highway Patrol was awarded High Points for United States. Darren Kennedy (left) of the British Columbia Ministry of Transportation and Infrastructure earned the High Points award for Canada.



For the North American Standard Level V Passenger Vehicle (Motorcoach) Inspection Award, Florida Highway Patrol's Erick McGuire came in first; James Hamrick of the Arkansas Highway Police came in second; and Mike Watts of the Alberta Justice & Solicitor General placed third.



The Team Award went to the Orange Team: Team leader: Scott Christian, St. Louis Metropolitan Police Department; Jason Harris, Alabama Law Enforcement Agency; Daniel Voelker, Arizona Department of Public Safety; Rhonda Wood, Kentucky State Police; Mike Miller, New Jersey State Police; J.D. Berrong, North Carolina State Highway Patrol; Steve McPherson, Ontario Ministry of Transportation; Charles Shaver, Tennessee Highway Patrol; and Scott Parsons, Virginia State Police.



For the North American Standard Hazardous Materials/Transportation of Dangerous Goods and Cargo Tank/Bulk Packagings Inspection Awards, first place went to Reagan Drodty, Texas Department of Public Safety; Nicholas Wright of the Kansas Highway Patrol was awarded second place; and the third place award went to Charles Shaver of the Tennessee Highway Patrol.



## Order Vehicle Decals for 2016

CVSA IS TAKING NEW DECAL ORDERS FOR CALENDAR YEAR 2016



### NEW FOR 2016:

- The decals will be produced as 8.5" x 11" sheets, instead of books or pads. Each sheet contains 12 decals, which are individually perforated.
- We have incorporated a barcode feature that is a PDF 417 standard. The barcode will be on each individual decal, as well as on each sheet of 12. On each decal, the barcode includes the serial number of that individual decal. The barcode on the sheet contains all the individual decal serial numbers on each sheet.
- We adjusted the ordering process to permit orders by quarter or for the entire year.

**NOTE:** Only decal contacts as assigned by the lead agency contact are authorized to order decals.

To order decals, visit [www.cvsa.org](http://www.cvsa.org), then click on "Member Login" located at the top of the website. As the decal contact, once you are logged in, click on "Online Store," then select "Decals" from the right-hand navigation column to place your order.

## CVSA Joins New Public-Private Coalition to Address Nationwide Truck Parking Shortage

The U.S. Department of Transportation's Federal Highway Administration (FHWA) released survey results on the lack of truck parking information and capacity across the nation and called for a national coalition to address the problem and help find targeted solutions. Answering that call for action, CVSA joined other transportation safety organizations to form a new public-private coalition to find solutions to the truck parking shortage.

FHWA's findings in the "Jason's Law Truck Parking Survey Results and Comparative Analysis" show most states reported having truck parking shortages occurring at all times of the day on every day of the week. The analysis includes the factors that can influence truck parking and offers ways to improve the measurement of the truck parking problem, including the collection of data on supply and demand, congestion and safety.

The "Moving Ahead for Progress in the 21st Century" Act (MAP-21) required the U.S. Department of Transportation (USDOT) to conduct the survey to determine if adequate parking is available for truck drivers based on the

level of commercial traffic in the state. Along with state departments of transportation, the USDOT surveyed safety officials, truckers, truck stop operators and other trucking industry stakeholders.

Members of the National Coalition on Truck Parking include CVSA, FHWA, the Federal Motor Carrier Safety Administration, the American Association of State Highway and Transportation Officials, the American Trucking Associations, the Owner Operator Independent Drivers Association and the National Association of Truck Stop Operators.

Over the coming months, as part of the National Coalition on Truck Parking, CVSA will engage in a dialogue with state and local governments, law enforcement, and the trucking and business communities to work together to advance truck parking solutions to meet the needs of the nation's truck drivers.

To learn more about Jason's Law and the Jason's Law Truck Parking Survey, visit [www.ops.fhwa.dot.gov/freight/infrastructure/truck\\_parking](http://www.ops.fhwa.dot.gov/freight/infrastructure/truck_parking). ■



CVSA Acting Executive Director Collin B. Mooney signs the Jason's Law Proclamation.



On Aug. 21, 2015, members of the National Coalition on Truck Parking participated in a press conference at the U.S. Department of Transportation's Washington, D.C., headquarters to officially launch the formation of the coalition.



INTERNATIONAL  
**ROADCHECK**  
CVSA

# International Roadcheck 2015 Driver and Vehicle Out-of-Service Rates for Level I Inspections Lowest on Record

On June 2-4, 2015, commercial motor vehicle inspectors across North America completed 69,472 truck and bus inspections during International Roadcheck 2015, an annual 72-hour enforcement and safety outreach event.

Of the 69,472 total inspections, 44,989 were North American Standard Level I Inspections, which is the most thorough roadside inspection. Of Level I Inspections, inspectors found 1,623 (or 3.6 percent) of drivers and 9,732 (or 21.6 percent) of vehicles with out-of-service (OOS) violations, historically the lowest rates for which CVSA has data, back to 1991. Of all inspections, 777 seatbelt violations were issued.

Level I Inspections include a 37-step procedure that involves examination of both the driver's record of duty status and the safety of the vehicle. Drivers are required to provide items such as their license, endorsements, medical card and hours-of-service documentation, and are checked for seat belt usage and the use of alcohol and/or drugs. The vehicle inspection includes checking items such as the braking

system, cargo securement, coupling devices, exhaust system, frame, fuel system, lights, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, and emergency exits, electrical cables and systems in engine and battery compartments, and loose or temporary seating on buses. Other inspections conducted included Level II walk-around, Level III driver-only and Level V vehicle-only inspections.

Each year, International Roadcheck places special emphasis on a category of violations. The special emphasis for International Roadcheck 2015 was cargo securement. While checking for compliance with safe loading regulations is always part of roadside inspections, CVSA highlighted cargo safety as a reminder to drivers and carriers.

The proper loading and securing of cargo on vehicles is a matter of public safety. For many types of loads, particularly those that are not sealed or are otherwise inaccessible to the driver, regulations require the driver to stop within the first several miles of a trip and recheck the tie downs and other load-securing equipment.

During International Roadcheck 2015, inspectors issued 2,439 violations for load securement. The leading load securement violations, by number of violations issued, were: (1) failure to prevent shifting/loss of load; (2) failure to secure truck equipment (tarps, dunnage, doors, tailgates, spare tires); (3) damaged tie downs (typically unacceptable wear on chain or cuts and tears on web straps); (4) insufficient tie downs; and (5) loose tie downs. Load securement enforcement is a normal part of Level I Inspections. Securing cargo and equipment are vital to safe operations.

"CVSA's International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute, over three days," said CVSA Acting Executive Director Collin B. Mooney, CAE. "However, we must remember that the work done over that 72-period represents only a fraction of what's accomplished every day by approximately 13,000 CVSA-certified local, state, provincial, territorial and federal inspectors at hundreds of inspection locations across North America."

*Continued on next page*

Continued from page 33

## CVSA Holds Kickoff Event for International Roadcheck at Washington, Idaho State Border

On June 2, 2015, CVSA held a news conference and safety inspections – conducted by Idaho State Police and Washington State Patrol – to kick off the 2015 International Roadcheck weeklong enforcement campaign.

The event was held in Washington at the Idaho border, demonstrating the fact that this enforcement effort is a partnership, one that spans all the states, territories and provinces of North America.

The kickoff event included speakers from CVSA, the Federal Motor Carrier Safety Administration (FMCSA), Idaho State Police, Washington State Patrol, Florida Highway Patrol and Washington Trucking Associations.



**Pictured left to right:** Jack Van Steenburg, Chief Safety Officer, Federal Motor Carrier Safety Administration, U.S. Department of Transportation; Capt. Derek Barrs, Florida Highway Patrol and International Roadcheck Program Committee Chair; Maj. Bill Reese, Idaho State Police and 2014-2015 CVSA President; Capt. Mike Dahl, Washington State Patrol; and Jeff Bosma of Fastway Freight System Inc. and President of Washington Trucking Associations.

“Commercial vehicle inspectors are highly trained, dedicated professionals whose sole focus is protecting the safety of everyone traveling on our highways and roads,” said FMCSA Acting Administrator Scott Darling. “The annual Roadcheck event is just one example of a continuing strong partnership among local, state and federal safety enforcement personnel. It also serves as a valuable reminder that when it comes to commercial vehicle safety, everyone has an important role to play. We must give large trucks and buses extra space to maneuver, avoid lingering in blinds spots where you can’t be seen, never allow ourselves to become distracted drivers, and never drink and drive.”

Since its inception in 1988, International Roadcheck inspections have numbered more than 1.4 million, resulting in an estimated 334 lives saved and 6,134 injuries avoided.

International Roadcheck is sponsored by CVSA, North America’s leading commercial vehicle safety-enforcement organization, with participation by the Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators and the Secretariat of Communications and Transportation in Mexico.

Visit [www.cvsa.org/programs/int\\_roadcheck](http://www.cvsa.org/programs/int_roadcheck) to learn more about International Roadcheck. ■

### — International Roadcheck 2015 —

Top OOS Violation Categories For:	Percent of Driver OOS Violations		
	2015	2014	2013
<b>VEHICLES</b>			
Brake Adjustment	15.5%	16.7%	19.5%
Brake System	27.5%	29.5%	30.1%
Tires/Wheels	13.9%	13.8%	10.1%
Lights	12.7%	13.5%	12.6%
Safe Loading	15.3%	11.5%	11.7%
Steering	2.0%	2.4%	2.3%
Frame	1.1%	1.3%	1.5%
Suspension	2.1%	5.2%	5.8%
Coupling Devices	0.7%	0.9%	0.8%
Driveline/Driveshaft	0.6%	n/a <sup>1</sup>	n/a <sup>1</sup>
Fuel System	0.5%	0.4%	0.6%
Exhaust System	0.3%	0.3%	0.4%
<b>DRIVERS</b>			
HOS	46.0%	46.5%	50.3%
False Logs	12.6%	13.7%	14.8%
Disqualified	7.6%	12.7%	10.2%
Drugs/Alcohol	2.1%	1.1%	1.5%
Improper Endorsement	n/a <sup>1</sup>	4.3%	4.9%
Age	0.0%	2.1%	0.6%
<b>HAZARDOUS MATERIALS</b>			
Shipping Papers	27.5%	21.1%	17.0%
Placards	23.9%	20.8%	17.7%
Bulk Packaging	n/a <sup>1</sup>	6.3%	2.7%
Marking	3.2%	6.6%	13.9%
Loading	27.9%	32.0%	37.4%
Package Integrity	2.3%	11.9%	14.6%

<sup>1</sup> Some violation categories for 2015 were not directly comparable to past years due to changes in category assignments. Certain violations may be reported as “Other Violations” in the dataset.

## 2015 International Roadcheck in Action



Washington State Patrol



Puerto Rico Public Service Commission



Maryland State Police



Virginia State Police



Hawaii Department of Transportation



Iowa Department of Transportation



I have always considered being thanked for my demeanor after an inspection as one of the biggest honors I can receive roadside.

## INSPECTOR'S CORNER

### 3 to 5

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

The whirlwind that was winning the 2015 North American Inspectors Championship (NAIC) has slowed down a little. I never thought I would be so happy to be back enforcing traffic laws and doing truck inspections. I thought and thought on what I should write about my first time in *Guardian*, and I finally decided on 3 to 5. It is a subject I believe in and something I talk about with every new trooper I help train.

We all spend so much time training and preparing on steps 1, 2, and 6 through 37. Sometimes it's easy to forget steps 3, 4 and 5. I look at the professional partnerships we have here in North Carolina with the trucking industry and the professional drivers and hope it is that way all across North America. I am impressed more and more with the industry as carriers ask for safety talks and help complying with the federal regulations. I am always impressed after giving safety talks to a large group of professional drivers how many will come up and ask so many questions about safety and compliance. Several times, I have spent more time answering questions on a one-on-one basis than I did during the presentation.

As professionals, drivers deserve the respect we ourselves expect from them. It is even more important in today's atmosphere and public opinion

about law enforcement. I have always considered being thanked for my demeanor after an inspection as one of the biggest honors I can receive roadside. I have also taken a kind of solace in knowing that if I ever needed help on the side of the road, more than likely, one of these professional drivers would assist. There are so many instances, but all one would have to do is search North Carolina State Trooper Horniack and James Hill. That is an awesome example of the best in trucking and humanity.

That is part of the reason I enjoy NAIC so much. Over the last four years, I have met so many professional law enforcement officers and truck drivers. With NAIC being held in conjunction with the National Truck Driving Championship (NTDC), competitors have a chance to meet each other in the hotels, restaurants and events. It is great to have conversations with your professional counterparts, on both sides of the inspection process.

I want to ask all my law enforcement and trucking industry family to stay safe and make it home safely to whoever is waiting for you. To both, be the professional you want to be treated as and treat the other with the respect they deserve. And remember, 3 to 5 is just as important as any other step in the process. ■

## REGION I

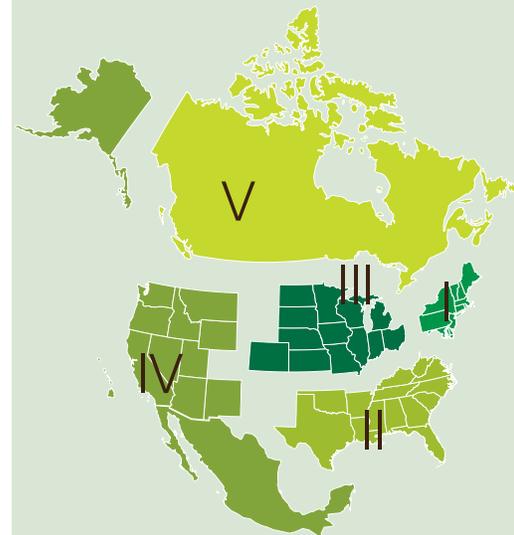
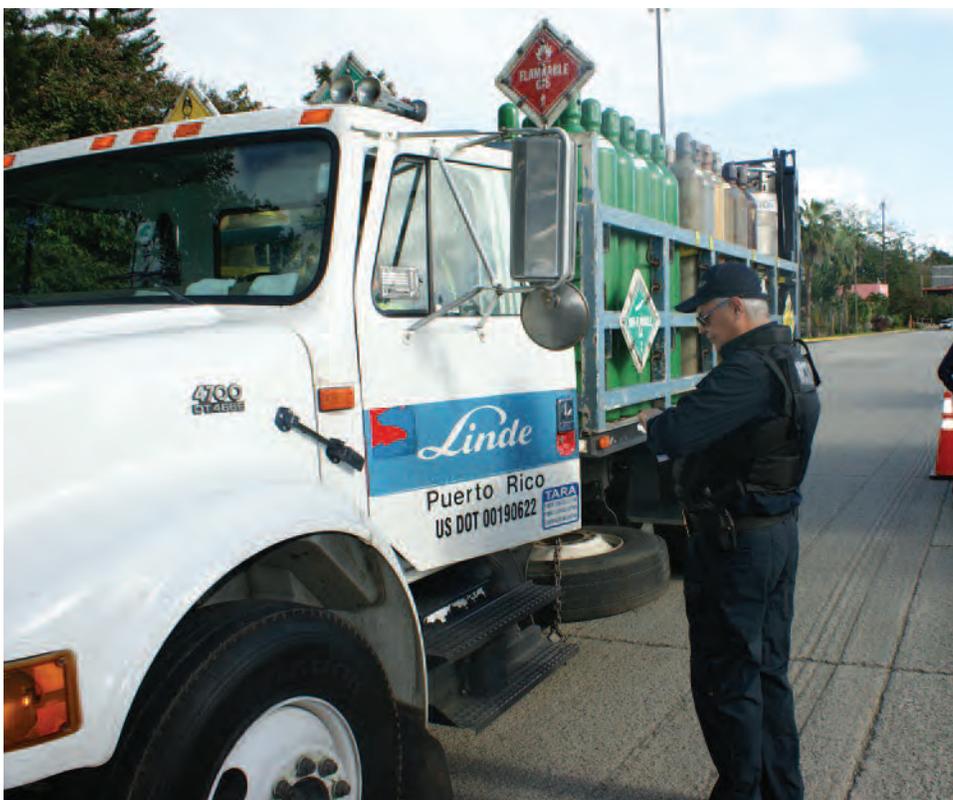
## Puerto Rico Participates in 2015 Operation Airbrake

Puerto Rico's Public Service Commission under its Motor Carrier Safety Administration Program (MCSAP) Division continues to be active in its mission of guaranteeing the safety of the roads and ensuring the compliance of the laws that the agency regulates. The division has been vigorously educating its concessionaries and registering more companies under the USDOT numbers to follow the state and federal laws, policies and procedures.

At the same time and in accordance with federal rulings, Puerto Rico's MCSAP has been adopting and preparing new practices that will go accordingly with the compliance review.

Puerto Rico's MCSAP participated in Operation Airbrake in September 2015, conducting more than 100 inspections throughout the island, according to Omar Negrón, chairman of Puerto Rico's Public Service Commission.

"Enforcing full compliance is certainly one of our main goals. It is our duty and obligation to educate and ensure that accidents as a consequence of the mishandling and breach of these policies are reduced," noted José Miranda Ramos, director of MCSAP in Puerto Rico. ■



## 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

## Atlantic Investigations Hosts Successful Truck Driving/CMV Mechanic Championship Rodeo

By Greg Crescenzo, Owner, Atlantic Investigations



On July 11, 2015, Atlantic Investigations hosted its first inaugural Truck Driving/CMV Mechanic Championship Rodeo in Hammonton, New Jersey. The event was a big success.

Nine trucking companies participated and were judged on written tests, driving skills and mechanic skills. The nine competing companies were: Asphalt Paving Systems, Lee Transport, Safeway Distributors, MJD Trucking, Santelli Trucking, Ocean City Express, Northstar, Gold Medal Environmental and Phase III Trucking.

In attendance were CEOs and company employees supporting and cheering on their fellow employees.

All participating drivers took CVSA's Operation Airbrake driver survey. Once everyone was done with the written test, the drivers had to do a pre-trip inspection of their vehicle, which was the first phase of the truck rodeo. Once the pre-trip inspections were completed, they were ready to enter the driving course.

One judge was stationed at each obstacle course to evaluate each driver on how well they drove through the course. The driving course

consisted of a left turn, straight line, front stop, alley dock, funky monkey and curb stop.

As the drivers competed in the rodeo, the participating technicians took an Airbrake Knowledge survey test prepared by CVSA. Upon completion, the technicians individually went to a decoy truck supplied by Smith and Solomon with planted defects. The competing technicians had to discover the defects.

The judges for this event were: Retired Sergeant First Class Michele McLaughun, Patrolman David McWilliam of the Philadelphia Police Department Truck Enforcement Unit, Retired Lieutenant of the New Jersey State Police Lorraine Fritsch, Retired Captain of the New Jersey State Police Tina Arcaro, Retired Sergeant of the Atlantic City Police Robert Clark, Lieutenant Lawrence Higgins, Lieutenant Stephen Albanese, Trooper Jason Burger, and Trooper Dan Zelechowski and Sergeant First Class Richard Brunett of the New Jersey State Police Traffic Safety Bureau.

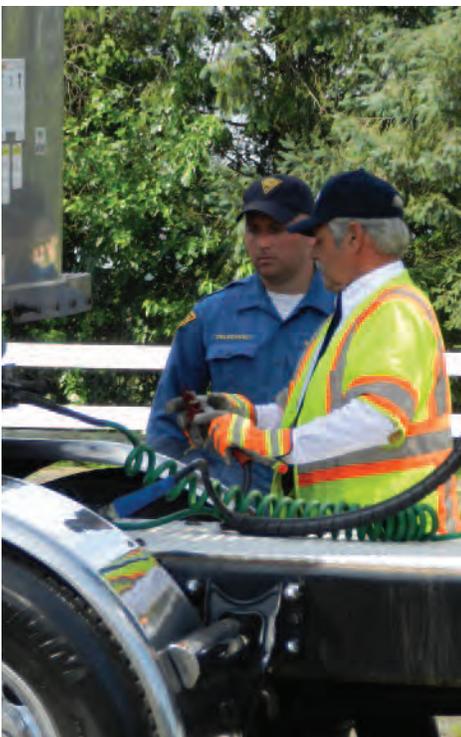
At the end of the rodeo, awards were presented by Robert J. Pinizzotto, Esq.; Mike Kelliney, president of People Against Distracted Driving (PADD); and Greg W. Crescenzo, owner of Atlantic Investigations.

- Jack Smith from Asphalt Paving Systems was awarded Top Class A Driver.
- Second place went to John O'Rourke from Phase III Trucking.
- John O'Rourke from Phase III Trucking was also awarded Best Truck Appearance.
- Ed "Doc" Lonk from Gold Medal Environment of New Jersey and Pennsylvania was awarded Best Mechanic.

During the event, DJ Anthony from Sicilian Entertainment played greatest hits, while Texas Roadhouse supplied food for the participants and their families. The MC for the event was retired prosecutor Robert Pinizzotto.

Special thanks to PADD President Mike Kelliney, all the participating companies, Sicilian Entertainment for providing the music and Texas Roadhouse of Sicklerville for providing the food. Also, special thanks to all the judges who helped with the event.

This event raised more than \$1,500 for CVSA's Operation Safe Driver Teens and Trucks Program in the school system. It was an enjoyable time for all participants. ■



REGION I

## National Night Out Program in New Jersey, Aug. 4, 2015



REGION II

## Kentucky State Police Welcomes New Cadets

By Lt. Col. Curtis O'Bannon, Commercial Vehicle Enforcement Division, Kentucky State Police

The Kentucky State Police, Commercial Vehicle Enforcement Division, began a new class of cadets on July 12, 2015. The class of 10 cadets began their commercial vehicle training by completing the North American Standard Parts A & B and the General Hazardous Materials courses for their first three weeks of training.

After spending four weeks in the field to complete their initial certification inspections, the cadets began the Department of Criminal Justice Training (DOCJT) Academy in Richmond, Kentucky. The DOCJT curriculum consists of general police procedures, patrol procedures, criminal law, firearms, driving and crash investigation; inclusive of 22 weeks of police training.

After completing the 22 weeks of DOCJT police training, the cadets returned to the Kentucky State Police Academy and completed five weeks of additional training, including defensive tactics, driving skills, radar certification, commercial vehicle stops training and additional firearms training. The cadets have completed 30 weeks of training.

The agency is excited to welcome the addition of these new employees into our ranks. ■



Pictured from left to right: George Pointer, Jon Bledsoe, Kalin Caudill, Dwight Isaac, Jerrod Foley, Daniel Woosley, Bradley Calhoun, Michael Flanigan, Tyler Lynch, Jacob Vanover.

## Kentucky's Commercial Vehicle Screening System Accorded Transportation Research Award

### 'KATS' Project Helps Identify Candidates for Large-Truck Inspections

By **Chuck Wolfe**, Office of Public Affairs, Kentucky State Police

The goal of KATS was to create a system that could more quickly identify commercial vehicles and pinpoint potential problems on Kentucky roadways related to safety, credentials and registration.

Kentucky's innovative use of technology for screening large commercial trucks that pass through the Commonwealth was accorded the 2015 President's Award for Research by the American Association of State Highway and Transportation Officials (AASHTO).

The award-winning program is KATS – Kentucky Automated Truck Screening. It employs a license plate reader, U.S. Department of Transportation (USDOT)/KYU number reader and scene camera technology to collect and process identifying information as a commercial vehicle enters a weigh station ramp.

KATS was implemented across the state through efforts of the Kentucky Transportation Cabinet (KYTC) Department of Vehicle Regulation, the Kentucky Transportation Center at the University of Kentucky and the Commercial Vehicle Enforcement Division of Kentucky State Police.

"KATS is an example of the high-quality projects that can come about when groups work toward a common goal," said Kentucky Transportation Secretary Mike Hancock. "We were proud to be a part of this project and do our part to ensure our roads and those driving on them are as safe as possible."

The goal of KATS was to create a system that could more quickly identify commercial vehicles and pinpoint potential problems on Kentucky roadways related to safety, credentials and registration.

In 2013, nearly 3.5 million trucks came through Kentucky's 14 weigh stations. But due to limited staffing and the lengthy time required to complete an inspection, only about 1 percent of large trucks were inspected. KATS technology does not increase the number of inspections that can be conducted, but it does improve the chances of detecting violations. The system puts a spotlight on carriers with potential problems, while allowing motor carriers in good standing to continue down the road.

As a truck enters a weigh station equipped with KATS, data collection begins immediately. A complete record contains the date and time, vehicle weight, license plate number and jurisdiction, USDOT and KYU numbers, and an overview image. Data is correlated into a single record and checked against several state and federal systems. In all, 16 tests are run on every vehicle. KATS flags vehicles that fail any test, but only those violations specified by enforcement are automatically directed to stop.

Research has shown that inspections initiated through KATS tend to detect more violations. Finding and correcting violations results in safer roadways and a possible increase of revenue for Kentucky if KATS also spots tax violations for commercial vehicles.

Ten KATS systems are operational in the state – eight at weigh stations, one on Interstate 64 in Shelbyville and one at a virtual weigh station on the AA Highway in Grayson. KATS was developed using federal grant money.

The award was presented Sept. 27, 2015, in Chicago at AASHTO's annual meeting. Accepting were Brian Beaven, assistant director of the KYTC Division of Motor Carriers, and Dr. Joe Crabtree, director of the Kentucky Transportation Center, on behalf of engineer Jerry Kissick.

It was the second prestigious award for KATS, which was also named 2014 Project of the Year by the Intelligent Transportation Society of the Midwest in December. ■



## The TIME Task Force – Champions for Quick Clearance of Metro Atlanta’s Traffic Incidents

By **Capt. Gwendolyn Fulton**, Georgia Department of Public Safety, Motor Carrier Compliance Division; GEMA/DOT Liaison; Training Committee Chair, Metro Atlanta TIME Task Force

TIME’s mission is to develop and sustain a region-wide incident management program to facilitate the safest and fastest clearance of roadway incidents, lessening the impact on emergency responders and the traveling public.

Sometimes, it seems that “government cooperation” is an oxymoron – concepts more often at odds than actually occurring in the real world. To further complicate matters, just add in disparate agencies, various jurisdictions and a hodgepodge of private- and public-sector interests. Then the picture grows grim for the prospect of working together on common goals.

But the leaders and members of the Metro Atlanta Traffic Incident Management Enhancement (TIME) Task Force have managed to unify just such an eclectic mix of people, agencies and businesses for more than 13 years.

Traffic incidents account for significant impacts to safety, mobility, environmental concerns, economic viability and overall quality of life. The TIME Task Force mitigates these adverse effects through training, awareness, and the development of professional guidelines and policies for the quick, safe clearance of incidents. TIME provides the forum for first responders and others dealing with crashes to share lessons learned and best practices in traffic incident management (TIM).

The Federal Highway Administration defines TIM as the “planned and coordinated multi-disciplinary process to detect, respond to and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders.”

Everything hinges on the TIM timeline. The timeline accounts for all aspects of the incident from its detection to verification, response, roadway clearance, incident clearance and recovery to normal traffic flow. Anything

that can be done to shorten the duration of any of these phases minimizes congestion and improves safety.

Metro Atlanta’s infamous traffic situation stems from too much demand and limited roadway capacity, or recurring congestion. But more than half of the congestion encountered daily is the result of non-recurring incidents – crashes, disabled vehicles and debris blocking roadways.

Quick clearance of incidents generates tremendous time-saving and safety-enhancing benefits. The longer it takes to clear an incident, the greater the chances for secondary crashes occurring in the back-up. The safety of responders is also jeopardized. Longer time on an incident scene equates to greater exposure to potential injury or death.

Surprisingly, more firefighters and police officers are injured or killed each year while working traffic incidents than from violent crimes or fires. Tow truck operators are struck and killed far too often, and Georgia Department of Transportation’s (GDOT’s) highway emergency response operators (HEROs) have suffered loss in the line of duty.

It may be taken for granted that everyone working an incident is doing so as quickly as possible. But with many different roles and responsibilities present, quick clearance may not be at the top of everyone’s list of priorities. These priorities will counteract one another without good TIM practices in place to ensure quick clearance is part of every responder’s on-scene responsibilities.

More than a decade ago, metro drivers commuted in “The Land before TIME,” a place where incidents were handled vastly different from today. Firefighters parked engines to block



## REGION II

## 2015 Brake Safety Week/Operation Airbrake in Florida

as many lanes as they felt afforded the safest environment. Emergency medical personnel were focused solely on providing advanced care and transporting the injured. When hazmat was involved, roads were shut down at the slightest whiff of spills and leaks. Law enforcement held preservation of evidence at the “crime scene” as their highest objective, and they could not be hurried through their required “CSI”-type activities to open blocked lanes.

All the while, transportation agencies and traffic managers were focused on getting lanes open as quickly as possible. Because it was “their road,” they believed they had every right to make it happen. Towing and recovery personnel were an afterthought, not even dispatched until traffic was already gridlocked, often arriving without the proper equipment or training. Responders would meet, in most cases for the first time, at the incident scene and did the best they could, but often with poor results. Complex incident scenes involving multiple jurisdictions as well as multiple agencies further complicated response and clearance times, and led to turf wars.

Recognizing the challenges facing the region, area leaders convened in 2002 after a particularly bad traffic incident on I-85 in Gwinnett County. They all agreed that it was time to work together to address the question, “Why does it take so long to clear an incident?” The subsequent multi-agency, multi-jurisdictional meetings created the Metro Atlanta TIME Task Force.

TIME’s mission is to develop and sustain a region-wide incident management program to facilitate the safest and fastest clearance of roadway incidents, lessening the impact on emergency responders and the traveling public. Members of TIME include fire and rescue, police, hazmat and towing and recovery companies, emergency medical services, media, transportation and transit agencies.

Since “The Beginning of TIME,” these agencies have epitomized what can be accomplished with coordination, communication and cooperation. How did all these agencies begin working together, reducing average incident clearance times by more than 60 percent? They

learned more about each other’s procedures and priorities, collectively devising ways to fulfill objectives and shave time off the incident timeline.

Today, TIME’s members join for quarterly meetings, annual conferences, training sessions, special workshops and after incident reviews (AIRs). On a smaller scale, jurisdictions have formed local TIM teams for their emergency responders to discuss issues and debrief recent incidents. Several agencies have endorsed the Georgia Open Roads Policy (ORP) and its 90-minute incident clearance goals. The Towing and Recovery Incentive Program (TRIP), which provides performance incentives and raises the bar for certified towers to have advanced training and specialized heavy duty recovery equipment, and the development of the Georgia TIM guidelines are two of TIME’s notable successes.

Drivers in the metro area can also take steps to keep traffic flowing safely through an incident scene:

- If a traffic incident does not involve death or serious injury and if vehicles are drivable, “Steer It & Clear It” legislation requires you to move the vehicle completely off the roadway.
- Use caution when passing the scene of an incident. Slow down without gawking and rubber-necking.
- Georgia’s Move Over Law says drivers must move over whenever possible or slow down when passing emergency vehicles are stopped on the side of the highway.

The TIME Task Force has been instrumental in raising awareness about these and other effective measures by partnering with the Georgia Department of Driver Services to include information in driver training manuals. TIME encourages everyone to support their local agencies and elected officials in advancing TIM practices and institutionalizing safe, quick clearance. Anyone can be a champion for TIME.

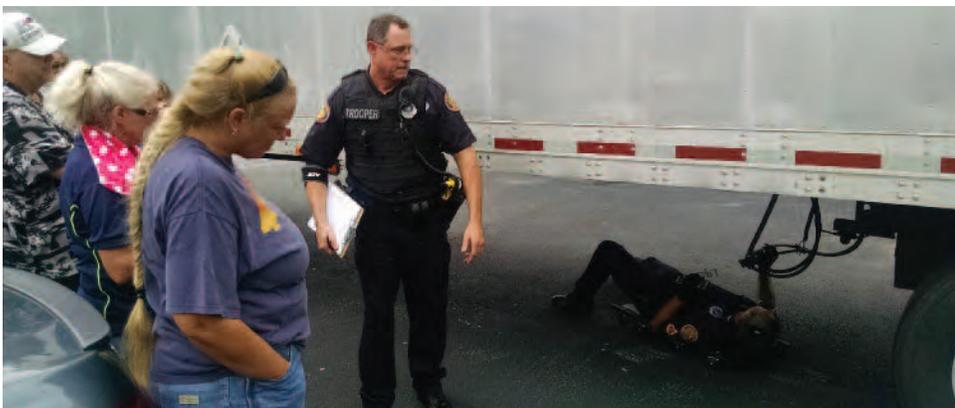
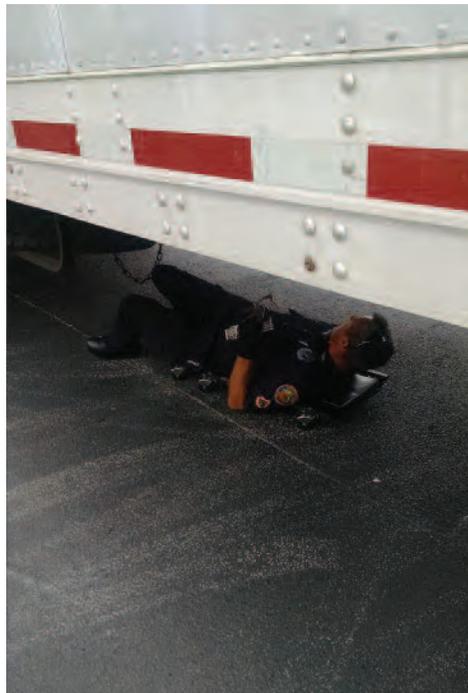
**For more information on the TIME Task Force, visit [www.timetaskforce.com](http://www.timetaskforce.com).** ■



## REGION II

## Outreach Event in St. Augustine, Florida

An outreach event was held during 2015 Brake Safety Week (Sept. 6-12) at the Landstar Transportation Logistics facility in St. Augustine, Florida. During this event, Capt. Derek Barrs with the Florida Highway Patrol gave a presentation on brake safety to a group of commercial motor vehicle owner/operators for Landstar. Tprs. Stephen Devine and Robert Sandberg performed/demonstrated a North American Standard Level I Inspection and discussed the 37-step process of the inspection for a better understanding of what a roadside trooper inspects. ■



## REGION III

## Thank you

By **Maj. Lance Evans**, *Motor Vehicle Enforcement, Iowa Department of Transportation*

I've written several articles over the past four years, all of which dealt with safety and the commercial motor vehicle industry. This article will focus on the Alliance. It has been an honor and a privilege to serve the Alliance over the past four years as Region III vice president and president. By the time this article goes to print, new leadership will already be in place, setting a new course for the region and for the Alliance. The benefit of term limits allows for new ideas, new thoughts and new energy – all of which can help the Alliance move forward.

My time as a member of the CVSA Executive Committee was an opportunity for me to grow not only as an "executive," but as a person. I learned to not only hear concerns, but to listen to them. It taught me how to lead a meeting that had personnel from 14 different jurisdictions and various industry representatives I only saw four times a year. But most importantly, it taught me the importance of building relationships and to speak on their behalf as a member of the executive team.

CVSA is the true definition of an alliance: An alliance is a pact, coalition or friendship between two or more parties, made in order to advance common goals and secure common interests.

Over the next several months, the Alliance is going to be dealing with a great deal of change: a new executive director, president, vice president and secretary, and the ever-changing impact of technology as we go about our day-to-day lives as enforcement personnel and industry representatives.

The glass half-full personality in me believes exciting times are ahead if we embrace change and accept what lies ahead with an open mind. The Alliance is made up of great men and women who bring insight, leadership and various personalities needed to protect and safeguard our most valuable resources – the motoring public and our transportation system.

It has been an honor to be part of the leadership team for the Alliance. I look forward to working with each and every one of you as your teammate as we move forward toward our common goal of commercial vehicle safety.

Thank you to the personnel of Region III for making my term enjoyable, thought provoking and rewarding. You are true professionals. ■

## Revisiting Enforcement of Shortwood Securement in Crib-Type Vehicles

By **Capt. Brian Ausloos**, **Lt. Karl Mittelstadt** and **Sgt. Tim Austin**, *Wisconsin State Patrol Motor Carrier Enforcement Section*



**Image 1:** A typical crib-type trailer has stakes, front protection and rear protection.



**Image 2:** Wisconsin loggers pose on railroad tracks ca. 1896 (Wisconsin Historical Society WHS-1964).

### A Historical Look at the Timber Industry

Wisconsin has a long and proud history that includes logging and the timber industry. As the state began to grow in the 19th century, this work provided a livelihood for thousands of workers, and ultimately led to the thriving paper industry that exists today. Timber was originally floated down rivers to mills for processing. However, with railroads making rural areas more accessible, lumber camps were able to move away from waterways and work inland throughout the year. The areas surrounding mills grew into cities and areas that still heavily rely on the logging industry.

In the present, Wisconsin forest products account for about \$19 billion in shipments every year, making the state number one in paper production. The industry employs over 62,000 persons, mostly in mills and manufacturing. This accounts for about \$3.1 billion in wages to the state's economy and makes up approximately 14 percent of all manufacturing jobs in the state. Of course, to get to these mills and manufacturing jobs, the approximate 330 million cubic feet of timber that is removed from forests around the state must be transported. While the horse, and later the railroad, were the primary transportation modes as the industry began to grow, trucking on the state's roads is now the main method of transportation.

### Current Trends

In Wisconsin, the bulk of the logs transported over the highway system are considered shortwood, which refers to logs that are less than 16 feet in length. In most cases, the logs are about 8.5 feet, which is the legal width for a vehicle travelling on the road. Log truck configurations are generally one of two different styles: logs hauled lengthwise in a crib-type truck or trailer (see image 1) or logs hauled crosswise on a frame-style vehicle. Each vehicle has different load securement methods, and each has its own advantages.

In most cases, the Federal Motor Carrier Safety Regulations (FMCSRs) do not require any tie-downs on a crib-type configuration, as long as the stacks of logs are generally level and contained by side bunks, a front structure and a rear structure. In contrast, logs loaded crosswise on a frame vehicle require the operator to secure two chains from the front of the load to the rear of the load. Oftentimes, this means that the driver must walk up and over the logs, carrying chains from one end to the other.

According to a 2005 study of log trucks completed by the Michigan Technological University, the use of crib-type vehicles should be encouraged by industry leaders for safety reasons. Bunks containing individual stacks hold the logs in place and help to prevent

*Continued on next page*

*Continued from page 45*

shifting. The study solicited comments from drivers who had spilled logs on to the roadway, and found that many operators were supportive of cribbed vehicles for transportation. Comments received or summarized for the study included:

**Driver 1:** Very slick roads, I was driving downhill and lost control of pup. The use of enclosed crib is the best way to go.

**Driver 2:** A car pulled out in front of him. He slammed on the brakes and directed the vehicle toward the ditch so he didn't run into anyone. He believes that if the truck wasn't cribbed, people would have been in peril.

**Driver 3:** The roads were miserable and icy. The vehicle went into the ditch. Driver would like all log trucks to be cribs.

**Driver 4:** Accident happened while driving on a sharp turn in a road detour. Road had a drop from the surface to subsurface of 8 inches. Chain over wood became loose. Driver would like to see legislation for hauling wood lengthwise (crib-style vehicle).

In spite of recommendations and testimonials such as these, many Wisconsin log haulers use frame vehicles with logs loaded crosswise. To find out why, the Wisconsin State Patrol spoke with industry at a listening session sponsored by the Great Lakes Timber Professionals Association in the fall of 2013.

### Industry Concerns

At the meeting in Tomahawk, Wisconsin, about 250 industry representatives, as well as several state lawmakers, were present to express their concerns with enforcement of log securement regulations and to explain why they were more inclined to haul shortwood crosswise. Beyond concerns that crib-type vehicles were somewhat more expensive and slightly heavier, the biggest issue those in attendance had was the interpretation of the definition for a crib-style vehicle. At the time, enforcement practice generally took an "all or nothing" approach in that if all conditions that define a crib-type vehicle were not met, then every stack was required to have tie-downs. Industry felt that the time required for this outweighed the potential safety benefits.

By definition as found in 49 CFR 393.5, a crib-type vehicle must have stakes to prevent logs from moving from side to side and both front and rear structures to prevent them moving forward or rearward. 49 CFR 393.116(b)(3) indicates that tie-downs are not required when using crib-type vehicles as long as the definition is met: the logs are contained by the

stakes, structures or other logs, and the center of the top logs are below the stakes and structures.

If all of these conditions were not met, enforcement officers were not treating these as crib-type vehicles and therefore required two tie-downs on end stacks and one tie-down on all internal stacks. In some cases, this led to up to seven tie-downs being required on a single load. Some carriers had been using modified crib-type vehicles, and felt that enforcement was unfair. Some of these "modified" crib-style vehicles included:

- Vehicles missing a front or rear structure: Some owner/operators indicated that they removed the rear structure to increase fuel economy when hauling empty. For these configurations, tie-downs were required on every stack since the complete definition of a crib-type vehicle was no longer met.
- Vehicles with a center-mounted crane: Many trailers have been equipped with a center-mounted crane that is used to load wood onto the trailer, such as Image 4, pictured on the right. If there was no protection that would prevent logs on adjacent stacks from sliding forward or rearward, the truck or trailer was not considered to be a crib-type vehicle. Therefore, two tie-downs were required on the inside stacks and a single tie-down was required on the end stacks, even though front and end protection is present.

In response to these concerns, the Wisconsin State Patrol agreed to revisit and study the enforcement of tie-down requirements for crib-type vehicles that have been modified or do not fully meet the definition prescribed by 49 CFR 393.5. These vehicles have sometimes been referred to as "bunk-type" since they are not true crib-type vehicles.

### Regulations and Memorandums

Specifically per 49 CFR 393.116(b)(3), tie-downs must be used in combination with the stabilization provided by bunks, stakes and bolsters to secure the logs, unless the logs are transported in a crib-type vehicle. It is from here that the practice of requiring up to two tie-downs per stack when the crib-type vehicle definition was not met came from. The regulation further states that each log not held in place by contact with other logs or the stakes, bunks or standards must be held in place by a tie-down. Additional tie-downs must be used when the condition of the wood results in such low friction that they are likely to slip. This seems to indicate that only one tie-down may be required if the logs are not fully



**Image 3:** Log spill in Wisconsin. Logs loaded crosswise on a frame vehicle are secured with two longitudinal tie-downs.



**Image 4:** Past enforcement practice would require this trailer with a center-mounted crane to have two tie-downs on the center stacks and one tie-down on the end stacks as drawn because the vehicle does not technically meet the specific definition of a crib-type vehicle.

contained by all of the components required of a crib-type vehicle.

In researching load securement for shortwood, a 2003 memorandum from FMCSA Assistant Administrator John Hill was located. The memo states the then-current policy that a stack blocked in the front or rear by a front-end structure, a vehicle end structure or another stack of logs, must be secured with one tie-down. If it is not, then two tie-downs are required. The memo then discusses a request from industry to allow only a single tie-down on the front-most stack and rear-most stack given the containment provided by the bunks and standards. FMCSA's response appears to support this request:

*With regard to allowing the use of one tie-down per bunk for shortwood loaded lengthwise between the first two standards and the last two standards, FMCSA believes one tie-down is sufficient given the standards used to protect against lateral movement.*

In reading the regulations and FMCSA memo, the Wisconsin State Patrol felt that the past practice of requiring up to two tie-downs for every stack of logs on trucks and trailers that do not fully meet the definition of a crib-type vehicle should be revisited. As a result, state enforcement officials proposed, internally, that stacks not immediately contained by another stack of logs, the front protection or the rear protection, would require a minimum of one tie-down. In other words, a vehicle missing only the rear protection would require only one tie-down on the rearmost stack, as opposed to two tie-downs on the back and one on each of the other stacks. To confirm that this would not decrease safety, a series of tests were designed and initiated to examine the proposed enforcement change.

## Testing of Log Securement

To test the proposed change in enforcement, the Wisconsin State Patrol partnered with the Great Lakes Timber Professionals Association, Great Lakes Manufacturing, Inc. and volunteer carriers. The goal was to load a bunk in accordance with 49 CFR 393.116 and then subject that load to various g-forces. As a baseline, inspectors looked to 49 CFR 393.102 for guidance in acceptable g-forces. Here, regulations indicate that the maximum forces acting on the tie-downs should not exceed the manufacturer's working load limit at a 0.435 g deceleration in the forward direction or under 0.5 g acceleration in the rearward direction. Similarly, the regulations state that the forces cannot exceed the breaking strength rating at 0.8 g forward direction and 0.5 g in the

rearward direction. A test was then devised to subject shortwood logs loaded in the crib to these forces.

With the help of Great Lakes Manufacturing, Inc., a bunk from a crib-type trailer was brought to the Monaco landing facility near Rhinelander, Wisconsin. There it was loaded by volunteers from Scott Schoeneck Trucking and Martin Sauer Trucking. The bunk was then tilted to various angles using a front-end loader to simulate different prescribed g-forces. Ultimately, the bunk was tilted to the point of failure. Testing was completed with various tie-down methodologies using first low-friction logs followed by high-friction samples.

On the afternoon preceding the testing, several of the low-friction logs were peeled and watered down. Ambient air temperatures were not expected to get above zero degrees Fahrenheit, thus ensuring the formation of ice. These logs were mixed in the load to simulate realistic conditions. A total of eight low-friction tests were run with this configuration, using a single chain, two straps, a single strap and no load securement at all. Following this, the load was replaced with high-friction hardwood that was tested using a single chain and with no securement.

Setup for the testing included the use of a VBOX 3i data acquisition system provided by Fox Valley Technical College in Appleton, Wisconsin. This device was combined with a Video VBOX owned by the Wisconsin State Patrol. Together, the units documented the simulated g-forces experienced by the load as the bunk was tipped. These were recorded in a digital video file that showed both the bunk being tipped and the live g-forces. At various times during the testing, the actual angle of the bunk was physically measured using a protractor and a level to ensure the accuracy of the instrumentation.

The results of the testing brought confidence that requiring a single tie-down on stacks when needed will not compromise safety. For low-friction logs, the average force experienced before the load was lost with a single tie-down was 0.5 g. For high friction, the average was 0.63 g. With no securement whatsoever, this value was only reduced to 0.47 g and 0.55 g, respectively for low-friction and high-friction logs. One specific test was conducted to determine if the load could sustain a force of 0.8 g. This was accomplished using two tie-downs on the low-friction logs.

*Continued on next page*



**Image 5:** Scott Schoeneck loads the test bunk with low-friction logs.



**Image 6:** Author Capt. Brian Ausloos prepares low-friction logs with water after peeling.



**Image 7:** A single strap is secured over a bunk containing low-friction logs.



**Image 8:** Screen capture from the VBOX video showing a load of hardwood with a single 5/16" grade 70 transport chain. The current force experienced by the load is 0.63 g, which is obtained at an angle of approximately 39 degrees.

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## Discussion with Industry

Following the testing, the Wisconsin State Patrol again met with industry representatives at a large-scale gathering in northern Wisconsin. The test results were presented, along with the proposal that a single tie-down would be required if the stack is not contained by front protection, rear protection or another stack of logs. The group was supportive of the change, with the exception of wanting to keep the requirement of two tie-downs on a forward stack without front protection. The State Patrol was in agreement with this modification; given the added safety and testing showing that two tie-downs were able to maintain the stack up to 0.8g.

## The Proposal for Wisconsin and Michigan

The Wisconsin State Patrol and the Great Lakes Timber Professionals Association have petitioned FMCSA for a two-year exemption to the FMCSRs to allow for enforcement of load securement as outlined below. This is based on the 2003 FMCSA memorandum, testing and input from both enforcement and industry. It is anticipated that the proposal will be published in the *Federal Register* by the end of 2015. Interested readers can visit <https://www.federalregister.gov> for more information.

With the support of the Michigan State Police, the exemption, if approved, will be valid in both Wisconsin and Michigan for all carriers transporting shortwood in bunk-type configurations that do not fully meet the definition of a crib-type vehicle.

**No Front Structure:** Under the proposal, two tie-downs would be required on the front-most stack for bunk-type vehicles that do not have a front structure. No other stacks would require tie-downs as long as they are reasonably level and are contained by either another stack or a vehicle end structure.

**No Rear Structure:** One tie-down would be required for the rear-most stack if there is no vehicle end structure. No other stacks would require tie-downs as long as they are reasonably level and are contained by either another stack or a front structure.

**Space Between Stacks:** If there is a space between stacks such that a log could slide to the point where it is not in contact with at least two stakes, one tie-down would be required on the stacks. No other stacks would require tie-downs as long as they are reasonably level and contained by another stack, a front structure or a vehicle end structure.

## Conclusion

Although the increased safety associated with crib-type vehicles is recognized, many Wisconsin loggers have intentionally avoided this style of truck or trailer. The primary reason for this has been the number of tie-downs required for bunk vehicles that do not meet the exact definition of "crib-type."

In some cases, without both a front and rear structure, as many as seven tie-downs have been required. Representatives from the timber industry have stated that the additional time required for this, combined with the added weight and cost of crib-type vehicles, has been a negative influence on their use.

In addressing the concerns of industry, the Wisconsin State Patrol researched past FMCSA guidance and performed testing where a bunk was subjected to various g-forces. Based on the interpretation of a 2003 FMCSA memo, combined with test results, the Wisconsin State Patrol believes that some degree of relief can be provided in the load securement requirements. It is for this reason that the agency, in partnership with the Great Lakes Timber Professionals Association, has made the exemption request as outlined herein for carriers using bunk-type vehicles in Wisconsin and Michigan. ■



**Image 9:** Industry representatives listen to a presentation given by the Wisconsin State Patrol on the test results.



**Image 10:** No front structure.



**Image 11:** No rear structure.



**Image 12:** Space between stacks.

## REGION III

## Overweight or Not? Truck-Weight Education Program Has the Answers

By **Pam Snopl**, *Managing Editor, Minnesota Local Technical Assistance Program, University of Minnesota*

In recent years, legislative changes in Minnesota have increased allowable truck weights for some industries and for some vehicle configurations, complicating an already complicated and technical area of law. The Minnesota Truck-Weight Education Program deciphers these laws and explains the configurations in easy-to-understand language.

The program addresses truck-weight issues from the trucking industry and from state, county, city and township transportation authorities. Free classes statewide teach attendees how to haul legal larger weights.

The program is funded by the Minnesota Department of Transportation in cooperation with Alexandria Technical and Community College and the Minnesota Local Technical Assistance Program at the University of Minnesota.

Greg A. Hayes, a retired Minnesota state patrol regional commercial vehicle supervisor, is the developer and coordinator of the training. In addition to his law enforcement experience, Hayes drove trucks in interstate commerce for six years and knows what it's like to be on the "inside" of the windshield. He discusses recent legal changes and shares some program highlights below.

### How have truck-weight laws changed?

Minnesota legislation has increased allowable truck weight, if trucks are built and configured correctly. For example, legislation in 2008 increased allowable weight up to an additional 17,000 pounds gross weight for specified commodities, if the trucks are configured according to new regulations.

Currently, some timber and unprocessed agricultural haulers are allowed increased weights. Industries that are excluded, such as gravel, aggregate and construction, ask: "How does the road know the difference between a load of grain and a load of gravel?" They feel they should also have the option of the additional gross weight if they use the same configurations.

The 2015 legislative session heard several bills to extend increased weights to other commodities. Only one bill – a 'porta-potty' weight exemption – passed. The bill allows haulers to service

portable toilets up to 7-ton limits during spring load restrictions. I expect we'll see further attempts at truck-weight changes in future legislative sessions.

### What do the classes cover?

The training explains the laws governing gross weights, axle weights, tire weights, road-restriction weights, seasonally increased (winter and harvest) weights, and the differences between the state and local transportation systems. Classroom projects start with the simplest truck configurations and graduate to more complex configurations.

### Who attends the training?

Attendees come from many types of organizations, such as trucking companies and truck manufacturers, township and county road authorities, scale operators, aggregate haulers and law enforcement. Some attendees already have some level of knowledge and attend the classes as a refresher or to graduate to more complicated scenarios. They also use the class as a resource to stay current with legislative changes. More than 5,000 students have attended the training since 2001.

A few years ago, officers attending the training asked for material to meet their specific needs, so in 2010 we developed an additional version of the class formatted for law enforcement. That class focuses on statutes and additional material to help officers understand and correctly weigh trucks. Training includes field demonstrations to show the correct procedure to weigh a truck on portable scales and how to document results as evidence for a successful prosecution.

### Is customized training available?

Industries sometimes request customized training for their employees. Through Alexandria Technical and Community College, we've done this for scale operators in the aggregate industry, the agricultural industry and the timber industry. Several county engineers have hosted classes for their area trucking industries. We've also offered classes to manufacturing companies so they can properly configure trucks to comply more easily with Minnesota laws. At times, manufacturers attend the class with their customers to learn how to properly configure their trucks to meet specific needs.

"The Truck Weight Compliance program has been a huge benefit for us here at GNP Company. We have sent managers, supervisors and the scheduler for the trucks. We encourage everyone to get through the program at least once. The first time, you get your feet wet, and by the time you go back for the second class, you are more involved and can start asking questions to benefit the organization that you work for. It has enabled us to work with the trailer manufacturer to make sure our equipment has the axle spacing for the load we are hauling."

—GREGG PFLIPSEN, LIVE HAUL  
MANAGER, GOLDEN PLUMP POULTRY

*Continued on next page*

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### Is permitting covered?

The truck-weight class is not a permitting class but it does cover certain divisible load permits such as timber, agricultural and winter load increase permits. We work with Minnesota Department of Transportation Permitting and Minnesota State Patrol truck-weight enforcement officials to share permitting information from road authorities. Currently, the permitting process varies depending on the roadway authority. For example, the format and fees a trucker negotiates in one county may not be the same as the next one over.

### What other resources does the program provide?

Attendees are not left without resources when they complete the training. Truckers or companies can call us to verify the legality of truck configurations, for example, or ask about retrofitting axles or tires. There are also comprehensive resources on the web, such as class materials, sample truck-weight calculations and a clickable, county-level state map for finding basic county-level truck-weight information.

Our goal is to be a trusted resource for the trucking industry, lawmakers, road users and builders, and law enforcement personnel to help us all maintain Minnesota's roads and create the most efficient working environment possible for Minnesota's economy.

### How do I register for classes?

Minnesota Local Technical Assistance Program has scheduled 16 free classes between September and April 2016. Class sizes are limited and registration is required. Dates, locations and registration instructions are online at:

- Truck-Weight Education Program:  
[www.mnltap.umn.edu/training/topic/customized/truck-weight](http://www.mnltap.umn.edu/training/topic/customized/truck-weight)
- Minnesota Truck Weight Education for Road Authority and Enforcement Staff:  
[www.mnltap.umn.edu/training/topic/customized/truck-weight/enforcement](http://www.mnltap.umn.edu/training/topic/customized/truck-weight/enforcement) ■

"[The class] has helped us design and adjust our trucks for ultimate payload as normal and during seasonal restrictions, thus preventing fines and equipment stress."

—JOE FOSTER, KNIFE RIVER TRUCKING

"All of our employees came away with an understanding of how to calculate weights to be legal, and we are happy to say that we have not had any overweight violations with our trucks since attending the class."

—CAMILLE NISIUS AND SHERRI TATRO, TRUCKING DIVISION, R.D. OFFUTT COMPANY

"The biggest reason to continue these classes is to educate the farmers/truck owners of what they can legally haul with their truck. It has helped our roads by reducing the number of extremely overweight trucks on them. I would like to see the class become mandatory for those ticketed for more than one overweight truck in a year."

—RICH SANDERS, POLK COUNTY ENGINEER AND LTAP STEERING COMMITTEE MEMBER

## REGION IV

### Inspection Photo



Cracked on the left front steering axle. Note the circumferential crack across the flanges for the hub piloted wheel. Photo by Philip Zeman, Transportation Inspector. Anthony Port Of Entry, I-10 Westbound, New Mexico.

## REGION V

### Prince Edward Island Toughens Penalties for Distracted Driving

Recent amendments to the Highway Traffic Act create tougher penalties for those caught driving while using handheld communication devices, says Prince Edward Island Department of Transportation, Infrastructure and Energy Minister Paula Biggar.

"It is sad to see collisions on our Island roads that could be prevented if drivers would understand the dangers of distracted and impaired driving," said Minister Biggar. "Distracted driving is just as serious as impaired driving. Using a phone while driving is dangerous and deadly."

The amended Highway Traffic Act increases the fine for operating a vehicle while using a handheld communication device from \$250-\$500 to \$500-\$1,200. There is also an increase in demerit points. Violators will now receive five demerit points, up from three demerit points.

Changes to the Graduated Driver Licensing Regulations will mean any new drivers in this program will have their license suspended if convicted of an offence for operating a handheld communication device while driving. There will be a 30-day driver license suspension for a first offence, and for any subsequent offence, they will lose their license for 90 days.

"Doctors see first-hand the results of distracted driving with collision victims in our emergency departments and legislation is yet another incentive to stay focused while driving," noted Dr. Jill Cunniffe, president of the Medical Society of Prince Edward Island. "Drivers need to remember to keep their eyes on the road or risk life-altering consequences."

The increased penalties went into effect on Aug. 8, 2015.

To learn more about the penalties for distracted or impaired driving, visit [www.gov.pe.ca/highwaysafety](http://www.gov.pe.ca/highwaysafety). ■

REGION V

## About Region V's Education Quality Assurance Team

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

**R**egion V's Education Quality Assurance Team (EQAT) meets every year in a different Canadian city to review, update and maintain the NASI Part A, B and D (motorcoach) Program Material. This year's meeting was held in beautiful, historic Quebec City, Quebec, in October 2015.

Representatives from each province and territory spend five days per year meeting in person, scrutinizing course material to strive for accuracy and consistency in delivering our training program. These individuals are passionate about the program – dedicating their attention and time to the maintenance, accuracy and delivery of the material.

Course change requests are received from each jurisdiction throughout the year, as courses are delivered. These are reviewed by the committee and either accepted or rejected. New material is added as required with input from all jurisdictional representatives.

Accepted course changes and new material are integrated into the program, along with the updated North American Standard Out-of-Service Criteria, Operational Policies and Inspection Procedures, and updates to the National Safety Code Standards, such as the recent overhaul of NSC Standard 11 for Periodic Motor Vehicle Inspections every year on April 1. Rejected requests are returned to the source along with an explanation.

EQAT also administers and oversees the instructor developer program in Canada, managing consistent delivery of the NASI program material.

EQAT maintains ties with the Canadian Council of Motor Transport Administrators (CCMTA), Transport Canada, Lethbridge College (Alberta) and CVSA, all of whom typically send representatives to the annual meeting as well.

EQAT provides a consistent, open pipeline of information coast to coast in Canada, maintaining points of contact in each province and territory who are familiar with one another, and committed to the integrity of the program. One of the most beneficial by-products of this committee is the focus on efficient, consistent roadside inspections across the country. ■



REGION V

## Inspection Photos



Photo by Officer Sheldon Barteaux, Whitehorse Weigh Station, Yukon.



The vehicle experienced driveshaft failure in front of the Whitehorse Weigh Station and the driveshaft punctured the fuel tank. Photo by Officer Sheldon Barteaux, Whitehorse Weigh Station, Yukon.



Blown tire. Photo by Officer Brett Barteau, Whitehorse Weigh Station, Yukon.



## FROM THE DRIVER'S SEAT

### Don't Skip the Post-Trip

By Eric Flick, FedEx Freight

If we can catch problems at the end of a trip, it gives our company time to make the necessary repairs before a driver is scheduled to make the next trip.

Truck drivers could be delivering life-saving medical supplies to a community in rural Nevada or hauling a shipment of precious metals across the country. A driver's success relies heavily on road quality, safe-driving skills, other drivers making safe decisions and the equipment he or she is using to transport goods along the highway system of the United States.

When transporting freight in an 18-wheeler, having equipment that is working properly is critical to making sure the product is delivered safely and efficiently. What's the best way to guarantee everything is functioning correctly? For me, it all starts when the trip ends, with a post-trip inspection.

A post-trip is just as, if not more, important as a pre-trip inspection. The post-trip inspection ensures we don't pass on problems to our fellow drivers. We cannot take shortcuts and assume it is an insignificant step.

At the end of a long delivery, every driver is ready to return home, which makes it even more crucial to do a thorough post-trip inspection. A driver that overlooks a post-trip inspection can jeopardize the next driver's safety. We must cover our bases to ensure we are not putting a vehicle out on the highway that is unsafe.

Of course, every driver should also do a pre-trip inspection. But if we can catch problems at the end of the next trip, it gives our company time to make the necessary repairs before a driver is scheduled to make the next trip. Identifying issues at the end of a trip gives us a better opportunity to keep the freight moving, which is what our industry is all about.

We all know to buckle up and put away distractions while driving, but it is also essential to eliminate distractions when performing a post-trip inspection. Focus completely on the job at hand to avoid mistakes. There are four people who motivate me to stay focused on my post-trip inspection – my kids. They have managed to safely navigate our nation's roads and grown into healthy adults. When I'm doing my daily inspection, I know it's going to keep my fellow drivers, as well as other families, safer on the highway.

So what specifically can we look for during a post-trip inspection? We want to make sure we are taking the time to look underneath the vehicle for wheel seal leaks, slack adjusters and oil leaks, among other things. With winter right around the corner, making sure we check our windshield wipers, defroster and tire tread is very important. Also, identifying an air leak can be perceived as a minor problem; but when the air leak is from an airbag, as I've seen a few times, it is a major problem.

There are safety considerations for drivers and also CSA scores that effect both companies and drivers. Failing to complete a detailed post-trip can pass on safety issues that result in poor CSA scores for a colleague and your company. I am proud of my more than 2.1 million miles of accident-free driving, but a great deal of credit should be given to each truck's previous driver for taking the time to complete a thorough post-trip inspection.

A lot can happen during the course of a trip that can alter the vehicle. At the end of the day, there is nothing more important than looking out for other drivers by taking care of equipment so everyone gets home safely. ■

# RAD INSPECTION NEWS

## 2016 Level VI Inspection Program Classes

CVSA, under a cooperative agreement with the U.S. Department of Energy, is currently in the planning stages for their Level VI certification classes for the year 2016. Eight classes will be administered on the topic of inspecting motor carriers and their drivers, while transporting both transuranic waste and highway route controlled quantities (HRCQ) shipments of radioactive material. Under this cooperative agreement, CVSA will provide Level VI training to jurisdictional inspectors who meet the prerequisite of having obtained CVSA Level I and hazmat certification.

### 2016 Level VI Training

#### 2016 COHMED Conference

January 25-29, 2016 | San Antonio, Texas

An eight-hour refresher will be held during the COHMED Conference for all certified Level VI Inspectors. Attending the entire eight-hour refresher course at the COHMED Conference will meet the 24-month maintenance of certification requirement for Level VI, as specified in CVSA Operational Policy. To register to attend the COHMED Conference or for more information, visit [www.cvsa.org/events/cohmed/2016](http://www.cvsa.org/events/cohmed/2016).

#### Level VI Train the Trainer

February 23-25, 2016 | Baton Rouge, Louisiana

This class is for certified state Level VI Inspectors who serve as their state's Level VI Train the Trainer. State-certified Train the Trainers must successfully complete this course every 24 months to maintain certification as a part of the CVSA Level VI Train the Trainer Program. To register for this course, contact Director of Hazmat Programs Carlisle Smith at [carlises@cvsa.org](mailto:carlises@cvsa.org). To reserve your hotel room, contact Manager of Conferences and Exhibits Claudia McNatt at [claudiam@cvsa.org](mailto:claudiam@cvsa.org).

### 2016 Level VI Basic Certification Classes

- **March 14-17, 2016**  
Little Rock, Arkansas
- **August 22-25, 2016**  
Harrisburg, Pennsylvania

Any jurisdiction interested in Level VI training or with the available facilities to host a Level VI class in 2016 is asked to contact Carlisle Smith at 301-830-6147 or [carlises@cvsa.org](mailto:carlises@cvsa.org). ■

## About RAD Inspection News

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

Learn more at [www.cvsa.org/levelVI](http://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*. ■

## Roadside Inspections, Level VI (2015 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	197	197	100%
Point of Origin	0	144	144	73.10%
En Route	0	53	53	26.9%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	187	187	94.92%
Level VI Inspections with Violations	0	10	10	5.08%
Level VI Inspections with Out-of-Service (OOS) Violations	0	3	3	1.52%



## Argonne National Labs Provides Unique Training for Level VI National Instructor Team

This past August, the Level VI National Instructor Team was given a unique opportunity to receive training from staff of the Argonne National Laboratory (ANL) U.S. Department of Energy (US DOE) Carlsbad Field Office (CBFO) and US DOE Mobil Loading Unit (MLU). Also in attendance were Lisa Janairo and Katelyn Tye from the Midwestern Council of State Governments.

Located southwest of Chicago, the Argonne National Laboratory is approximately 1,700 acres and has a staff of more than 3,000 employees. ANL traces its history to Enrico Fermi and the Manhattan Project.

On their first day, the Level VI national instructors were provided a live demonstration of the package-loading evolution for contact handled (CH) transuranic waste. The empty payload was placed into a TRUPACT II shipping cask. A package leak test was demonstrated while the MLU staff, as well as CBFO personnel, explained the inner packaging and loading process. The CBFO Quality Assurance Office conducted surveillance of the loading process and provided the Level VI national instructors with a review of the step-by-step oversight required during the loading process.

On the second day, the Level VI National Instructor Team witnessed the loading process of remote handled (RH) waste into a RH72B shipping cask. This process included the removal of the RH72B removable lid canister (RCL) and the loading of an empty drum that would contain RH transuranic waste into the RH27B shipping cask. As with the demonstration of the loading of the TRUPACT II the day before, CBFO quality assurance staff was on site, providing the Level VI team with a review of the step-by-step oversight required during the loading process.

The ANL staff also provided the Level VI team with a tour of the vast ANL campus. ■



The 72B shipping cask has one of two impact limiters removed.



The 72B shipping cask is being repositioned so it can be loaded.



Level VI Program Chair Todd Armstrong examines the inside of the 72B shipping cask.



Lisa Janairo of the Council of State Governments Midwest examines the inside of the TRUPACT II shipping container.



TRUPACT II outer cover is removed.



The TRUPACT II is being loaded with its assembly of 14-55 gallon drums.



**Pictured from left to right:** Ofc. Rion Stann, Pennsylvania State Police; Tony Anderson, Idaho State Police; Sgt. Tom Fuller, New York State Police; Larry Stern, CVSA; M/Sgt. Todd Armstrong, Illinois State Police; Rob Rohr, Public Utilities Commission of Ohio; Kelly Horn, Illinois Emergency Management Agency; Andy Walker, US DOE Carlsbad Field Office; Carlisle Smith, CVSA; Lisa Janairo, Midwestern Council of State Governments; and Katelyn Tye, Midwestern Council of State Governments.

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## 2016 Conference Dates

### Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

**JANUARY 25-29, 2016**

*Hilton Palacio del Rio Hotel  
San Antonio, Texas*

### CVSA Workshop

**APRIL 24-28, 2016**

*Sheraton Chicago Hotel & Towers  
Chicago, Illinois*

### North American Inspectors Championship (NAIC)

**AUGUST 8-12, 2016**

*Hyatt Regency Indianapolis Hotel  
Indianapolis, Indiana*

### CVSA Annual Conference & Exhibition

**SEPTEMBER 18-22, 2016**

*Statehouse Convention Center  
Little Rock, Arkansas*

Learn more at [www.cvsa.org/events](http://www.cvsa.org/events).



## 2016 COHMED CONFERENCE

**January 25-29, 2016 | San Antonio, Texas**

Presented by the Cooperative Hazardous Materials Enforcement Development (COHMED) program, the COHMED Conference fosters coordination, cooperation and communication between the regulatory and enforcement agencies responsible for safe transportation of hazardous materials and the industry they regulate.

The information-sharing and problem-solving that takes place, coupled with the in-depth education that's presented, is critical to building cooperation among stakeholders.

If you are involved in hazmat regulation, enforcement or safety, the COHMED Conference this is one event you cannot afford to miss.

Visit [www.cvsa.org/events/cohmed/2016](http://www.cvsa.org/events/cohmed/2016) to learn more and to register for the 2016 COHMED Conference.