

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 31, Issue 3
3rd Quarter 2024

EFFECTIVE COURTROOM TESTIMONY

FOR COMMERCIAL MOTOR
VEHICLE ENFORCEMENT
OFFICERS AND INSPECTORS



How My Nosiness
Helped Catch a
Kidnapper

2024 HTAI Campaign Spreads
Human Trafficking Awareness
and Intervention Messages
Across North America

The Hazmat
Crossword Puzzle
Challenge

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GUARDIAN

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

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Commercial Vehicle Safety Alliance



@CVSA



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

The deadlines for upcoming editions are available at www.cvsa.org/guardian-magazine/deadlines-for-submissions.

Questions? Please contact CVSA Writer-Editor Emily Moorhead at emily.moorhead@cvsa.org.



PRESIDENT'S MESSAGE

Steering the (Member)Ship

By Col. Russ Christoferson, Bureau Chief, Montana Department of Transportation; CVSA President

As I sit at my computer composing my last "President's Message" and reflecting on the past year, it occurs to me that I have been very fortunate – not just in the past year, but also throughout my career – and I want to thank those who gave me opportunities along the way. I started as a young Montana officer more than 28 years ago, working at a joint-use vehicle inspection station in Alberta, Canada. I knew even then that it was a one-of-a-kind opportunity because it was the only international agreement of its kind in North America, with a U.S. officer working at a weigh station on Canadian soil. Back then, I had no idea that the job was just the beginning of an enriching journey.

I was fortunate enough to be a North American Standard Inspection Part A and B instructor for about 10 years. For the past nine years, I have been given the opportunity to travel to CVSA events. During my career, I have been blessed with the chance to travel to 37 states (plus Washington, D.C.), six Canadian provinces/territories, Japan, Guam, and the Northern Mariana Islands of Saipan and Tinian on behalf of the state of Montana, the National Training Center and CVSA. I cannot express how lucky I am to have been a part of all this, and I am forever grateful for the good fortune I've been given throughout my time here.

Without a doubt, the past year has been tough, as I have been away from home for a total of 12 weeks, but it has also been the most rewarding for me. The honor of traveling around the U.S. and Canada as the CVSA president is a privilege I will always cherish. The new connections and friendships I have made in the past year have been invaluable.

"The journey changes you; it should change you. It leaves marks on your memory, on your consciousness, on your heart and on your body. You take something with you. Hopefully, you leave something good behind."

-Anthony Bourdain

I hope that throughout my presidency I have left something good behind. It has been a very humbling experience for me. The members of this Alliance are truly some of the greatest people I've had the privilege of meeting, and



your dedication to commercial motor vehicle safety is unparalleled. I know that the Alliance is in great shape moving forward with Capt. John Hahn as the incoming president and Maj. Erick McGuire to follow the year after. Also, best of luck to the three candidates for CVSA secretary: Bill Alarcon, Cory Ayon and Richard Roberts. I believe that any of these gentlemen would represent the Alliance well, and I am confident each one would do a great job in CVSA executive leadership.

The role of CVSA executive leadership is essential. This group is the last in a long line of members and leadership roles. The members – from the full membership to the committee, program, regional member, local member and associate member leadership – are ultimately the wind behind the sails, guiding CVSA's priorities and objectives and leading the Alliance into the future. The executive leadership is at the stern, helping to steer the ship and keep it on course.

I would like to take a moment to thank CVSA's executive director, Collin Mooney, and deputy executive director, Adrienne

Gildea, for all they do. Without their hard work and commitment, the Alliance would not be as successful as it is today. They lead an exceptional staff at CVSA and have hired the best of the best from across the U.S. and Canada. All the CVSA staff do a phenomenal job representing the membership and ensuring our collective voice is heard where and when it needs to be.

As I close out, I would also like to mention that Rachel, my wife of 28 years, has been very patient and supportive of my career and travel. I could not have done any of it without her love and support. I would be remiss not to give her a shout-out and a huge thank you. This is not the end of my career but the beginning of a new chapter as my role transitions into that of the past president. I will continue supporting the Alliance in that capacity on the CVSA Board of Directors.

Thank you for the opportunity you gave me as CVSA president and thank you to everyone who has been a part of it all. I look forward to continuing the journey with you. ■



EXECUTIVE DIRECTOR'S MESSAGE

The Importance of Effective Speed Enforcement Initiatives

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

Speed enforcement is a critical element in reducing crashes on highways for several compelling reasons. Speeding increases the likelihood of crashes and exacerbates their severity, straining public health resources and increasing lethality. Effective speed enforcement strategies – such as setting appropriate speed limits, utilizing speed-detecting technology and implementing educational campaigns – are essential for ensuring road safety and saving lives. This article examines the relationship between speed and crash risk, the impact of speed on crash severity, the role of speed limits and enforcement technologies, and the broader benefits of these efforts.

Relationship Between Speed and Crash Risk

The relationship between speed and crash risk is well-documented. Higher speeds reduce a driver's ability to react to unexpected events, such as sudden stops by vehicles ahead, pedestrians crossing the road or debris on

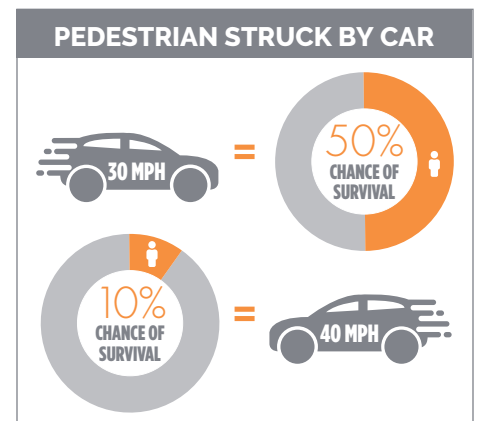
the highway. As speed increases, the distance required to stop a vehicle grows exponentially, which means drivers have less time to react and avoid collisions.

Research has consistently shown that even modest increases in speed can significantly raise the risk of crashes. According to the World Health Organization, a 1% increase in mean speed increases fatal crash risk by 4% and the risk of a serious crash by 3%. This statistic underscores the need for stringent speed enforcement to mitigate the elevated risks associated with higher speeds.

Impact of Speed on Crash Severity

Speed not only increases the likelihood of crashes but also exacerbates the severity of those that occur. The kinetic energy involved in a collision is directly proportional to the square of the speed of the vehicles. Therefore, a crash at higher speeds involves much greater force, leading to more severe injuries and higher fatality rates.

For instance, the chance of surviving a pedestrian collision decreases dramatically as vehicle speed increases. A pedestrian hit by a car traveling at 30 mph has about a 50% chance of survival, but at 40 mph, the survival rate drops to just 10%. This stark difference highlights the critical role that speed plays in determining the outcomes of crashes and the urgent need for effective speed enforcement.



Higher speeds reduce a driver's ability to react to unexpected events.

Role of Speed Limits and Enforcement Technologies

Speed limits are fundamental tools for managing traffic speed and enhancing road safety. They are set based on various factors, including road type, traffic conditions and the surrounding environment. Adhering to these limits is crucial for maintaining safe travel conditions on highways.

However, speed limits alone are not enough; robust enforcement is necessary to ensure compliance. Modern technologies play a significant role in speed enforcement. Automated speed cameras, radar and laser-based systems can detect and record speeding violations, significantly enhancing enforcement capabilities. These technologies provide continuous monitoring and may deter speeding by increasing the perceived risk of being caught.

A review of speed camera studies found that the presence of these devices may lead to significant reductions in speeding and related crashes. The deterrent effect of these technologies, combined with public awareness campaigns, helps create a safer driving environment.

Broader Benefits of Speed Enforcement

The benefits of speed enforcement extend beyond reducing crash rates and severity. Effective speed management also contributes to smoother traffic flow and reduced congestion. When vehicles travel at more uniform speeds, the frequency and severity of traffic jams decrease, leading to more efficient transportation networks.

Additionally, speed enforcement has positive environmental impacts. Lower speeds typically result in reduced fuel consumption and lower emissions of harmful pollutants. This contributes to better air quality and aligns with broader environmental and public health goals.

Furthermore, consistent speed enforcement helps cultivate a culture of safe driving. When drivers are aware that speed limits are strictly enforced, they are more likely to comply with traffic laws in general. This compliance

enhances overall road safety and reduces the burden on law enforcement and emergency services.

Education and Community Engagement

In addition to technological enforcement measures, education and community engagement are crucial components of effective speed management. Public awareness campaigns that highlight the dangers of speeding and the benefits of adhering to speed limits can change driver behavior. These campaigns often use compelling statistics, personal stories and multimedia content to convey their messages. CVSA's Operation Safe Driver Week, an enforcement and education campaign that focuses on professional drivers and the motoring public, uses these strategies to reach our audience. In 2023, law enforcement officers in Canada and the U.S. initiated 11,448 traffic stops of commercial motor vehicle and passenger vehicle drivers who were engaging in unsafe driving behaviors during Operation Safe Driver Week.

Community involvement is also essential. Local communities can advocate for speed enforcement measures and support initiatives such as traffic calming projects, which may include physical road design changes like speed bumps and roundabouts to slow traffic naturally. Engaging the community ensures that speed enforcement measures are accepted and supported by those they impact the most.

Speed enforcement is vital in reducing highway crashes due to its significant impact on crash risk, severity and overall road safety. By implementing and maintaining appropriate speed limits, utilizing advanced enforcement technologies, and engaging in public education and community involvement, authorities can create safer driving environments. These efforts not only save lives and reduce injuries but also contribute to smoother traffic flow, environmental sustainability and a culture of responsible driving. Therefore, prioritizing speed enforcement is a key strategy in the ongoing effort to enhance highway safety and protect public health. ■

MARK YOUR CALENDAR

COHMED Conference

JANUARY 27-31, 2025

Presented by the Cooperative Hazardous Materials Enforcement Development (COHMED) Program, the COHMED Conference is a focused, one-of-a-kind event for individuals and organizations involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods. Join us Jan. 27-31, 2025, in Costa Mesa, California, for the COHMED Conference.

To learn more, visit www.cvsa.org/events/cohmed-conference. ■



NYSDOT Opens New CMV Inspection Station on Long Island Expressway

By **Jonathan Nicastro**, Director, Motor Carrier Compliance Program, New York State Department of Transportation Utility Commission

New York State Department of Transportation (NYSDOT) Commissioner Marie Therese Dominguez announced the official opening of a new commercial motor vehicle roadside inspection station located on the westbound side of the Long Island Expressway (I-495) in Suffolk County. The former parking area between Exits 53 and 51 in the town of Huntington will now be used by NYSDOT and local law enforcement to inspect and enforce trucking vehicle laws for the safety of all motorists.

“This new inspection station provides a new avenue for vehicle inspections to occur on one of Long Island’s busiest roads. It will serve as an important location to safeguard all those traveling on the Long Island Expressway,” said Commissioner Dominguez. “Keeping our state highways safe requires a multifaceted approach. We must ensure oversized vehicles are abiding by the law and that the integrity of our infrastructure is kept intact.”

The flashing “Inspection Ahead” sign, posted approximately 1.5 miles ahead of the inspection site, will serve as a signal to all commercial motor vehicle (CMV) operators that they are required to pull into the station. In conjunction with its law enforcement partners, NYSDOT’s Motor Carrier Compliance Bureau will conduct routine inspections of trucks of all sizes. These checks include reviewing driver logs, entries for hours of service, driver qualifications, type of cargo, weight of the vehicle and overall safety to ensure CMV operators are driving in accordance with the law. Appropriate action, which may include a driver or vehicle being removed from service, will be taken against operators who are determined to be unsafe.

In 2023, NYSDOT and approximately 40 law enforcement agencies, including New York State Police, Suffolk County Police and Nassau County Police, conducted 119,000 roadside inspections across New York state. Seventeen percent of these inspections were conducted in Nassau and Suffolk counties, which handle a considerable volume of the Long Island Expressway’s truck travel. More than 21,000 trucks utilize the expressway every day, which equates to approximately 11% of all its daily traffic.

The Long Island Expressway serves as Long Island’s primary trucking route, providing a direct link from Twin Forks on the East End to Midtown Manhattan. With connections available to nearly every major highway in the New York

City metropolitan area, the former parking area is an ideal place to conduct CMV inspections safely and efficiently. With the addition of this site, NYSDOT now has four locations along I-495 that are used to conduct roadside inspections.

Last year, NYSDOT conducted more than 600 comprehensive investigations into the riskiest carriers, including passenger carriers with high out-of-service rates and those involved in serious injury and fatal crashes. The four-year average of CMV crash-related fatalities in New York is 136. While New York’s safety performance is greater than that of most comparable large states, one deadly crash is one too many, making the enforcement conducted at our roadside inspection sites critical.

The inspection facility’s opening coincided with CVSA’s annual International Roadcheck, which was May 14-16. Over the course of this three-day event in the United States, Canada and Mexico, CVSA-certified law enforcement personnel inspected CMVs and drivers at weigh/inspection stations, temporary sites and mobile patrols to verify compliance with all applicable regulations.

New York State Senator Mario Mattera said, “I applaud Commissioner Dominguez and local law enforcement for their efforts to ensure Long Island roadways are safe for our motorists. Just as the NYSDOT’s continued efforts to enhance the condition of our roads will provide Long Islanders and visitors with a more comfortable ride, the inspection station will provide them peace of mind as they traverse our region.”

New York State Senator Monica Martinez said, “The Long Island Expressway’s new truck inspection site will help put the brakes on dangerous CMVs being on our roadways. Through routine inspections at this repurposed parking area, motor carrier safety examiners and law enforcement will have a centrally located and safe site from which to ensure trucking vehicle laws are being followed and the safety of all motorists is protected.”

New York State Police Superintendent Steven G. James said, “We are proud of the strong partnership we have formed with the NYSDOT and local law enforcement to make certain that CMVs and operators are in compliance with the law. By opening a new CMV inspection station, more leverage is provided to traffic safety personnel to take appropriate enforcement action when a violation is

REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

detected. The state police will continue to work with our partners to ensure all roads in New York state are safe for every motorist.”

Suffolk County Executive Ed Romaine said, “We must do all we can to keep our roadways safe, and I thank the NYSDOT for adding this inspection location to Suffolk County. I urge all drivers to follow our laws and regulations, especially those driving CMVs.”

Suffolk County Acting Police Commissioner Robert Waring said, “This new facility provides a safe location for our officers to conduct commercial driver checks and inspections on CMVs, a critical responsibility in ensuring dangerous vehicles are not sharing the roads with other motorists. I would like to thank the NYSDOT for ensuring this site came to fruition, and we look forward to working with our state and county partners conducting inspection checks to support roadway safety.”

Motorists are urged to plan accordingly and drive responsibly in work zones. Fines are doubled for speeding in a work zone. Convictions of two or more speeding violations in a work zone could result in the suspension of an individual’s driver’s license. ■

All photos by NYSDOT



NYSDOT Commissioner Marie Therese Dominguez announces the opening of the Long Island Expressway’s new roadside CMV inspection station in Suffolk County.



NYSDOT Commissioner Marie Therese Dominguez & Suffolk County Police Department Deputy Chief of Patrol William Doherty cut the ribbon, officially opening the new roadside CMV inspection station.



Members of the NYSDOT’s Motor Carrier Compliance Bureau conduct an inspection on the Long Island Expressway in Suffolk County.

FMCSA and Texas Local Enforcement Perform 37 Inspections at International Roadcheck Event

By **Marco Fuentes**, Inspector Supervisor, Texas Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Here in Laredo, Texas, we had a very successful International Roadcheck 2024 operation on May 14-16. This was a combined effort of federal, county and local enforcement from the U.S. Department of Transportation (DOT)/Federal Motor Carrier Safety Administration (FMCSA), Webb County Sheriff’s Office Commercial Vehicle Enforcement Unit and Laredo Police Department (LPD) Commercial Vehicle Enforcement Unit.

Even though the weather was hovering close to 100 degrees for the three days of the inspection operation, it was very successful. With the combined effort, we completed 37 Level I Inspections, resulting in 18 commercial motor vehicles being placed out of service (OOS) for various violations and one driver, who happened to be a prohibited driver from the Drug and Alcohol Clearinghouse, placed OOS.

Participating from U.S. DOT/FMCSA were inspectors Eduardo Rosales, Hugo Martinez, Jose E. Rodriguez, Jorge Espinoza, Rodrigo Aldape, Juan Garcia, Juan Abastta and Arturo Peña. Laredo Police Department enforcement included Sgt. Victor Vicharelli, Ofc. Wesley Paredes, Ofc. Mario Bernal and Ofc. Manuel Lara. The Webb County Sheriff’s Department inspectors were Deputy Alfredo Ramos, Deputy Kevin Alvarez and Deputy Jose Ramirez. ■



Webb County Sheriff Deputy Kevin Alvarez, Webb County Sheriff Deputy Alfredo Ramos, U.S. DOT/FMCSA Inspector Juan Abastta, U.S. DOT/FMCSA Inspector Eduardo Rosales, LPD Ofc. Manuel Lara, LPD Ofc. Wesley Paredes, LPD Ofc. Mario Bernal and U.S. DOT/FMCSA Inspector Arturo Peña.

How My Nosiness Helped Catch a Kidnapper

By **Tpr. Kathryn Genao**, CMV Compliance Investigator, North Carolina Highway Patrol, North Carolina Department of Public Safety

All names in this story have been fictionalized to protect the privacy of the individuals involved.

Becoming "The Girl"

There were early signs that I would become a trooper. I am nosy. I talk fast, and I talk a lot. As a toddler, my parents would catch me sitting on the stairs watching COPS on a Saturday night. I would peek through the railings for a glimpse of the action when I should have been asleep.

When I was in high school, I needed volunteer hours. My dad, who had been a paramedic before becoming a physician assistant, suggested we join the rescue squad. Truthfully, I think he wanted to relive his glory days, but the suggestion kickstarted my career.

While my friends were hanging out on the weekends, I was standing call as a junior member of the rescue squad, hopping in the back of the ambulance to ride to calls. I got bitten by the "trooper bug" as I worked crash scenes with fire and rescue teams. When the trooper arrived on the scene, he would put on his campaign hat and step out of his black and silver Crown Vic. Sometimes, it felt like they would even roll out a red carpet. I was intimidated but intrigued. In a small jurisdiction, you only have a handful of troopers, and I soon got to know them. Once I got comfortable, I started asking questions. "Who do you think is at fault? Was anyone drunk? What ticket are you going to write?"

As soon as I turned 21, I applied to be a North Carolina state trooper. Upon acceptance, I worked my way through the 29-week academy. Finally, I was one of them. I was assigned to my home county and became the first woman state trooper there, known as "The Girl." Many times, I was the first woman North Carolina state trooper anyone had seen, ever. After working the road for 10 years, stopping speeders, arresting drunk drivers and investigating collisions (in my own black and silver car, wearing that iconic campaign hat), I was given an opportunity to transfer to the North Carolina Commercial Vehicle Enforcement Division.

I poured myself into the weeks of required classes for my new role and spent my time off researching everything I could about trucks, regulations and what made the industry run. I quickly found out drivers are usually nice, helpful and, sometimes, they're even happy to see us. I built a rapport with the local drivers and learned they offered a wealth of knowledge. I enjoyed this new side of the organization so much that I told my husband,

"I am going to retire while still on a creeper checking brake measurements."

In late 2021, with the pandemic winding down and the trucking industry exploding, I received a phone call. I instantly knew it was our headquarters by the phone number – and you don't ignore a phone call from headquarters. After a few rounds of, "Yes sir, thank you for considering me," I agreed to join a small group handpicked to attend investigative safety analysis (ISA) training to become a safety investigator working in conjunction with the Federal Motor Carrier Safety Administration. Little did I know this would be where my nosiness would shine.

I quickly found that being a roadside inspector only touches the surface of commercial motor vehicle (CMV) regulations. In my new position, I would perform compliance reviews, which are in-depth reviews of a motor carrier's compliance with the applicable safety/hazardous materials regulations. My job description changed drastically. For months, I missed working the road. I missed seeing my local drivers who would tell me about their dogs or kids or what their wives cooked them for dinner the night before. But soon, I realized this was the side of the regulations I enjoyed even more. I was no longer finding the "what" but was figuring out the "why" that caused a company to be non-compliant. I was no longer just looking at the truck and the driver; I was now looking at the inner workings of a business and figuring out how the bad motor carriers make it bad for the good ones and how the good companies run a legitimate, safe business.

As a team, the targeted carrier and I work to form a game plan and brainstorm ways to improve operations and safety. Many companies I work with are receptive to my feedback and drive off into the sunset with a better understanding of how to be safer and more efficient. Other times, I rub my temples in frustration because I cannot get through to owners or managers that they're heading down a scary path.

In October 2023, I was assigned a carrier who was using a driver listed by the Drug and Alcohol Clearinghouse (DACH) as prohibited from driving a CMV. As with every other company, I attempt to call, text and then send a cheerful email. With scammers often posing as compliance companies, carriers are often wary of responding to me. Leaving a voicemail or a text is usually the only way I can get someone to call me. For months, I received no response. Finally, in December 2023, I decided to make

an in-person visit (in my black and silver) to the address. When my GPS announced, over my true-crime podcast, "You've arrived at your destination," I was looking at a multi-unit apartment complex. The address registered by the motor carrier did not have an apartment number. I looked for anything that resembled the company's registered box trucks but only saw passenger cars. I drove away and called my boss, Brad. I know the poor guy groaned when he saw my name pop up because I am always convinced I am one investigation away from uncovering the greatest mystery of all time.

But Brad, who always handles me with such patience, said, "Go ahead and do your first document request. If they don't answer you when the time is up, we will move on to the next step." I returned to my office and went through the motions of the request, figuring I would be working up a denial of access letter in five days. A few days later, fully expecting that dreaded email with the subject line "Requirements Past Due," I instead received a message titled "New Intervention Documents." Immediately, I knew I needed to get my second, more detailed request to this company while I had their attention. I scanned the profile, saw nothing new or alarming – outside of the known issues – and sent in a request. And then I waited another five days.

A Whole Lot of Nothing

The second set of documents arrived within the requested time frame. I started organizing what the carrier had submitted and realized there was a whole lot of nothing. Most sections were filled with notes and excuses. The only things that were consistently submitted were the drivers' employment applications. I once again tried to contact the company by phone to get clarification but received no response. Around this time, I finally received email responses, but the carrier ignored requests to communicate with me verbally.

As part of the investigation, I checked the company profile to compare drivers or vehicles that had been inspected against the information submitted by the company. These checks happen at the beginning of the investigation and again randomly throughout. In early January, I checked the profile and saw there was a roadside inspection that occurred on Dec. 31, 2023. I scanned it briefly and noticed the driver's name was not one I had seen before. My first thought was that the roadside inspector may have mistyped the USDOT number. "This is going to be an easy fix," I thought to myself. I would email the carrier, and they would tell me, "Not our guy." I would then send the steps

to have the inspection removed. I pressed send on a quick email asking the company if this was their driver and moved on with my next task for the morning.

It was not long after that I had a response back along the lines of, “Yes, he is ours, and we hired him on Dec. 29, 2023.” Attached to the email was a picture of his license. I asked for the driver qualification file, including the one document the company seemed to keep – the employment application. Within an hour, I had it in my inbox. Nothing was atypical – it had the necessary parts. In any investigation, I run drivers through a part of the Commercial Driver License Information System (CDLIS) known as the CAIR process (CDLIS, Authority, Insurance, Red Flag Violations) – because, as my wonderful ISA instructor ingrained in our class, “We always CAIR.” CDLIS is strictly for license status, history and whether the driver is prohibited in DACH. My readback from CDLIS showed this driver did not have a license. In fact, he only had a permit – but that wasn’t valid either. And, to further complicate things, there was a strange restriction.

At this point, I decided to run him through the Division of Criminal Information/National Law Enforcement Telecommunications System (DCI/NLETS). I normally don’t do this, but that road trooper sixth sense crept in – and I let the nosey take over. When you run something through DCI/NLETS, many responses come back. The only one I was concerned about was the status of the license. I’m pretty sure I started another Dateline podcast episode while waiting for the response. Anyone who is DCI-certified knows there’s enough time to take a coffee and donut break waiting on an out-of-state return.

A query alert played through my speakers, and I saw the same information that CDLIS returned – not licensed, permit revoked and that weird restriction. (Spoiler: it was a state-specific restriction wherein a licensed driver had to accompany the driver.) I tabbed through the rest of the license return messages: not on the sex offender registry (great!), not missing (wonderful!), and the next thing I saw, highlighted in red: **WANTED PERSON**.

This is not uncommon. Wanted hits can populate based on partial information. For example, the last name matches, the first letter of the first name matches and so does the year of birth. So many combinations of information can generate a hit, but it’s the investigating officer’s job to confirm the hit or move on.

I slowed down and started reading.

WANTED PERSON. FULL EXTRADITION. NAME.

At this point, I said aloud, “That’s this guy’s name.”

I kept looking.

DOB.

I whispered, “That’s this guy’s birthday.”

This Stuff Only Happens on TV

I quickly scanned through and saw “WANTED FOR KIDNAPPING” and right after “Originating Agency Identifier: U.S. MARSHALS SERVICE HEADQUARTERS, ARLINGTON, TEXAS.”

I stopped and immediately thought, “Self, we need to make sure this is the same man.” I opened the email from the company again and pulled the employment application to my second screen. After checking the social security number on the application, I went back to the wanted hit to confirm.

This was the same guy. The social security number matched.

My eyes felt like they were in a state of involuntary nystagmus – darting back and forth. This was the same guy, and now my terminal ID had been connected to running his information.

In a moment of “stuff that only happens on TV,” I started thinking, “My phone’s getting ready to ring, and it’s going to be the U.S. Marshals asking me if I have this wanted man in my custody. Jokes on them, he isn’t. How am I going to explain this?” And then I started to panic. The officer safety side of a police officer’s brain never shuts off. The term “head on a swivel” is real. Luckily, so is being nosey.

I began piecing the facts together. This guy just got stopped two weeks ago. The roadside inspector made no mention of him being wanted, even though the date on the hit entry was Nov. 11, 2023, and the date of the stop was Dec. 21, 2023. The roadside inspector must not have known. But what if the next roadside inspector does figure it out? What will the wanted man do? He is not wanted for skipping court on a traffic ticket. He is wanted for a severe felony: kidnapping. He is wanted by the U.S. Marshals. They don’t want just anyone. They go after the worst. And they don’t care where he is; they’re coming to get him.

I grabbed my phone and texted one of the guys I work with: “This company I’m investigating has a wanted man driving for them.” When he told me I couldn’t do much about it, I replied, “He’s wanted by the U.S. Marshals. For kidnapping. Full extradition.”

His tone shifted. “You need to call Brad.” Brad is a man on a schedule. He takes lunch from noon to 1 p.m. every day. It was 11:59 a.m. I would have to live with this news for one hour and one minute.

In the meantime, I called my husband, Miguel, a first sergeant with the North Carolina State Highway Patrol. He is an 18-year veteran of the patrol but only worked the “regular” side, as we like to say, before climbing the ladder in the promotion process. He now works in Internal Affairs. I like to bore him with my motor carrier war stories. When I start talking “trucker” to him, I see his eyes glaze over. I needed to get this out to someone. He was in a meeting, so I shot a text to him. “I need to talk to someone. Please call me back.” My phone rang a while later, and I am sure I sounded like the early 2000s’ 1-800-Collect commercial, where the caller crammed an entire sentence into one word (“wehadababyitsaboy”). I got the typical Miguel response: “That’s great, babe! Let me know how it turns out.”

Getting the Brass Involved

At this point, I hoped this driver was not in the next truck stopped for a random inspection. My sense of urgency was overwhelming. At 1 p.m. on the dot, I called Brad. I tried to get my brain to slow my mouth down to get out the details in an order that made sense. I explained I had found a driver who was wanted with full extradition by the U.S. Marshals. Brad shared my sentiment on officer safety. He’s a retired lieutenant with the patrol. He has the police mindset as well. His recommendation was to let my direct supervisor know what was going on and follow whatever instructions he gave me. Before we hung up, Brad laughed and said, “You sure are going to make my last few years interesting.”

I made a phone call to my first sergeant. I didn’t know this, but he had been on the U.S. Marshals Task Force. I repeated the story to him, and he suggested I call the local U.S. Marshals Office where I was in North Carolina.

They would be able to get me in direct contact with the person I needed at the U.S. Marshals

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Office in Arlington, Texas. I'm thankful to live and work in the same city as one of the offices for the eastern district of North Carolina. I had made my mind up: if I couldn't get anyone to answer, I would drive over there and tell someone face-to-face. I took a deep breath, dialed the number and was very surprised to hear the voice of a man who introduced himself as "Deputy Marshal." I introduced myself: Tpr. Kathryn Genao, a compliance investigator with the North Carolina State Highway Patrol. I told him I had a driver who was showing as wanted by the U.S. Marshals in Arlington, Texas. I told him I didn't have the guy in my custody, but I felt like I could find him. Cue the silence.

He finally said, "So, how did you find this guy?" I gave him a short synopsis, and I could hear typing in the background. He asked for the kidnapper's name and date of birth. He confirmed he was wanted and could see the name of the deputy marshals who submitted the arrest warrant. He then asked, "So, where is he?" I said, "I don't know. He can be anywhere in the United States. But I think I can find him. I just need the okay to do it."

We talked for a few more minutes, and I could hear the skepticism leave his voice. He told me, "Here is my cell phone number. I am going to pass your information to the deputy marshal in Texas. If you do not hear from him by 3 p.m., call me back. I am heading to court, but I should be out by then." I thanked him, and before we hung up, he said, "I usually don't answer the phone at the desk, but I'm glad I did today."



Tpr. Kathryn Genao

Patience is not my strong suit. Nevertheless, I waited. And for a moment, I started to second-guess myself. What if I couldn't find him? What if he got stopped between now and if I got a call back? What if something happened to the roadside inspector? What if he happened to be in my area, and it was one of the guys I have worked with? Do I need to send a statewide email? I couldn't turn my brain off. This company had been less than helpful, but they had been able to upload electronic logging device (ELD) records to web services. However, I still couldn't get the owner on the phone. They were very clearly haphazardly running a business with many issues based on the roadside inspections and lack of paperwork – and now, I had learned they hire people to drive who are wanted ... for kidnapping!

It was almost time for me to turn off "trooper mode" and get into "mom mode." I had less than an hour to get to a basketball game to watch my daughter cheer when my phone lit up with a number from Houston. I took a deep breath and said to myself, "This is the man who's going to give you the okay to put all your nose in one basket and track this driver down."

The Game Plan

I answered the phone with my usual greeting, "Tpr. Genao," just in case this wasn't who I thought it was. I heard a voice on the other end: "Hey, this is Deputy Marshal Martin Perttu." I said, "I've been waiting for your call." This made him chuckle.

Once again, I explained what my job is and how I came across this wanted kidnapper. Martin asked where the kidnapper was now. I replied that I was not sure and that he could be anywhere in the U.S., but I added that I felt confident I could find him. Intrigued, the deputy marshal inquired how I could be so sure. I explained that the company recently had an ELD installed, and besides the employment applications, it was the only thing they had been able to provide.

"When a driver transmits their records, the coordinates are shown in real time," I said. "I plan on asking them to have the driver submit the ELD records when he gets stopped for the night and to email me back as soon as that happens. I'll know where he is."

The deputy marshal responded, "Sounds good to me. Even if you can get where his next stop is, I can contact the office close to there and we can figure something out." Before we hung up, he told me to check my texts. He had sent

me a picture from the file and wanted me to compare. "It's him," I said, 100% sure. Deputy Marshal Perttu said, "Great, I'll talk to you soon." I hung up and wondered if I just wrote a check that I wouldn't be able to cash.

I decided to send a text message to the company. I searched my system for their phone number and typed it into the phone, but nothing popped up. I knew I had texted them before. I went back to the notes section and realized that the number I had sent a text to previously was different than the one on my screen. I checked their MCS-150 and saw that it had been updated that week. They changed their number! I said forget it, and I called the new phone number. Maybe someone would answer. The phone rang. I heard a woman's voice on the other end. I swallowed my nervousness and said, "Hey! It's Tpr. Genao. Is this [my contact]?" I heard something muffled, and the voice said, "Let me call you right back." With that, there was a click. I couldn't force someone to talk to me. I knew that I had to handle this situation delicately. If I could treat the company with kid gloves, we could get this driver into custody. I decided to send an email with instructions: "I need ELD records for your driver. Please upload and respond ASAP when you do. Also, can we meet in person on Friday? Give me a time."

I hit send, checked off the task and tried to clear my head. I made the short trek to my daughter's school with my state-provided phone in tow. I pride myself in being readily available if the roadside inspectors in my area have a question so I can help them at any time. But even if I didn't regularly take it with me, I would have that day. About an hour after the phone call, I saw an email pop up from the company, stating, "Sorry about earlier, I couldn't hear you with my kid crying. 11 a.m. is fine for Friday." Did she just ignore my request for ELD records? Yes. I think so.

Creating an Open Dialogue

Thursday morning, I did my usual routine. I got my cold brew, filled up my "basic girl" Stanley bottle with enough water to hydrate a camel and headed to the office. I was on a mission to find this driver. My district has a long-standing tradition of eating hibachi for lunch on Thursdays, so I had until 11 a.m. to get what I needed before the guys started complaining their stomachs were growling. I responded to the email the company sent me the night before with a to-the-point reply: "I need to speak with someone from your company; please call me." I got a quick response back: "Is it okay if you talk

to my safety manager?" Safety manager?! When did they get one of those? Sure, I thought. Just let me talk to someone, please. "That's fine. I will be waiting for your call," I replied.

To my surprise, within minutes, my phone rang. A woman's voice said, "This is Kimberly." She passed the phone to this new safety manager, Ryan. I went through my normal questions about the company's financial condition, where they keep their paperwork and how they get their loads. If companies don't haul their own goods or have a dedicated contract with a company, they will use "load boards," online marketplaces where shippers and freight brokers can advertise loads for transport, and owner-operators or motor carriers can find available loads to transport for payment. It's like the eHarmony for motor carriers, but less romantic.

I asked which load board they used, and he said, "I don't know. We use my friend's login to get the loads." Cue the record screeching. "You ... what?" I asked, and Ryan stuttered, "I use my friend's login to get the loads."

I replied, "So, I am just trying to make sure I am understanding this. You book the loads through your friend's USDOT and motor carrier numbers, but you use the company I am calling you about to haul the loads?"

"That's right," he replied, seeming unconcerned. I asked if there was any reason why the company hadn't gotten its own load board account, and Ryan replied that it cost too much money. I asked how he got his friend's account. He said his friend's login was stored in his computer, but his friend knew about it. Wow. I decided not to go down this particular rabbit hole at that moment in time.

We had bigger problems to deal with, even though I was intrigued by the possible double-brokering issue we may have had here. I moved on to asking if the driver was working today. I heard Ryan ask Kimberly before replying, "Actually, he is in the process of delivering a load right now." I carefully inquired, "Is he driving the same truck from last month?" Ryan confirmed, "He is. It's the only one we have right now."

Wonderful. I let Ryan know that I needed the driver's ELD records sent while we were still on the phone. I added that the purpose was to connect the driver to the company and that the records from the current and previous day would suffice.

"He doesn't have an ELD in his truck," said Ryan after checking with Kimberly. "We just hired him and haven't gotten one for him. But he's using paper logs."

I tried a different tactic: "How about this – do you have access to the bill of lading for the trip he's on right now? I can take that if you want to email it over while we're on the phone." I worried I was being way too obvious, adding *while we're on the phone* multiple times as I tried to ensure I didn't lose them again. If the jig was up, the safety manager didn't give any indication he sensed my urgency.

He offered to text me a copy of the bill of lading in a second. I did not want to hang up, but I needed to play this as safe as possible. What other choice did I have but to agree? I confirmed this would work but with a sinking feeling and zero faith that I would receive anything.

Armed with the knowledge that the carrier was booking loads in a shady way, I got to adding to the narrative on my report: "This company does not book its own loads. The safety manager is currently using a friend's login for a load board and booking under the friend's authority. The reason given is because of the monthly fee to access the load boards." Writing this, I felt a twinge of embarrassment that I didn't press harder on the issue. The real reason they were unable to get their own loads was because their safety score was through the roof, and no legitimate broker or shipper would trust them with their goods. However, pointing that out to Ryan at that moment would have only hurt the small amount of access I had, and I needed an open dialogue, no matter how narrow, until this driver could be found.

Still, I was making progress, adding to the report, when I realized it was hibachi time. I packed up my goods and headed across town. My group, like most officers, are type-A creatures of habit. We all have our assigned seats at the lunch table. I slid into mine, across from my favorite sergeant. The banter back and forth kept my mind from constantly checking for the email I was waiting on. He asked me what I had been doing, and I said I was on a report, waiting for an email with some documents.

Just as we were about to get up from the table and disperse, with the road guys going back out to find another truck before the end of shift and the sergeant returning to scheduling,

I received a text. "Sorry for the delay. The driver just picked this load up," it read. I looked at it, looked up at my sergeant to make sure I was not in la-la land, and looked again.

We've Got a Location

It was a picture of a bill of lading. It was grainy, but it was just legible enough that I could see the time stamp indicating that the driver received it one hour ago. I didn't say anything. I just got up and left so I could run the pickup and drop-off points in Google Maps ASAP. From the information on the bill of lading, I could see the pickup was in Pennsylvania and the drop-off was in New Hampshire. Instantly, I lost all sense of what I learned in fifth grade U.S. Geography – don't Pennsylvania and New Hampshire touch the same way North Carolina and Virginia do? If that was the case, the timeframe was limited. I started to panic.

I plugged in the address and was relieved to see that I was very wrong about the distance between these states. I laughed, thinking of my daughter, who was currently in fifth grade and would have a good giggle at her mom's expense when I was able to tell her this silly detail. There was about seven hours between the pickup and drop-off. I emailed myself a copy of the bill of lading so I could zoom in on my computer screen. The drop-off appointment time was 9 a.m. the next day, Friday. I was supposed to meet with the company at 11 a.m. This was going to be interesting. The drop-off location looked like a private residence.

I next made a quick phone call to the U.S. Marshal, Martin, in Texas. He answered, "I was wondering if you were ever going to call me with an update." I laughed and said that I knew where the driver/kidnapper was. Martin was hooked. He asked for more. I confirmed I had the bill of lading and that the driver picked up the load an hour ago. "He's on his way to New Hampshire and has a 9 a.m. appointment tomorrow. I'm getting ready to email you everything," I said. Martin said he'd be waiting for it. It was officially go time.

I took a screenshot of the map with the pickup and drop-off locations. I attached that and the December 2023 roadside inspection report. The last thing I attached was the bill of lading. The only self-explanatory piece of information I sent was the map, so I laid out everything else:

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At the time of the stop in December, the truck had an inoperable front right marker lamp. It was displaying an incorrect USDOT number on the driver's side and no USDOT number on the passenger side. I mentioned the USDOT number could be one of two options and what the tag and vehicle identification number should be. The load in the back of the truck should be Samsung microwaves. (Later, we figured out it was one microwave.) The appointment time was 9 a.m. on Friday at the following address. As always, I ended the email with, "If you need anything else, please let me know. Thanks! Katie."

And, for the third day that week, I waited. And waited.

Playing It Cool

Another cheerleading event consumed my evening, which, honestly, was exactly what I needed to keep my mind occupied. I wondered if the New Hampshire bureau was in one of those pre-deployment meetings like I see when my husband is bingeing S.W.A.T, a favorite TV show of his. I also wondered: Will a Shemar Moore lookalike do a Tokyo drift in front of the driver's truck to initiate the arrest? Will this have a neat, tight ending?

I got an email from the company that night, asking if we could change our meeting time to 1 p.m. the next day. Nope, I thought. I wondered if they'd gotten a hint that something would happen. I had spent the previous three days stressed out over the choices this business had made. They needed to meet me at 11 a.m., as agreed. For goodness' sake, I was even going to them! All they needed to do was receive a copy of the report. I responded, "Sorry, we need to keep the 11 a.m. meeting time. I'll see you tomorrow!"

I enjoy working on Fridays. The office is usually quiet, and I can get a lot of work done without distraction. But that day, I needed to get this report printed off. I tossed my backpack on the chair and hooked my laptop into the docking station. I took a drink out of my emotional support Stanley and saw a text pop up on my phone from the Texas deputy marshal: "They got the driver this morning. Thanks for your help." I nearly choked on my water.

That was it. We did it! This was a team effort that spanned half the length of the U.S. And with one text message, it was over.

In that moment, I felt so much relief knowing

he was arrested without incident and no one was hurt. I am sure the driver's ego was probably a little bruised, considering he was pinned down by some nosey investigator behind a keyboard. Good riddance.

Within minutes of receiving the text from Deputy Marshal Martin, an email from Ryan appeared on my screen: "I am going to have to cancel the meeting today. My driver was just arrested in New Hampshire, and I need to figure out a way to get the truck back." I still needed to meet with them, but I could take this temporary setback, considering I just had the biggest personal win of the year – even though it was only January. I sent my condolences to the carrier and said I would be in touch the following week. For the record, they never did end up meeting with me. I eventually marked their report as a refusal to accept and sent a copy with tracking via UPS.

A Revelation

The following week, I was back to my regular duties, reviewing paperwork for a new company I was investigating, when my personal phone lit up. My sergeant from headquarters was calling. I talk to him on a weekly basis, and we've got a great rapport.

I answered, "Hey Sarge!" and he greeted me with, "What did you do?" Anxiously, and probably a little defensively, I said, "I don't know what I did. What did I do? Just tell me where to sign. I probably did it."

He laughed and said, "No, this is good! I just got a call from the captain. What is this about locating a fugitive?"

I replied, "Oh, that was LAST week. How did they find out?" He said someone from the feds called headquarters and wanted to thank me for the help, but headquarters didn't know why.

I gave a Reader's Digest version to my sergeant, and he said, "Oh, wow. Do we know what the kidnapping was from?" I had researched the driver's name – partially for my own knowledge and as a demonstrative tool to show how easy it is to find background information on hired drivers. I did a quick read of the article, and he breathed, "This is a human trafficking case." Chills. I paused and then said, "Yeah, you're right. It is."

Human trafficking is orchestrated in many ways. It involves the use of force, fraud or coercion to obtain some type of labor or

commercial sex act. Traffickers use methods such as violence, manipulation and false promises to lure victims into trafficking situations. Trafficking victims can be afraid to seek help due to language barriers, fear of the trafficker or fear of law enforcement. Traffickers will look for vulnerable targets, such as those facing economic hardship, a chaotic home life, political instability or lack of a social safety net.

An article (www.chron.com/news/houston-texas/article/suspects-denied-bail-in-hostage-taking-case-1495267.php) detailing the driver's crimes explained that around 2005, the driver was involved in a human trafficking ring that kidnapped immigrants who were transported from Mexico to the U.S., holding them for ransom. The FBI was tipped off when the ring's plan to kidnap a carload of trafficking victims was botched, and the driver, along with his co-conspirators, instead kidnapped a member of the smuggling ring. The driver and co-conspirators held the smuggler hostage and assaulted him before trying to extort a large sum of money from the brother of the smuggler. The FBI was able to locate, capture and charge the driver and co-conspirators. The driver pled guilty to kidnapping in federal court and was given a lengthy sentence. The driver was paroled during the early days of the pandemic and absconded, which triggered the wanted response I found.

Always Follow Your Gut

A few months after the driver was arrested, I was able to speak with an agent on the team who took the driver into custody. I was told the information I sent to Texas was spot-on. Texas relayed the info to the team in New Hampshire. The U.S. Marshals, along with the allied agency in the delivery city, surveilled the truck heading to the drop-off spot. They were able to match the plate of the truck, the USDOT number and the description of the driver. Once the delivery was made, they continued to trail the driver, initiated a traffic stop and arrested him.

Word about my sleuthing has gotten out within my agency and then spread further. I've had multiple phone calls asking me exactly what I did to piece this together – driven both by personal curiosity and a desire to learn for the future. I tell everyone the same thing: I'm a nosey woman who followed her gut. ■

REGION II

To Make a Difference, Start by Getting Involved

By **Thomas Mrozinski Jr.**, Commercial Vehicle Enforcement Officer, Frisco (Texas) Police Department

My leadership journey began with CVSA during the 2018 CVSA Annual Conference and Exhibition in Kansas City, Missouri, during our local membership meeting where I was elected as vice president of the local membership of CVSA. I must say the journey from then has been nonstop, but at the same time, so rewarding.

I've worked in law enforcement for 31 years, with about 25 of those years in commercial vehicle enforcement (CVE). Although I had been a certified inspector for several years, my first real glimpse into CVSA was during the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference in San Antonio, Texas, in January of 2016. Before attending the COHMED Conference, I had very little knowledge of CVSA, other than knowing it was an organization that released the out-of-service criteria. How quickly my eyes were opened to what CVSA had to offer.

After I attended COHMED, I attended the 2016 CVSA Workshop and I began to realize just how much a local inspector could learn – and even more importantly, contribute – toward the common goal of saving lives on North American roadways. After the 2016 workshop, I presented a challenge to my then-Traffic Lt. Billy Clay, who was a former certified inspector, to attend the CVSA Annual Conference and Exhibition in Little Rock, Arkansas, and sit in on the committee meetings to learn what goes on and just how much local commercial motor vehicle (CMV) enforcement could contribute. It was after that conference that I had full support from our agency who saw the value in the commitment to CMV safety, as well as the continued efforts to reduce crashes involving CMVs.

From here I started regularly attending CVSA events, sitting as a voting member within a few committees, and in 2018, I was presented with the idea of running for a leadership position by a great friend, Jason Belz of Arlington (Texas) Police Department. That's when my leadership role within CVSA started. During the first two years as local member vice president, I had the opportunity to travel to Washington, D.C., as a member of the CVSA Board of Directors where we met with members of the U.S. Department of Transportation and the Federal Motor Carrier Safety Administration.

During our visit to D.C. in 2019, I had the honor of serving alongside Texas Department of Public Safety CVE Maj. Chris Nordloh and New Jersey State Police Tpr. William Alarcon as we met on Capitol Hill speaking with members of the U.S. Congress about CVSA and highway safety. Through these experiences I quickly



Thomas Mrozinski speaks during the Operation Airbrake and Performance-Based Brake Testers meeting at the 2024 CVSA Workshop in Louisville, Kentucky.

learned it wasn't about what rank or title each of us held; it was about improving the quality of the work we, as CMV inspectors, were doing across North America by involving our industry partners in the discussions for a common goal of highway safety.

During my time serving on the board of directors, our local membership began to grow and our attendance during the workshops and conferences increased. We identified many states, in addition to Texas, who allowed for local enforcement within the state's enforcement agreement. The local membership expanded its opportunities by earning the right to cast a vote for the CVSA secretary position within the executive board, as well as changing an administrative policy to allow for local members to serve as chair, vice chair and secretary positions within several of CVSA's programs and committees.

During my time on the board, I had the opportunity to serve the CVSA membership with many other great people from enforcement and industry who have committed countless hours to CMV safety. The friendships I've made along this journey will last a lifetime. This January, I was asked to consider another leadership position within CVSA and was appointed to chair of the Operation Airbrake Program by CVSA President Col. Russ Christoferson.

I hit the ground running to get ready for the 2024 CVSA Workshop in Louisville, Kentucky. I'm the first local member to chair a program and I'm grateful to Col. Christoferson for the

trust and confidence that he saw in me with this appointment. I've also had the opportunity to join CVSA as an instructor and teach the CMV Post-Crash Inspection course to members of law enforcement in several states this past year.

As a local inspector, what does all this mean? For me, it means that any of us can make a difference and contribute to a much greater cause by just getting involved. This experience was way out of my comfort zone, but the relationships, networking and professional development has been well worth the initial discomfort and nervousness.

If you're an inspector at an agency and can't get your administration to buy into the value of getting involved, reach out to me or someone within our current local member leadership. We have staff within our administration who would be more than willing to speak to this to help your agency to better understand why it is important for each of us be at the table.

In closing, I want to say thank you to all the CVSA Board of Directors and staff members who I've had the opportunity to serve with. Working side by side with you has truly been a highlight of my career. ■

Florida Highway Patrol Updates

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

FHP Officers Conduct Outreach Event

On May 7, Lt. Steve Brown and Sgt. Lucas Morales from the Florida Highway Patrol (FHP) Commercial Vehicle Enforcement (CVE) West Palm Beach District conducted an outreach event for the Gator Gypsum Material Supply Company in West Palm Beach, Florida. Topics included best practices for safe driving behaviors, inspection procedures, Safety Measurement Scores, the Drug and Alcohol Clearinghouse and human trafficking prevention. The officers also led an open discussion and answered various audience questions. ■



Safe DRIVE Wave #2

From May 21-23, partner agencies participated in the second of five Safe DRIVE waves scheduled for 2024. Safe DRIVE's strategic objective is to provide high-visibility enforcement along targeted corridors, in combination with education and outreach events, to prevent crashes and reduce the number of fatalities, injuries and property damage.

Although primarily driven by state agencies, Safe DRIVE partners also include local law enforcement agencies and the Federal Motor Carrier Safety Administration. These agencies participate in three-day waves each quarter to promote enforcement and outreach efforts on passenger vehicles and commercial motor vehicles.

For more information on Safe DRIVE, visit www.fmcsa.dot.gov/ourroads/safedrive-outreach-materials. ■

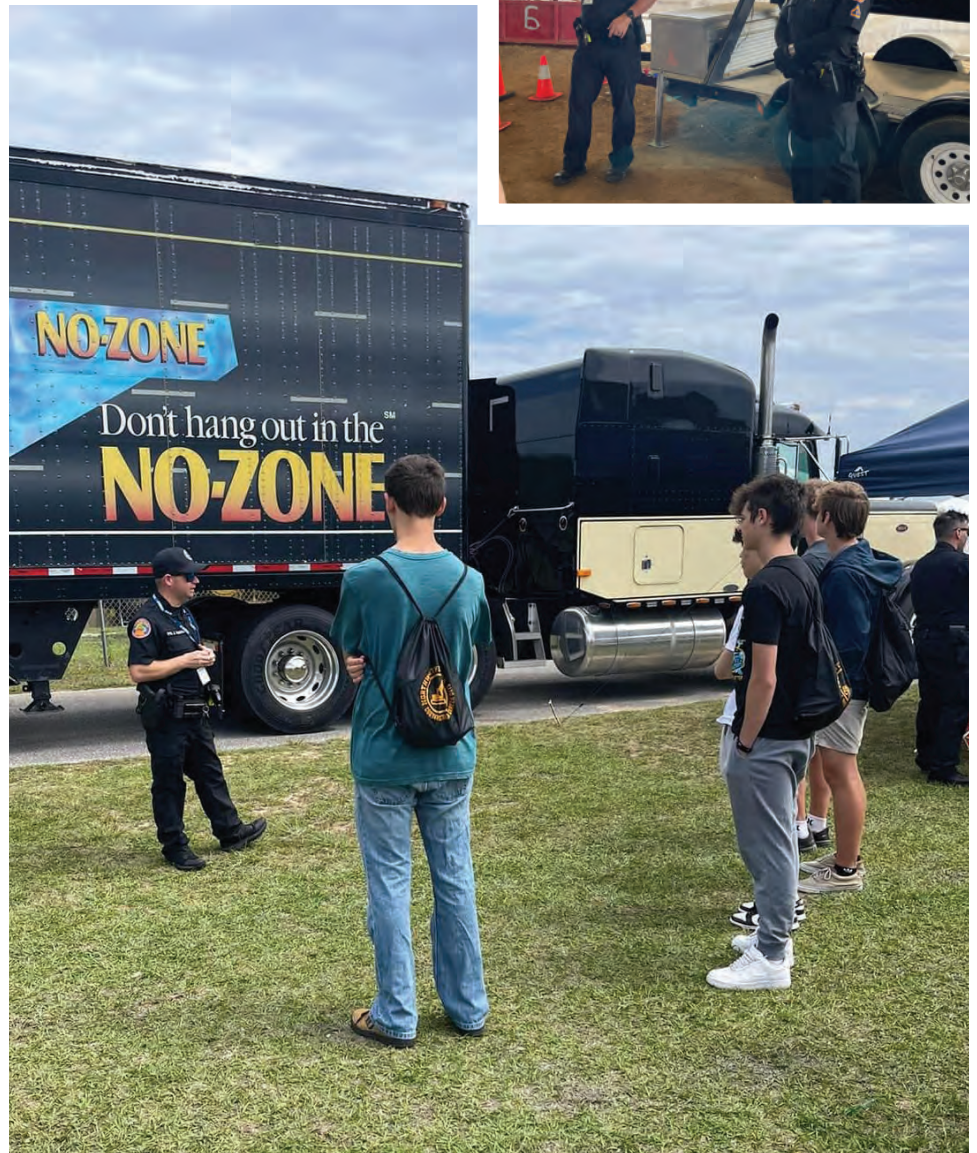


FHP Participates in Northwest Florida Construction Career Day

On April 16 and 17, the Florida Department of Transportation, FHP Patrol Operations, and the FHP CVE Pensacola District teamed up for the third annual Northwest Florida Construction Career Day event. The outreach took place over two days and was designed to expose high school students to real-world career opportunities through small group learning labs.

In total, 500 volunteers, 102 school chaperones and 88 companies/industry partners participated, along with 848 students representing 20 different high schools from Santa Rosa, Okaloosa, Walton and Escambia counties. The outreach consisted of 35 learning labs, which included the FHP "no-zone" truck semi-trailer, criminal interdiction unit/K-9 demonstration, radiological demo and a roll-over simulator. The roll-over simulator and no-zone truck were prominently positioned in a way that exposed all 848 students to their safety messages. Overall, the event was a great success, and the event awarded more than \$50,000 in scholarships to students. ■

Tpr. Ben Ward (left) and Tpr. Willie Rittenhouse (right) instruct students at the Northwest Florida Construction Career Day event.



Tpr. Joseph Marcum gives a safety talk in front of the "no-zone" truck.

FHP Members Participate in 100 Deadliest Days for Teen Drivers Video

On April 24, the CVE Lake City District, FHP Patrol Operations and the Florida Department of Transportation teamed up to film an outreach video called "100 Deadliest Days." The video highlights the period between Memorial Day and Labor Day, primarily comprised of summer break, when teens are most likely to die in crashes.

Students from a local high school portrayed teens injured in a crash and an impaired driving investigation. The video was released on May 18. Participating FHP members included Sgt. Rodney Howard, Tpr. Jordi Baez and Tpr. Kenneth Prieto. The video can be viewed here: www.vimeo.com/946558725/3ao688aa61. ■



A behind-the-scenes look at the 100 Deadliest Days for Teen Drivers video shoot.

REGION II

Building a Stronger, Unified Team

By **Sgt. Victor McCarty**, Public Affairs, Commercial Transportation Enforcement Division, Mississippi Department of Public Safety

Bus Inspection Detail Event

On May 7, troopers of the Mississippi Highway Patrol (MHP) Motor Carrier Safety Division and officers of the Mississippi Commercial Transportation Enforcement Division (CTED) showcased exemplary teamwork and dedication during a comprehensive North American Standard Inspection of buses at Cline Tours in Ridgeland, Mississippi. This operation, involving MHP troopers and CTED officers, highlighted the Mississippi Department of Public Safety's commitment to ensuring the safety and compliance of commercial transportation across the state.

The successful execution of this inspection detail not only reaffirmed the importance of rigorous safety standards, but also underscored the power of collaboration within the Mississippi law enforcement community. By joining forces, the MHP troopers and CTED officers demonstrated their combined expertise and coordinated efforts are instrumental in upholding the highest standards of safety for commercial bus operations.

The inspection process was thorough and meticulous, involving detailed checks of vehicle components, driver qualifications and



CTED Capt. Wilson Ford conducts a bus inspection.



MHP and CTED combined forces for a bus inspection detail.

safety protocols. Officers worked side by side, sharing insights and leveraging each other's strengths to ensure every aspect of the inspection met the rigorous standards set forth by CVSA.

Promoting Safety Through Collaboration

One of the key takeaways from the Cline Tours inspection was the remarkable level of cooperation among the officers. The operation required precise coordination and communication, which the team executed flawlessly. This collaboration not only ensured a successful inspection, but also set a precedent for future operations.

"We are proud of the seamless teamwork displayed during this inspection detail," said Lt. Col. Matt Lott, director of CTED. "The dedication of our law enforcement professionals highlights the benefit of us all being at the Mississippi Department of Public Safety. By working together, we can achieve great things and set new standards in commercial transportation enforcement."

Looking Ahead

The success of the May 7 inspection detail is just the beginning for CTED. As the division continues to grow and evolve, the focus will remain on fostering a collaborative environment where knowledge and expertise are shared freely. This approach not only enhances the effectiveness of operations but also builds a strong, unified team dedicated to maintaining the highest safety standards.

Together, we are stronger, more capable and more committed than ever to making our roads safer for everyone. ■

REGION III

Iowa State Patrol Implements Industry Training Course

By **Job Huisman**, Commercial Motor Vehicle Unit – Area C, Iowa State Patrol, Iowa Department of Public Safety

The Iowa State Patrol has successfully completed its first year of a new week-long class created for the commercial motor vehicle industry. This class not only focuses on safety and federal regulations but also provides a unique perspective from a trooper's point of view. It is held three times per year in various locations throughout the state, making it easily accessible for participants from different areas.

The class educates mechanics, drivers and safety directors in a manner similar to the training troopers receive, providing in-depth instruction on regulations and safety measures. Industry members leave the class with comprehensive knowledge of commercial driver's license requirements and driver qualifications, as well as regulations regarding hours of service, parts and accessories.



Flyer for the new industry training.

Through hands-on work projects and active class participation, students gain practical experience and a thorough understanding of these vital topics. By the end of the course, students report they feel confident and knowledgeable in their ability to navigate the complexities of the trucking industry. ■



Iowa State Patrol Sgt. Kyle Rich teaches the new course to a classroom of industry representatives.



Iowa State Patrol Tpr. Jay Kirkpatrick and students in the industry training course.

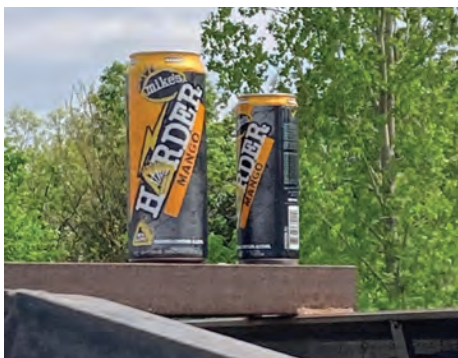
REGION III

Iowa State Patrol's International Roadcheck Results

By **Job Huismán**, Commercial Motor Vehicle Unit – Area C, Iowa State Patrol, Iowa Department of Public Safety

Iowa law enforcement orchestrated a successful CVSA 2024 International Roadcheck operation. The Iowa State Patrol's Commercial Motor Vehicle Unit conducted a total of 926 commercial motor vehicle (CMV) inspections, with 714 categorized as Level I Inspections. Multiple scale sites were operational 24 hours a day for the entire three-day event. We are pleased to announce that many CVSA decals were issued, and we had productive discussions with numerous professional drivers and companies roadside.

It is also imperative to highlight that officers found a substantial amount of drivers and equipment to present serious safety concerns to Iowa's infrastructure and the motoring public. A total of 2,363 violations were identified during the operation. Of those 429 resulted in vehicles being placed out of service. In addition, 52 drivers were deemed unfit or unqualified to operate. The Iowa State Patrol continues to take great pride in joining our fellow state and federal partners in removing unsafe drivers and vehicles from the roadways while rewarding those drivers dedicated to the safety of themselves and others. Check out some of the most erroneous violations in the included pictures. ■



Alcohol found in CMV.



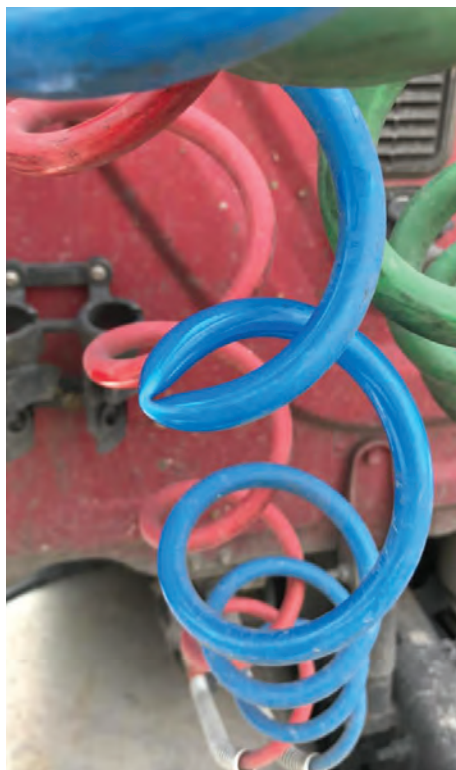
Hole in brake chamber hose.



The results of a blood alcohol content of a driver operating a CMV while intoxicated.



Shredded trailer tire.



Kinked service gladhand.

REGION IV

Arizona Local Members Pulled from Normal Duties for Final Four Basketball Team Escort

By **Justin Rosko**, Commercial Vehicle Inspection Unit, Phoenix Police Department

The Phoenix (Arizona) Police Department's traffic bureau was temporarily reassigned to the 2024 Final Four escorts for the basketball teams. From April 2-4, our regular duties were put on hold to ensure the safe transport of the teams to and from the practice facilities as well as to the venue for game days. Due to this large-scale event, we were unable to continue with our normal job duties of commercial vehicle enforcement.

Currently, three officers are certified to conduct commercial motor vehicle (CMV) inspections within the city limits of Phoenix. Our primary objective is commercial vehicle enforcement, but we are also motorcycle officers tasked with traffic enforcement programs (to reduce speed and fatal crashes) and DUI enforcement programs.

When a dignitary visits our city, we are called upon to provide escort services, a task that temporarily diverts our focus from CMV enforcement. This is just one example of how local agencies like ours are adept at wearing several different hats to ensure the smooth functioning of the department and the achievement of the goals and objectives set by our command staff. ■



The Phoenix Police Department's traffic bureau served as 2024 Final Four escorts for the basketball teams.

UPDATES FROM 

Mexico

Regulatory Updates to the Mexican Official Standard NOM-087 on Driving and Break Times for Drivers of Federal Trucking Services

The regulatory update of the Official Mexican Standard NOM-087-SCT-2-2017 establishes driving and break times for drivers of federal motor transport service and private transport in Mexico. The main objective of this regulation is to reduce the incidence of crashes on the country's highways through improved regulation.

These measures are intended to help drivers avoid fatigue and exhaustion, two factors identified as common causes of vehicle crashes. Regulating driving times and guaranteeing adequate rest periods will improve the safety of both drivers and other road users.

To develop the regulations, integrated working groups were formed with transportation regulators, industry and academia to incorporate the needs and perspectives of all participating stakeholders.

Implementing this standard represents a step towards decreasing crash rates in the Mexican trucking sector, creating a safer and more protected road environment for all citizens. ■



Regulation of Electric Vehicle and Hybrid Electric Vehicle Charging Infrastructure Integration

The Energy Regulatory Commission (CRE) has issued an agreement establishing the Electromobility Administrative Provisions to promote the transition toward more sustainable mobility. These provisions regulate the integration of charging infrastructure for electric vehicles (EVs) and plug-in hybrid electric vehicles into the National Electric System.

The regulation was available for public comment at the National Commission for Regulatory Improvement before publication. On June 18, the provision was unanimously approved in a session of the Energy Regulatory Commission by the entire collegiate body.

This provision was needed to create an official standard for EV chargers and plug-in electric vehicles. It guarantees an orderly and safe connection of the charging infrastructure, as well as promotes the development and maintenance of a digital platform to monitor its evolution in Mexico.

The Ministry of Infrastructure, Communications and Transportation (SICT) emphasizes the necessity of having clear technical parameters regarding the safe connection of charging infrastructure for EVs to the National Electric System. This is crucial in preparing the draft of the "Official Mexican Standard NOM-000-Safety Specifications to be Met by Zero-Emission Vehicles with a Gross Vehicle Weight Greater than 3,857 kilograms," managed by the General Directorate of Federal Motor Transport (DGAF).

From a safety perspective, the preliminary draft includes relevant technical aspects for developing the SICT standard, including technical specifications for transportation users traveling on general roads under federal jurisdiction.

By incorporating the elements proposed by the CRE in its preliminary draft, the SICT Standard may be submitted to the National Consultative Committee for Land

Transportation Standardization with a better level of integration.

The fight against climate change requires the construction of technical capacities for implementing electric mobility in Mexico, which is essential for developing sustainable and safe transportation. With its own regulatory criteria, the provisions will also favor technological neutrality, given the country's strategic position as a global logistics platform.

Additionally, creating a digital platform to track the evolution of charging infrastructure in Mexico, with indicators associated with intelligent energy supply networks, will allow for quantifying the growth of the electric mobility industry. This will be valuable for the national commercial sector, both domestic and export, particularly for heavy commercial motor vehicles classes 6, 7 and 8, their technical components, and the required and available recharging infrastructure.

In summary, the SICT, through the DGAF, recognizes the usefulness of the CRE's provisions, including the plan to rely on its valuable technical guidance throughout the development of the SICT's standard. ■



EFFECTIVE COURTROOM TESTIMONY

FOR COMMERCIAL MOTOR
VEHICLE ENFORCEMENT
OFFICERS AND INSPECTORS

As commercial motor vehicle (CMV) enforcement officers, you play a pivotal role in ensuring road safety, conducting inspections and investigations related to trucks, trailers and combination vehicles. Your responsibilities extend beyond the field and into the courtroom, where your testimony may be crucial in legal proceedings. This article will explore essential tips for CMV enforcement officers/inspectors when testifying about truck inspections and post-crash investigations in court. Testifying effectively requires thorough preparation, clear communication, and a deep understanding of relevant laws, regulations and procedures.

[Continued on next page](#)

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DAILY HABITS FOR SUCCESS

Know the Regulations and Stay Updated

Before stepping into the courtroom, officers/inspectors must have a comprehensive understanding of the regulations governing CMVs. This includes federal and state laws and industry standards and guidelines. Familiarity with the Federal Motor Carrier Safety Regulations (FMCSR) is essential, as violations of these regulations often form the basis of enforcement actions and court cases. It is also critically important for officers and inspectors to know how the FMCSRs interact with state law, as this may differ from state to state.

Additionally, laws and regulations pertaining to CMV enforcement are constantly changing, necessitating continued training. Officers/inspectors should stay updated on the latest legal developments, including new regulations and court rulings. Participating in continuing education programs, attending relevant conferences or seminars, and staying informed through professional associations (like CVSA) can help officers and inspectors stay abreast of changes in the legal landscape.

CVSA offers training that can sharpen your courtroom skills. Recent webinars on search and seizure and courtroom testimony and CVSA's one-minute Inspection Bitz videos, all available at cvsalearning.org, are valuable resources for keeping up to date on inspection procedures.

Additionally, CVSA offers advanced Post-Crash Inspection certification training, which includes an in-depth module on court testimony. Keep an eye on the training schedule to find a course that works for you: www.cvsa.org/training-categories/certification-training.

Document Everything

Detailed documentation is the cornerstone of effective enforcement and testimony. Officers and inspectors should meticulously record their observations, findings and actions taken during inspections or investigations. As a best practice, inspectors should take photographs of evidence or anything that might help a finder of fact (a judge or juror). This documentation serves as crucial information in court and supports the officer's testimony. Photos, videos, written reports and notes should be organized in a clear, logical manner. The data and evidence you took the time to collect and write out can



make the case, so take the time to record it appropriately. A good report can save you a lot of headaches and time on the stand, in the courtroom, at a deposition or during a pre-trial hearing. Well-organized and documented evidence can mean the difference in whether motions to suppress or exclude evidence are granted or denied.

CVSA Crash Investigation Specialist Terry Kummer said, "We always teach: write the report that keeps you out of court." And even if it doesn't keep you out of court, a well-written report will help you when you're there.

Conversely, a poorly written report will offer no aid when you need to refresh your memory, and it could provide ample material for a defense attorney to mount an effective cross-examination, especially on inspection actions you do not remember or did not do. A staple tactic when cross-examining law enforcement is for the defense to focus on what inspectors "didn't do" (or didn't document doing), such as not following a procedure, policy or best practice.

Of course, this piece of advice is only good if officers and inspectors make a habit of sufficient documentation in each inspection and crash. You never know when an inspection will necessitate a day in court. Think about it like you're at the gym or shooting range – make each rep a good rep so when you truly need it, it counts.

Maintain Confidentiality and Data Integrity

Officers and inspectors must uphold confidentiality and data integrity when handling sensitive information. Protecting confidential data, such as driver records and inspection reports, is essential to maintaining trust and integrity within the enforcement process. Inspectors should follow established protocols for data management and ensure compliance with privacy regulations to safeguard sensitive information.

Practice Your Testimony and Cross-Examination Skills

Like any skill, testifying in court improves with practice; rarely is someone a natural public speaker or a good witness. Take advantage of opportunities to practice testifying in simulated courtroom settings or mock trials. This allows you to refine your communication skills, anticipate challenging questions and build confidence in your ability to testify effectively. Feedback from peers or legal professionals can also provide valuable insights for improvement. Testimony and cross-examination skills are like muscles that will become weak without use but can also be honed over time with practice.

Prosecutors, the judge and especially jurors likely have little to no idea about many of the things you'll testify to. When testifying, explain what happened like you might to your spouse or children. Use simple language and be relatable, open and honest. When testifying, you are not merely reciting a report. Your narrative should not be analytical or sanitized. You don't want to sound robotic. Instead, tell a story, setting the stage and painting a picture for the judge and jury. Don't be afraid to use your hands as you talk and be expressive. Practice these skills so when it is your time to go to court, you are ready.

PREPARING FOR COURT

Review Your Paperwork

Preparation for court is crucial and yet is often overlooked by inspectors. It is critical that you review all collected evidence. Look over any materials associated with the case, including paperwork, pertinent details and notes, sequence of events, body camera footage, pictures and other applicable evidence. Court proceedings take time. Your testimony may take place quite a while after the incident occurred, so take the time to refresh your memory on the case, evidence and narratives prior to testifying. Ensure that you have your facts straight; review everything more than once. If you worked with a partner or supervisor on the initial report, meet with them to ensure you both remember it correctly. You'll be – and will appear – more prepared and have more confidence as you testify.

Study Relevant Case Law and Precedents

Familiarity with relevant case law and legal precedents can bolster your testimony and provide additional context for the court. This is where it is important to talk with your prosecutor. They or you may have information that will be relevant and should be shared. Reviewing past court decisions related to CMV enforcement can help officers/inspectors anticipate legal arguments and counterpoints. By referencing applicable, specific case law during testimony, officers can strengthen their position and demonstrate a nuanced understanding of legal principles.

Familiarize Yourself with the Space and Staff

Before any hearing or trial starts, officers should visit the courtroom and familiarize themselves with where the witness chair is located and the path to it. This way, you can walk directly to the stand in a forthright manner to be sworn in. If possible, you should have a pretrial conference with the prosecutor. One or both of you have relevant information to exchange. Aim to do this before each and every case. Over time, this simple act will develop a relationship with your prosecutor – and mutual respect and confidence.

A pretrial conference can also be helpful because prosecutors may not be familiar with commercial vehicle enforcement violations or crash reconstruction. You can help by providing the prosecutor with questions they could ask that are pertinent to the case. You should also discuss how they would like to present the case to ensure you're on the same page. "Don't go in

telling them what to do or how to present their case," added Kummer. "But come prepared to offer specific ideas on how to bolster the case. It's better when you work together."

Dress Professionally

First impressions matter, especially in court, and officers and inspectors should present themselves as professionals. This includes dressing appropriately in a clean, well-fitting uniform or business attire. Studies have shown that navy blue for men and black for women are the most appropriate colors for "looking believable." Avoid flashy colors, wear simple and conservative hair styles, wear minimal amounts of jewelry, and avoid busy or distracting ties.

If your uniform incorporates leather, condition it. Take the time to clean or shine your boots. For men, trim your beard or be freshly shaven. Consider removing unnecessary items from your duty belt. While you may need these items while you're working the road, they can make an otherwise sharp courtroom appearance look cluttered and messy – the less professional you look, the less seriously you will be taken. As an officer of the law, the jury will likely want to like you, so help them do just that.

Get Ahead of Technical Challenges

Officers and inspectors should be prepared to break down technical concepts and complex regulations into layperson's terms and provide clear explanations. Visual aids, such as diagrams or illustrations, can be valuable tools for simplifying complex information and enhancing understanding. If you have a demonstration, make it easily visible by putting it on a screen or display. Ask the prosecutor to have you explain them in detail. Get off the stand, if possible, while presenting. Walk around and educate the judge or jury by pointing to items in a picture or utilizing flowcharts.

Work with your prosecutor or court official ahead of time to use these tools. When you meet with the prosecutor before hearings or a trial, take these materials with you. It's also essential to do a dry run with your visual aids, perhaps with your coworkers as an audience. This will give you confidence in using them, making you less likely to fumble during proceedings.

Continued on next page

Tips for Testifying on Inspections

with CVSA Crash Investigation Specialist Terry Kummer



- ▶ Know how your state adopts regulations; your prosecutor may not. These adoptions can be tricky and may be found in state statutes or regulations. It may take referencing several statutes or regulations to make the adoption clear. For example, your state may provide you with the authority to inspect a CMV generally in a statute. Then, a separate statute or regulation will define who can inspect a CMV (usually an "authorized agent") and the scope of that agent's authority. That will mean the inspector must be certified as the appropriate-level CVSA inspector to inspect the CMV and the items in question.
- ▶ Be prepared to explain a CVSA Level I, II, III, hazardous materials or cargo tank inspection. Be familiar with how to define what you inspect and how you inspect it – all in layman's terms.
- ▶ Knowing whether or not the vehicle you inspected is a CMV may be second nature to you now, but it once was not. Likewise, explaining interstate commerce or a gross vehicle weight rating of more than 10,000 lbs. is difficult. Instead, display the CVSA flowcharts. Have the prosecutor ask questions that align with the flowchart: Was the vehicle a CMV? How did you determine that? Did the driver need a commercial driver's license? How did you come to that conclusion? These flowcharts make testimony easy and help the jury follow along. The flowcharts can be found in CVSA Learning by logging into the CVSA member portal at www.cvsa.org/memberportal.

Some challenges you may face during cross-examination include questioning your resume or implying it is inaccurate, noting you failed to attend a recent training, mentioning that your prior court testimony was excluded, claiming an incomplete investigation or ignored data, or insisting you delegated tasks to unqualified people. Other common strategies involve saying you didn't retain your investigation notes (which raises suspicion of withholding), co-authored the report with the prosecutor, misapplied formulas, input improper data into formulas, or misused crash analysis software. Be prepared for these accusations and remember: stay calm and collected.

Anticipate Challenges and Objections

During testimony, officers may encounter challenges or objections from opposing counsel. It is essential to anticipate potential objections and prepare responses based on legal principles and precedents. Familiarity with common objections, such as hearsay or relevance, allows you to address them effectively and uphold the admissibility of your testimony. Additionally, remaining composed and confident in the face of objections demonstrates competence and strengthens the inspector's credibility.

Avoid being combative. "Let the attorneys get as nasty as they want," said Kummer. "But you, you keep your cool. They're more than likely trying to bait you. Your only job is to answer the questions."

If you make a mistake, admit it; don't try to cover it up. Nobody will hold a mistake against you, but finders of fact will certainly hold it against you if they think you're lying. Many times, you will have given prior testimony – maybe a preliminary or evidentiary hearing, maybe a civil deposition. These can and will be used during your cross-examination. Over time, you may describe something slightly differently upon retelling. Try avoid that, but it happens. Don't get frustrated. Be prepared to explain any discrepancy: you may have meant something different, you previously testified incorrectly, you previously misunderstood the question or the question was asked differently. No matter what, always tell the truth and stick to it.

Stay Composed Under Pressure

Testifying in court can be a high-pressure situation, but inspectors must remain composed and focused throughout the proceedings. Maintaining a calm demeanor instills confidence in your testimony and enhances credibility. Techniques such as deep breathing, visualization and positive self-talk can help you manage stress and perform effectively under pressure. By staying composed, officers/inspectors can deliver clear, authoritative testimony that resonates with the court. If you don't understand a question, ask them to rephrase it or say you don't understand. Take a moment to think about your answers and respond politely to all questions asked. Be professional, but be yourself.

Seek Legal Guidance When Needed

You need to know when to seek legal guidance or assistance. If faced with legal questions or uncertainties beyond your expertise, consult with legal counsel or supervisors. This ensures you will be well prepared and equipped to navigate the complexities of the legal system effectively.

Let's say you need a warrant for an electronic logging device or the seatbelt/airbag module. You must have the requisite knowledge and experience to write your affidavit. Supervisors, agency legal counsel or the prosecutor can be a valuable resource. Describe to them what you want and why. They'll ask pertinent questions and can ensure you have provided enough information about your training and experience, the facts requesting the warrant, and facts to support the request.

Another example: you want to search a cellphone. Case law in your jurisdiction will be fundamental as this is a litigious subject. Knowing the judges who approve these warrants is also valuable. Cellphone contents are downloaded all at once – you get everything – but that does not mean you are privileged to look at everything. The downloader can provide a file to the investigator with only the allowed information, which creates a firewall protecting and balancing the need for the search with the defendant's constitutional rights against unreasonable search and seizure under the Fourth Amendment. Some jurisdictions tightly restrict cellphone searches; some are more liberal in approving those warrants. It will be fact-specific and essential to ensure your request is limited to the information needed for your case.

Continued on next page

A Glossary of Terms

Below are some general terms. These are taken from the federal rules of evidence. Your state may have slightly different definitions or exceptions to the definitions below.

Hearsay is an out-of-court statement offered to prove the truth of whatever it asserts, which is then offered in evidence to prove the truth of the matter. The problem with hearsay is that it becomes impossible to establish credibility when the person being quoted is not present.

Relevance means the evidence or testimony has value and a tendency to prove a matter of fact significant to the case. The court may exclude relevant evidence if its probative value is substantially outweighed by a danger of one or more of the following: unfair prejudice, confusing the issues, misleading the jury, undue delay, wasting time or needlessly presenting cumulative evidence.

Need for Personal Knowledge – A witness may testify to a matter only if introduced evidence is sufficient to support a finding that the witness has personal knowledge of the matter. This evidence may consist of the witness's testimony. This rule does not apply to a witness's expert testimony.

Oath of Affirmation to Testify Truthfully – Before testifying, a witness must give an oath or affirmation to testify truthfully. It must be in a form designed to impress that duty on the conscience of the witness.



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Attorney Questions During Post-Crash Investigation and Tips for Responses

“Please provide your name, employer, position and years of experience.”

“What is your area of expertise?”

“What were you asked to investigate?”

“Were you able to form an opinion regarding that?”

- NOT your actual opinion. This is a “yes” or “no” question. You will expand on this and provide your opinion later.

“Before I ask you to explain your opinion, let me ask you about your qualifications.”

- Testify regarding your education, specialized training and certification.
- Provide specific experience – cases you led and those on which you assisted.
- It may help to keep a running resume for reference. Update it regularly.
- Some courts require the court to make a finding that the witness is qualified to make an opinion on a certain issue.

“Do you have an opinion to a reasonable degree of scientific certainty?”

- Also a “yes” or “no” question.

“What is your opinion?”

- Anticipate the defense to object to this question.
- Consider if it would assist you to use a whiteboard, PowerPoint presentation or video to explain your opinion.
- Explain your investigation chronologically.
- Explain your findings, including any specialized tools used and protocols followed and documented.
- Explain your assumptions and why you accepted them.
- Describe the rule you applied to the facts, including standards, definitions, formulas, generalizations, statistics, causal relationships and mutual exclusivity.



AFTER COURT

Self-Evaluate

While the case and court happenings are still fresh in your mind, take some time to reflect and evaluate your testimony. What went well? What could've gone better? What do you want to change for next time? Of course, there will always be a next time. It may be helpful to keep a court journal so you can reference your reflections the next time you are preparing for court. Remember, relatively few people are naturally gifted public speakers, orators and story tellers. Yet, it is a skill everyone can develop with practice – and part of practice is evaluation. With each improvement, you'll become more confident.

Seek Feedback and Continuous Improvement

After testifying in court, you should also seek feedback from supervisors, legal advisors or colleagues to identify areas for improvement. Reflecting on the testimony experience and soliciting constructive feedback allows you to refine your skills and enhance your performance in future court appearances. Continuous learning and professional development contribute to ongoing growth and excellence in CMV enforcement. Testifying in court about truck inspections or post-crash investigations is critical to your responsibilities as CMV enforcement personnel. By following these tips and guidelines, you can enhance your effectiveness as a witness, uphold the integrity of your testimony, and contribute to the fair and just resolution of legal proceedings. Effective testimony not only strengthens enforcement efforts but also promotes road safety and accountability within the commercial trucking industry. ■



FROM THE DRIVER'S SEAT

It Starts With Us

By **Antoine Sadler**, Professional Driver, Walmart Transportation; America's Road Team Captain

It is that time of year again; families are traveling, and people are out just living life. But something is lurking in plain sight. It is so hidden yet so massive that it generates over \$150 billion in profit each year: human trafficking. This crime is perpetrated all over the world. Even more horrifying, it may be happening in your community.

My name is Antoine Sadler. I am an America's Road Team Captain and a professional driver for Walmart Transportation. I have been in the industry for more than 30 years and have driven over 2.7 million safe miles. One of my passions is teaching others about the trucking industry and everything it does to change people's lives for the good. Since my first event with Truckers Against Trafficking (TAT) in 2016, it has been my duty to spread the word on what human trafficking is and how professional drivers can play a role in preventing it and potentially saving a victim's life. I found myself moved by this organization's message and mission.

Since its inception in 2009, TAT has been on a mission to educate, equip and empower people to join the fight against human trafficking. I started working closely with TAT by passing out wallet cards and posters, pulling the TAT education trailer to different events, talking on podcasts, and even being featured in a documentary - "Be the One," shot in the city of Kyle, Texas. This has elevated my knowledge of how to fight this crime, and better yet, how to educate the public on ways to report trafficking and safely offer help to a victim.

In 2021, I became a TAT board member. In this role, I have had the opportunity to help make decisions on how to grow this organization. This has allowed me to reach more people and tell the world how professional truck drivers are fighting against human trafficking. It has been proven that when someone sees another person they can relate to taking action, it enables them to see themselves in that same role. When drivers see one of their own in the fight, they are more motivated to get involved.

TAT has trained over 1.79 million people on how to recognize and report human trafficking. While you are driving to your next

destination and delivering that next load, or just out with your family, here are a few signs of human trafficking you should be aware of:

- ▲ An RV or van with multiple women in a mainly male area. Does the vehicle drop them off and pick them up 15 to 20 minutes later?
- ▲ If an individual mentions that they have a "pimp" or "sugar daddy." They also may say that they formed a relationship with someone online or are making a quota.
- ▲ Any time you believe you are witnessing someone under the control of a pimp regardless of age and gender.
- ▲ Anytime you see someone engaged in a commercial sex act.
- ▲ Radio chatter about "commercial company" or flashing lights signaling buyers' locations.
- ▲ A distressed individual.
- ▲ Inappropriate clothing for the weather.
- ▲ Someone who offers to exchange sex for a ride or meal.
- ▲ Restricted or controlled communication, such as not being allowed to speak for oneself and avoiding eye contact.
- ▲ Signs of bruises, physical trauma or abuse.

As a professional driver, I ask you to take on this challenge: Become a part of the mobile army and join in the fight against human trafficking. Remember, there's strength in numbers. This fight starts with us. If you see something, say something.

Here are a few things you can do right now:

- ✔ Go to TAT's website, www.tatnonprofit.org, for resources and educational materials.
- ✔ Download the free TAT app to your device. You will have immediate access to materials and the ability to report any signs of human trafficking you might come across.
- ✔ Take the free training to become TAT-certified, further educating you on signs of human trafficking.
- ✔ If you suspect human trafficking, call the U.S. hotline number at 1-888-373-7888. Your report will be anonymous.

The more of us who are educated and aware of this crime, the better chance a victim or survivor has of reuniting with their family. Always remember, we are the guardians of the highways and a beacon of hope to many. Together, we can fight human trafficking. ■



*Together, we can
fight human trafficking.*

Iris Leonard Retires from CVSA Staff with 22 Years of Service

CVSA would like to congratulate Iris Leonard on her retirement after 22 years of service to the Alliance. As CVSA's longest-serving employee, Iris dedicated her life and skills to our mission and our people, and we will miss her dearly.

Iris started as an administrative coordinator. Over time, her role evolved to program manager, then manager of program services and, finally, manager of membership. As she drew closer to retirement, Iris stepped into the position of membership coordinator and assisted Brian Neal as he came into his role as director of member services.

"I was hired in 2002 by Paul Bomgardner – and now it has been 22 years," said Iris. "I always think – has it been that long? We travel for CVSA so often that you don't realize time is going by so fast. You prepare for a meeting, you come back and recap, and you prepare for the next meeting. Before you know it, it has been 22 years."

To Iris, travel was one of the main perks of working at CVSA. "I am so thankful to have

spent the majority of my working life here. I got to go to so many cool places – places I never would have gone otherwise. On one trip – to South Dakota – I saw for the first time in my life cows grazing and running in the field. Of course, I had seen that in movies or read about it in books, but it was so cool to see that part of nature in person."

Iris consistently had travel buddies – her daughters, Ericka and Vanessa. "My daughters really grew up with CVSA. When I started, they were still in high school, and I would bring them to all the events. They would bring their schoolwork so they wouldn't miss classes," reminisced Iris. "Ericka is my oldest – she came to a few events but then went off to college. Vanessa, my youngest, came with me to every meeting. Or almost. The only one she missed was the last one I went to – 2019 conference – because she was getting married around that time."

"I started going on CVSA trips with her in 8th or 9th grade, and every time I went, I had so much fun. I definitely made lasting memories

on those trips, and I will miss going," said Vanessa. "Those travels made an impact on me, and I got to know a lot of the CVSA staff and members, too."

In addition to the travel, Iris' favorite part of working at CVSA was getting to know the members. "One thing I really loved was that during the meetings, I could meet the members face to face," explained Iris. "I would get to know them on the computer or phone through our daily interactions, swapping stories about kids or grandkids, hobbies, vacations, just anything; and then we would see each other in person and deepen those relationships. It felt like they were all my family."

In an age of technology, Iris acknowledged that she could provide real-time, personalized help to members. "It was just the normal, everyday interactions that the members appreciated – logging in and out of the CVSA portal and pointing them to another staff member for an answer to a specific question," said Iris.

Congratulations to Iris Leonard on her retirement! Twenty-two years of service to the Alliance is a significant accomplishment, and her dedication has undoubtedly made a positive impact on the organization and its members. Wishing her all the best in this new chapter of her life!
- Collin Mooney, Executive Director, CVSA

Iris was, for so many years, the face of CVSA. She was one of the first people to welcome me to the staff many years ago. She was everyone's go-to with any questions or issues. She worked tirelessly for the Alliance for decades. We are delighted for Iris and wish her the very best in retirement, but she will be sorely missed.

- Adrienne Gildea, Deputy Executive Director, CVSA

I would like to echo my sentiments of thanks for a job well done and well wishes for the future. I hope Iris has a great time with family and enjoys all the adventures that retirement will bring.
- Shannon Heck,
Director of Training Services, CVSA

We Will Miss You, Iris!

Iris, many thanks for your years of service to the Alliance. New York State appreciates your life-saving motor carrier safety work and wishes you and your family further success.
- Jonathan Nicastro, Director,
Motor Carrier Compliance Bureau,
New York State Department
of Transportation

Iris – thank you for your endless efforts and support. I am thankful for everything you do and have done over the many years. I personally would not have been successful without your help on many occasions.
- Brian Neal,
Director of Member Services, CVSA

My fondest memories of Iris are from the times we'd take side trips before or after a work event. We've gone on a tour of the haunted Queen Mary ship in Long Beach, California. We enjoyed getting soaked when we took the Maid of the Mist boat tour in Niagara Falls in New York. And we checked out Boise State's famous blue turf football stadium. It was always fun to go on those little adventures with Iris and her daughter. I'll miss those good times, but I'm so happy that Iris finally gets to enjoy her retirement and spend time with her husband, daughters and grandbabies. You'll be missed, Iris, but congratulations. Enjoy yourself!

- Nicole Leandro, Director of Communications, CVSA

"Nowadays, when you contact customer service, you're usually chatting with a robot or automated system. Press 1, press 2, press 3, leave a message. But not at CVSA. People were always so happy to reach me – that I was a real person, and I could help them. I would try and put myself in their shoes because I knew how frustrating it could be to wait for an answer or solution."

This selfless ethos and go-getter attitude made Iris a popular person at CVSA events. People always flocked to her. Whether it be long-time members or new folks trying to get their feet wet at CVSA, Iris welcomed each person with open arms.

"It's important to make each person feel accepted and appreciated," said Iris. "When you're new, it can feel awkward at first. So, make a point to talk to as many people as possible. Ask about their families and their hobbies. Be open. That's my advice – to new members and new CVSA staff – get out there, ask questions and talk to people. We're all here to help and learn, so make a new friend."

Iris is looking forward to a retirement full of family and fun. "I have two grandkids – they're visiting now, actually – and I want to go to the beach with them, my daughters and my husband as much as possible." Although Iris lived in Maryland during the majority of her employment at CVSA, she now lives in North Carolina, about 40 minutes from the beach. "I want to go topsailing. I want to start sewing again – mostly clothes for my grandkids. I want to bake. And eat. And go to the gym – and then eat some more. It's important to be balanced!"

Iris' warm smile, kind heart, quick wit and loving soul will be remembered for decades to come at CVSA. Each time someone welcomes a new member with a smile or goes out of their way to help someone, her legacy lives on. Here's to a long and healthy retirement, Iris!

Over the years, Iris made many friends through her work at the Alliance. Read on below for messages of farewell from CVSA members and staff. ■



Iris (right) and her daughter, Vanessa, (left) have fond memories of traveling to CVSA events together.

Iris was my first contact at CVSA. It was at a fall meeting more than 15 years ago. I was lost on where to go and what to do, and Iris helped me to be at all the right meetings. She always had a smile on her face and seemed eager to help any and everybody that needed it. After that first year, I made it a point to find Iris at the CVSA spring and fall meetings to say hi. She was always there waiting with a smile. I will miss seeing her, and I hope retirement is everything she hopes it will be!
 – Greg Dvorchak, Engineering Supervisor – Axle, Brake and Wheel End Division, Hendrickson

I began at CVSA in December 2021. I scheduled all my online meet and greets with the staff at the time, and Iris was one of the first to accept and make time to meet with me. She had a heart of gold, was very warm and welcoming, and was such a positive person. Her welcome only further confirmed I made an excellent decision to join this team. As I began attending our conferences and workshops after our meet and greet, I lost count of the times in which our members would say things like: "Where is Iris? I wanted to give her a hug!" "Is Iris here?" "She is so wonderful to help us each and every time we call!" She was a celebrity to all, no doubt. She has always been willing to help in any way possible and did so with a smile. She will be tremendously missed. Congratulations on your retirement, Iris!
 – Katie Morton, Director of Compliance Programs, CVSA

Dear Iris, it is a pleasure to reminisce of the many interactions with you at CVSA meetings over more than two decades. Your assiduousness in executing our sponsorship while at TML was simultaneously effective and delightful. We are all gonna miss you dearly. Best wishes in your next chapter.
 – Rodolfo Giacomani, Fatigue Management Specialist, CVSA

I started with CVSA in January 2023. One of the first people I met was Iris, and she gave a warm welcome to the CVSA family. She showed me the ropes of the decal program and all that was involved. After working with her for a few months, I saw what respect she garnered from the members of the Alliance. Everyone seemed to know her, and she assisted everyone with a smile on her face and in her voice. You can even see it in her emails, as she always added a sweet smiley face. Iris has a lot of knowledge, both current and historical, about CVSA. She shared her expertise of the decal program and step-by-step process with ease and patience. She provided many reports and shortcuts to solving member issues quickly and smoothly. She was always quick on her feet with sensible yet humorous reactions to various circumstances. CVSA now has three staff members assisting in what Iris did. Iris has been a pleasure to work with, and there will be a void that cannot be replaced at CVSA. I wish her the best in her retirement.

– David Findlay, Manager of State and Local Contracts and Services, CVSA

2024 HTAI Campaign Spreads Human Trafficking Awareness and Intervention Messages Across North America

Commercial motor vehicle (CMV) law enforcement personnel, along with industry and association professionals from Canada, Mexico and the U.S., participated CVSA's 2024 Human Trafficking Awareness Initiative (HTAI).

CVSA invited law enforcement and industry/association members to participate in the annual five-day human trafficking awareness and outreach campaign. Participating enforcement and industry members trained attendees on the crime of human trafficking, indicators of trafficking and what to do if they identify a victim of this crime.

Participating members also submitted reports to CVSA about their activities leading up to and during the initiative. Fifty-one jurisdictions took part in this year's HTAI, with participation from 3,020 individual law enforcement officers/troopers/inspectors.

For HTAI, CVSA collaborated with TAT (formerly known as Truckers Against Trafficking) to offer human trafficking identification and prevention training and reference materials to the motor carrier industry and law enforcement.

This year, HTAI participants distributed 38,158 wallet cards, 13,510 window decals and 1,603 posters were distributed. There were 334 human trafficking outreach events, and 204 presentations were delivered. In addition, 692 media contacts were made and there were 107 reported social media posts.

Furthermore, CVSA worked with the Paramount/CBS network to create public service announcement (PSA) videos featuring a human trafficking survivor, a truck driver and a CMV enforcement officer. The PSAs aired during commercial breaks of shows and movies streaming on Pluto TV, Paramount+ and EYEQ Local. Combined, these PSAs yielded 15,652,611 impressions.



In addition to quantitative data, some states, territories and motor carriers provided narrative information on their efforts during HTAI:

✓ **New Brunswick** – New Brunswick (NB) Highway Safety Enforcement officers consistently participate in human trafficking prevention training, presentations, conferences and learning modules. Seventy-six highway safety officers, plus 20 officers from other teams, completed the five TAT learning modules and received certificates. The department also performed three human trafficking information blitzes at weigh stations throughout NB. Officers spoke to 200 trucker drivers about trafficking, passing out wallet cards and window decals to each driver and passenger. Some truck drivers even asked for extras to give to others. Additionally, each scale house throughout the province displayed HTAI posters, distributed wallet cards and demonstrated the hand signal victims could use to quietly call for help (a thumb tucked under the four fingers). Additionally, officers visited numerous gas stations, truck stops, hotels and train and bus stations throughout the province, placing posters and wallet cards in and on public bathrooms, bulletin boards, cash registers, and truckers' bathrooms and lounges.

✓ **Oregon** – Enforcement from Oregon organized 10 radio spots, two billboards and seven social media posts. They emailed a news release to 20,620 subscribers, of which 5,186 (25.1%) opened the message. Through their efforts, the human trafficking hotline number was displayed on highway signs throughout the state when weather conditions allowed. Within the Oregon Department of Transportation (ODOT), multiple internal announcements were sent about human trafficking prevention and Wear Blue Day. They also distributed a co-branded ODOT/Wear Blue Day HTAI background image for video conferencing calls statewide.



✓ **Colorado** – There were 50 participants from Colorado Port of Entry (POE) officers and Motor Carrier Safety Assistance Program (MCSAP) troopers from the Colorado State Patrol.

- The Cortez POE officers distributed TAT materials to five restaurant/truck stop locations.
- Dumont and Ft. Collins POE officers and three MCSAP troopers participated in two truck stop events where they handed out materials and talked to truck drivers.
- Monument POE officers presented TAT information at three truck stops.
- Officers held several additional awareness events at motor carriers and truck stops.

✓ **Wisconsin** – The Wisconsin Department of Transportation highlighted human trafficking prevention in its online "Law of the Month" feature. Other outreach included signs of human trafficking, partnerships in Wisconsin and PSA videos.

✓ **Missouri** – The Missouri Department of Transportation (MoDOT) issued a press release reminding the public that January is Human Trafficking Prevention Month, urging people to join the fight against human trafficking in Missouri. As a result, the MoDOT MCSAP coordinator conducted eight media interviews on the topic in one week. In addition, MoDOT posted on social media throughout the month to raise awareness among Missouri travelers and other social media followers. The MoDOT communications division also included human trafficking information in their internal emails (4,400 subscribers) and external emails (9,300 subscribers). In Kansas City, Missouri, local members communicated with truck drivers at motor carriers and trucking hubs, held one human trafficking-focused news conference and participated in another, and worked with a local media company to utilize social media to spread awareness.

✓ **Kentucky** – The Kentucky State Police (KSP) handed out citation/inspection jackets displaying human trafficking awareness information to all who stopped at open weigh facilities, as well as anyone who was stopped roadside by enforcement personnel. KSP received a significant amount of press coverage due to a press release it distributed, including radio and TV interviews, newspaper and website articles, and social media mentions.

- ✓ **Alaska** – In Alaska, all truck drivers received a TAT wallet card during roadside inspections. TAT PSAs were played inside weigh stations for drivers to watch during inspections. In partnership with the Alaska Department of Motor Vehicles (DMV), 81 recipients of Class A Commercial Driver's Licenses (CDL) and 23 recipients of Class B CDLs were presented with a TAT wallet card at the time of CDL issuance. Alaska enforcement conducted one outreach event to a motor carrier, and six staff members discussed human trafficking with Alaska enforcement and received TAT resources.
- ✓ **Hawaii** – Officers in Hawaii visited the Satellite City Hall and the Hawaii DMV offices to pass out human trafficking prevention information sheets. They also talked with the public to raise awareness of human trafficking and indicators of possible human trafficking. A total of 1,660 information sheets were distributed. Additionally, as CMV enforcement officers conducted vehicle inspections and visited the weigh stations throughout the month, they educated truck drivers about human trafficking and passed out 92 window decals and 242 informational brochures. An additional 1,160 wallet cards, 1,160 informational sheets and 20 posters were distributed to motor carriers to distribute to their drivers.

- ✓ **Arizona** – Throughout the HTAI campaign, the Arizona Department of Public Safety (AZDPS) public information officers disseminated online resources on human trafficking. Every truck stop and port of entry in Arizona received human trafficking awareness handouts and resources from TAT. Additionally, there were three human trafficking awareness presentations of note: to the Casa Grande Alliance (a community coalition of multi-agency and multi-disciplinary professionals working to mitigate complex community problems); at a truck stop in Eloy, which was attended by a local TAT representative and a representative from the AZDPS counter-terrorism center; and at a motor carrier in Tucson with 40 employees attending.
- ✓ **Kenan Advantage Group** – The motor carrier included the 27-minute TAT video and quiz as a part of classroom orientation training for all new drivers. It also incorporated these training tools into the monthly online safety refresher training for its driving team in January. The carrier disseminated this information to office and support personnel to further spread awareness. Additionally, Kenan Advantage shared human trafficking prevention information on digital screens in its facilities across the U.S. for visitors to view.

To find out what your local jurisdiction is doing to increase human trafficking awareness and prevent this crime all year long, reach out to your lead agency contact. It's never too early to start planning for next year's HTAI.

To join the fight against human trafficking, consider joining the CVSA Human Trafficking Prevention program committee, which is open to all CVSA members. Committee members can participate in important discussions, shape the future of this committee and its priorities, share feedback and perspectives, and provide recommendations and suggestions for fighting human trafficking. ■



Order complimentary wallet cards, window decals (shown above) and posters in support of the Alliance's annual Human Trafficking Awareness Initiative at www.cvsa.org/programs/human-trafficking-prevention/order-tat-outreach-materials.



PART ONE

Nailing the Top Ten Industry Issues Through Fatigue Management

By **Rodolfo Giacoman**, Fatigue Specialist, Commercial Vehicle Safety Alliance

This is part one of two. Part two will be published in Guardian Q4 2024.

In compiling the 2023 Top Industry Issues, ATRI worked with CVSA to survey commercial vehicle enforcement professionals. They identified three top issues highly related to driver fatigue:

1. Driver Distraction

2. Hours of Service

3. Driver Training Standards



You may be surprised to learn that driver fatigue has not been explicitly identified as one of the top 10 industry issues over the last decade, per the annual American Transportation Research Institute (ATRI) “Critical Issues in the Trucking Industry” report, also known as the “Top Industry Issues.” (View the 2023 edition, which includes a table ranking the top issues from 2014-2023 online: www.truckingresearch.org/atri-research/top-industry-issues). One may argue that when hours-of-service (HOS) regulations, the electronic logging device (ELD) mandate, or driver health and wellness concerns make the ATRI Top Industry Issues list, they are stand-ins for driver fatigue. However, the last time HOS and ELD made ATRI’s annual list was in 2019. Driver health and wellness were last identified in 2018. Does that mean driver fatigue is not a top industry issue, thus fatigue management should pack its bags?

Absolutely not. The industry would be better served by recognizing that driver alertness is what holds together the various components of safe, efficient and profitable commercial transport. So where is the disconnect? You may have heard of “Maslow’s hammer,” a term based on famous American psychologist Abraham Maslow’s observation in 1966: “If the only tool you have is a hammer, it is tempting to treat everything as if it were a nail.” In 2003, historian Robert Kagan wrote a corollary to Maslow’s hammer: “When you don’t have a hammer, you don’t want anything to look like a nail.” Kagan’s corollary may illustrate why driver fatigue is not explicitly identified as a top industry issue: the industry has not standardized a fatigue management program (FMP) – the hammer – so it does not identify driver fatigue – the nail – as a significant issue.

According to the North American Fatigue Management Program (NAFMP) at www.nafmp.org, an FMP requires having both of the following in place:

- ✓ **A safety culture** that places alertness as a non-negotiable value through education, training and fostering partnerships with all those involved in the supply chain.
- ✓ **A fatigue risk management system (FRMS)** composed of several predictive/proactive/reactive risk identification/control processes that, at minimum, include sound scheduling practices, a sleep disorder management program and fatigue detection technologies.

While you won’t find driver fatigue among the 2023 Top Industry Issues, we have illustrated how it affects every aspect of the industry, along with how a solid FMP can directly improve each of the 10 issues. Check out the first five below and stay tuned to see the remaining five in the Q4 2024 Guardian.

The NAFMP Module courses referred to below are available for free at lms.nafmp.org.

1. The Economy 📈

Improve Safety and Reduce Crash Costs

Fatigue is a significant factor in many crashes. By implementing an FMP, motor carriers can reduce the number of crashes, leading to lower costs associated with vehicle repairs, insurance premiums, legal fees, medical costs and driver retention. Reduced crashes also means fewer injuries and fatalities, which lowers the company’s healthcare costs and supports the overall well-being of drivers.

Increase Productivity and Efficiency

Well-rested drivers are more alert and productive, leading to more efficient operations, resulting in faster delivery times and better-quality service. Fewer crashes and health issues also mean less downtime for vehicles and drivers, keeping more trucks on the road and generating revenue.

Lower Operational Costs

Fatigue leads to poor driving practices, which increase vehicle wear and tear and fuel consumption. Proper fatigue management may help maintain vehicles in better condition and promote more efficient driving behaviors, reducing maintenance, repair and fuel costs.

Encourage Greater Compliance and Penalty Avoidance

Adhering to HOS regulations helps carriers avoid fines and penalties associated with non-compliance. This may also prevent lower safety ratings and a potential loss of customers. A strong safety record enhances the reputation of the motor carrier, potentially leading to more business opportunities and partnerships.

Enhance Employee Retention and Satisfaction

Dispatchers using sound scheduling practices suggested by the NAFMP Module 9 are less likely to overwork drivers, who, in turn, are more likely to be satisfied with their jobs. This leads to higher retention rates, reducing costs and downtime related to hiring and training new drivers. Using FMP best practices to prioritize driver health can also decrease



Check the NAFMP FAQs and download the NAFMP Implementation Manual at www.nafmp.org/faqs/

absenteeism and long-term health issues, ensuring a more stable and reliable workforce.

Influence Broader Economic Factors

A reliable supply chain supports consumer confidence. Fostering cooperation between carriers, shippers, receivers and brokers, as promoted in NAFMP Module 6, may reduce disruptions to the supply chain. Efficient and safe transportation services ensure that goods move smoothly, supporting various sectors of the economy, from manufacturing to retail, and maintaining consumer confidence and spending.

Strengthen Adaptability and Resilience

A motor carrier with an FMP is better equipped to handle economic uncertainties. Efficient operations and cost savings provide a buffer against economic downturns, such as those caused by inflation, rising interest rates or reduced freight demand.

2. Truck Parking

Better Utilization of Parking Resources

An FMP calls for scheduling drivers' rest periods in advance based on practices described in the NAFMP Module 9. These programs often use data to predict when and where drivers will need to rest, enabling carriers to choose routes with adequate parking and adjust schedules to avoid resting when parking is scarce. It can also help distribute parking demand more evenly and better use underutilized parking spots.

Enhanced Compliance and Safety

Proper rest period planning prevents last-minute parking searches, reducing the likelihood of parking in unsafe or unauthorized areas. Knowing in advance where they will rest also reduces driver stress and helps them adhere to HOS regulations, improving overall road safety.

Strategic Investment and Advocacy

Motor carriers with FMPs can collect data on parking shortages and use this information to advocate for their drivers. With this data-backed approach, carriers can partner with industry stakeholders and government agencies to support parking expansion initiatives by demonstrating a commitment to driver safety and regulatory compliance.

Integration of Technology

FMPs often integrate with technologies – such as those addressed in NAFMP Modules 9 and 10 – that provide real-time updates on parking

availability. This helps drivers reduce the time spent searching for a spot. Some services allow parking reservations, ensuring drivers have a guaranteed place to rest. More efficient parking management also reduces the time and fuel wasted searching for parking.

3. Fuel Prices

Improved Fuel Efficiency

Well-rested drivers are more likely to adhere to best driving practices that enhance fuel efficiency, such as maintaining steady speeds, avoiding excessive idling and using cruise control. Conversely, fatigue can lead to aggressive driving behaviors like rapid acceleration and harsh braking, which increase fuel consumption. The driver education provided in NAFMP Module 3 can help minimize such behaviors.

Better Route Planning and Reduce Idling

FMPs include route and rest stop planning, which helps avoid idling in congested areas and wasting fuel and time on unnecessary detours.

Preventative Maintenance and Vehicle Health

Routine maintenance checks can be performed during the rest periods scheduled as part of an FMP. Well-maintained vehicles operate more efficiently, conserving fuel. Regular maintenance and attentive driving can help detect and address mechanical issues that might otherwise lead to increased fuel consumption, such as problems with the engine, tires or fuel system.

Enhanced Driver Health and Productivity

Well-rested drivers are healthier, more alert, and can complete their routes faster and with fewer delays. Conversely, fatigued drivers are prone to inconsistent performance, leading to suboptimal fuel use.

Use of Technology

Incorporating technology to monitor driver behavior and vehicle performance, as described in NAFMP Module 10, provides real-time feedback and coaching to help drivers improve their fuel efficiency.

Better Cost Management and Budgeting

With efficiency gains from FMPs, motor carriers can allocate fuel budgets more effectively. Savings from reduced fuel consumption can be redirected to other operational areas. Companies can implement incentive programs that reward drivers for fuel-efficient driving, using FMPs to support

beneficial behaviors. Improved fuel efficiency also acts as a buffer against the volatility of fuel prices.

4. Driver Shortage

Enhance Driver Retention and Attraction of New Drivers

A safety culture that follows the principles of NAFMP Module 2 demonstrates a commitment to drivers' well-being, leading to higher job satisfaction and loyalty among drivers and reducing turnover rates. Drivers with predictable schedules and adequate rest periods can maintain a better work-life balance, making them more likely to stay with the company. Additionally, a safe and supportive work environment can be a crucial differentiator in a competitive job market, helping attract new drivers.

Reduce Operational Stress and Increase Operational Efficiency

Good FMPs reduce the likelihood of fatigue-related crashes, and a safer working environment reduces stress for drivers, making the profession more appealing and sustainable. With an FMP, scheduling also becomes more predictable and manageable, alleviating stress related to uncertain work hours and excessive workloads. This also allows carriers to utilize the workforce better, optimizing driver capacity without overburdening individuals. Maintaining a loyal driver base reduces the need for over-hiring to compensate for high turnover.

Improve Driver Health and Performance

Adequate rest leads to better physical and mental well-being for drivers, reducing absenteeism due to health issues such as the common sleep disorders addressed by NAFMP Modules 7 and 8, ensuring a more reliable and productive workforce.

Compliance and Regulatory Benefits

Companies that are seen to be improving employee morale, road safety and profits can influence industry standards and practices, positioning themselves as leaders in driver welfare and operational excellence.

[Continued on next page](#)

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5. Driver Compensation

How drivers are compensated can significantly impact their levels of fatigue. Each compensation model creates various incentives and pressures affecting driver behavior. Some models are better suited for reducing driver fatigue than others, and all benefit from careful evaluation and management to incentivize periods of rest and other safe driving behaviors.

Mileage-Based Pay

Drivers paid by the mile may be incentivized to drive longer hours to maximize their earnings, which can result in drivers pushing themselves beyond safe limits. Drivers might take shorter or less frequent breaks to maximize miles, leading to inadequate rest and higher fatigue levels. To avoid traffic and maximize miles, drivers might opt to drive during late-night or early-morning hours, increasing fatigue due to circadian rhythm disruptions.

Hourly Pay

Hourly pay can encourage drivers to strictly adhere to regulated work hours and take adequate breaks, reducing fatigue risk. Without the pressure to cover more miles, drivers may drive at safer speeds and take the necessary time for rest and recovery. However, if not properly managed, hourly pay

could lead to increased operational costs for the carrier, indirectly pressuring drivers to work more hours.

Salary-Based Pay

Drivers with stable salaries have predictable earnings and are less likely to feel pressured to drive excessive hours. Salaried drivers are more likely to comply with HOS regulations and take regular breaks, as their income is not directly tied to the distance driven. For optimal results, management must clearly communicate that drivers are expected to fully disengage at the end of their shift and that there is no expectation for drivers to be available beyond standard hours.

Performance-Based Bonuses

Bonuses based on performance metrics such as delivery times or miles driven can incentivize drivers to work longer hours and drive faster, increasing fatigue risk. Drivers might skip breaks or drive during unsafe conditions to achieve performance targets. Well-structured performance bonuses can reward safe driving and adherence to rest periods, balancing the incentives.

Per Diem Pay

Per diem pay can encourage drivers to maximize their working hours within a day to make the most of their daily rate, potentially leading to fatigue. Drivers may be tempted

to extend their working hours to increase their daily earnings, compromising their rest. Attentive scheduling and monitoring can mitigate the risks associated with per diem pay, ensuring drivers take necessary breaks.

Load-Based Pay

Drivers compensated per load may feel pressured to work too quickly and complete as many loads as possible, which often leads to longer working hours and shorter rest periods.

Get the Hammer Now

While I admit to a cognitive bias for relying on an FMP for motor carriers to mitigate the industry issues identified by ATRI, my bias does not negate FMP's efficacy. This multi-tool can fix many industry issues when applied properly. Get started with the FMP Template at www.bit.ly/fmp-template.

Please return to Guardian Q4 2024 for part two, where we will highlight what FMPs can do for the remaining five top issues identified by ATRI.

Contact me if you are interested in a free fatigue management consultation, presentation or course. As always, thank you for sending your questions and feedback to rodolfo.giacoman@cvsa.org. ■

The industry would be better served by recognizing that driver alertness is what holds together the various components of safe, efficient and profitable commercial transport.





THE LEGISLATIVE AND REGULATORY RUNDOWN

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

What Exactly Is a CVSA Policy Position, Who's Behind Them and Why Engagement Matters

As I sat down to write this edition's Legislative and Regulatory Rundown midway through this hot, D.C. summer, I realized there's really not a whole lot to "run down" for our readers. In the last edition, I provided an update on the great work our CVSA Reauthorization Task Force is doing and the policy recommendations approved by the CVSA Board of Directors. The group continues to meet and discuss additional topics, like improving the New Entrant Safety Audit Program and making the much-needed changes to the various federal grants that help support the jurisdictions' safety programs, but the group is still working on their recommendations. And, with Congress and the administration preparing for the fall elections, rulemakings and legislation have slowed considerably, which means there's not much to report from that perspective either.

So, since we have a little down time, I thought I'd take a step back and examine what, exactly, we mean by the term "CVSA policy position." Whether it's CVSA's manager of government affairs carrying our messages to Capitol Hill; our policy team working with committee and program leadership to craft comments to open dockets, petitions to federal agencies, or letters requesting guidance or clarification; or staff/members giving presentations to other associations and groups, we consistently say "CVSA supports..." or "the Alliance believes..." But what does that mean?

Before I answer that question, however, let's take one more step back and explore how CVSA policy positions are developed in the first place. Where do they come from? Who has a say? And whose voice do we represent when we, as CVSA staff, share CVSA's positions with external stakeholders, like Congress, federal agencies, other associations and the general public?

CVSA relies on its membership to inform and shape its policy positions. When we are asked what we think about a piece of legislation or as we consider a proposal from the U.S. Department of Transportation, it is the CVSA membership that shapes the response. As staff, we first look to existing resources – the

CVSA Operational Policies, the North American Standard Out-of-Service Criteria, the CVSA Standing Policy Guide, etc. – to determine if the Alliance has an official stance on the issue. Then, we consult the membership directly to refine our response. We have our spring workshop and our fall annual conference and exhibition – and anyone who has attended knows these are working meetings. We use those meetings (as well as dozens of virtual meetings in between) to gather input, debate perspectives and come to a conclusion on what position the Alliance will take on the issue of the day.

Our committees include voting members from the regions, locals and associates, along with critical engagement from our federal partners. Items are placed on the various committee agendas and presentations are given. Then, the committee, not just the voting members – everyone in the room, has a discussion. People debate, consider and finally decide where the Alliance sits on a particular issue. Next, the committee votes, and all approved items are referred to the CVSA Board of Directors for consideration. Here, again, the issue is presented and discussed before a vote. Once approved by the board, CVSA staff gets to work promoting those policy positions developed by the membership in the appropriate forums. This is an incredibly collaborative process.

CVSA serves as a forum – we bring all the experts together to talk, debate and agree on a path forward. We work hard to develop thought-out, consensus-driven positions that truly advance our shared safety mission, getting to that goal of zero deaths on our roads.

Now that you know how we do it, let's get back to that original question – what is a CVSA policy position and whose voice does it represent? Officially, we say:

"CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry

improves road safety and saves lives. Our mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America."

To put it simply though, CVSA's policy positions reflect the collective thinking of our membership. Does that mean that every single member fully agrees with and supports every position the Alliance takes on an issue? No, of course not (although that sure would be nice). But these are consensus positions developed by our members – the roadside inspectors and senior leadership within the Motor Carrier Safety Assistance Program agencies, safety managers, drivers, developers, engineers, partner associations, federal partners, etc.

When CVSA submits a petition or letter to a federal agency, or when staff is on the Hill talking with legislators, the message we carry is yours. CVSA is simply the vehicle through which your shared vision for the future of commercial motor vehicle safety is channeled. A CVSA policy position represents the 13,000 inspectors and thousands more men and women supporting the 70 jurisdictions throughout North America working to enforce commercial motor vehicle safety regulations, as well as the thousands of safety-focused industry members who join enforcement at the table to tackle the challenges facing our industry.

Which brings me to the last question: Why does engagement matter? If you've been following along, the answer is clear: Engagement is critical because it is your message CVSA is sharing. We need as many perspectives as possible when we debate and develop our positions to ensure the end result reflects the membership's thinking – your collective conclusion about what we should do to most effectively reduce commercial motor vehicle related crashes, injuries and fatalities.

It is absolutely critical that you share your knowledge and perspectives. CVSA's policy is only as strong as you make it.

To view CVSA's current policy positions, visit www.cvsa.org/policy/policy-positions. ■



INSPECTOR'S CORNER

The Hazmat Crossword Puzzle Challenge

By **Tomasz Krolak**, Minnesota State Patrol; North American Inspectors Championship Jimmy K. Ammons Grand Champion

This is my final contribution for Inspector's Corner. By the time you read this, the 2024 North American Inspectors Championship will have occurred, and there will be a new Jimmy K. Ammons Grand Champion. In farewell, I wanted to challenge you with this crossword puzzle.

The puzzle may prove intellectually stimulating for many. Those working in the hazardous materials field may even find it entertaining. Crossword puzzles can offer a subtle way to learn something new without even realizing it. Unlike passive modes of learning, like reading books, listening to lectures or looking at slideshows, solving a puzzle actively engages us, enhancing retention.

So put on your thinking caps, brush the dust off your hazmat regulations and see if you can correctly fill in all the boxes. Good luck! ■

Down:

1. A material liable to ignite spontaneously on exposure to air.
2. An order, bill of lading, manifest or other document identifying the materials being transported.
3. The letter "G" in Column 1 identifies the proper shipping name for which a _____ of the hazardous material must be entered in parentheses, in association with the basic description.
4. The lowest temperature the material will ignite without an ignition source.
6. The temperature at which a liquid produces enough vapor to ignite when exposed to an ignition source.
7. UN1203.
8. A liquid-tight transverse closure at the ends of or between cargo tanks.
10. UN1017.
11. Type of radioactive particle that consists of two protons and two neutrons and can be shielded with just a sheet of paper.
16. Required marking on a MC330 and MC330 cargo tank, if the cargo tank is constructed of anything other than quenched and tempered steel.
20. One of the four fundamental states of matter.
22. Combustion that propagates through a gas or across the surface of an explosive at subsonic speeds, driven by the transfer of heat.
23. Has the dimensions of a label and placed on an IBC or portable tank containing combustible liquids.
24. Trinitrotoluene is known as _____.
25. A flexible packaging made of paper, plastic film, textiles, woven materials or other similar materials.
27. Letters required to be marked on a non-bulk packaging containing a hazardous substance in association with the proper shipping name.
29. A code assigned by the U.S. Department of Transportation to uniquely identify a cylinder requalification, repair or rebuilding facility.
30. A required marking on a bulk package transporting elevated temperature materials.
32. The space between tank heads or bulkheads and a connecting structure.
35. An annual event where inspectors from across North America display their skills.
36. UN 1075.
38. A material quality which describes how readily a substance vaporizes.
40. A receptacle for a gas with a water capacity greater than 1,000 pounds is a _____ packaging.
41. A flat-ended cylindrical packaging made of metal, fiberboard, plastic, plywood or other suitable material. (Ringo Starr played this.)
43. Acronym for U.S. Department of Transportation Special Permit.
44. A subdivision of a hazard class.
46. Typically placed on the surface of a non-bulk package, other than the bottom, to communicate the hazard within.
47. The circumferential portion of a cargo tank defined by the basic design radius or radii excluding the bulkheads.

Across:

5. Means the maximum pressure allowed at the top of a cargo tank in its normal operating position.
9. Explosives go "_____!"
12. Descriptive name, identification number, instructions or cautions required on the outer packaging containing hazardous materials.
13. A non-liquid-tight transverse partition device that deflects, checks or regulates fluid motion in a tank.
14. PHMSA and FMCSA are part of this department.
15. Any cargo tank accessory attachment that has no lading retention or containment function and provides no structural support to the cargo tank.
17. The shattering capability of a high explosive, determined mainly by its detonation pressure.
18. The process in which an unstable atomic nucleus undergoes a spontaneous nuclear reaction.
19. Not forming a homogenous mixture when added together (liquids).
21. An element, such as a shear section, designed to fail under a load in order to prevent damage to any lading retention part or device.
23. A liquid or solid that causes irreversible damage to human skin at the site of contact within a specified period of time.
26. A material which is listed in appendix B to 172.101.
28. The escape of a hazardous material from a package on an occasion not anticipated or planned.
31. What do you find in Column 7?
33. The temperature of a substance at which the vapor pressure of a liquid equals the pressure surrounding the liquid and the liquid changes into a vapor.
34. An agent that slows or interferes with a chemical reaction.
37. A cargo-carrying vehicle such as an automobile, van, tractor, truck, semitrailer tank car or rail car used for the transportation of cargo by any mode.
39. A chemical reaction that often produces heat and pressure. Uncontrolled, it can lead to fires and explosions.
42. A material that is subject to hazard communication requirements and offered for transportation without any visible indication that a hazardous material is present.
45. A substance that increases the rate of a chemical reaction without itself undergoing any permanent chemical change.



Down: 1. Pyrophoric; 2. Shipping Paper; 3. Technical Name; 4. Auto Ignition Temperature; 6. Flash Point; 7. Gasoline; 8. Bulkhead; 10. Chlorine; 11. Alpha; 16. NQT; 20. Gas; 22. Deflagration; 23. Combustible Placard; 24. TNT; 25. Bag; 27. RQ; 29. RIN; 30. Hot; 32. Void; 35. MAlC; 36. LPG; 38. Volatility; 40. Bulk; 41. Drum; 43. DOTSP; 44. Division; 46. Label; 47. Shell
Across: 5. MAWF; 9. Boom; 12. Marking; 13. Barfel; 14. DOT; 15. Appurtenance; 17. Brisance; 18. Radioactive Decay; 19. Immiscible; 21. Sacrificial Device; 28. Unintentional Release; 31. Special Provisions; 33. Boiling Point; 34. Inhibitor; 37. Transport Vehicle; 39. Polymerization; 42. Undeclared Hazardous Material; 45. Catalyst

The 50-Year Journey of the International Registration Plan

By **Teresa Bishop**, Program Coordinator, IRP Inc., and **Lacie Morrow**, Program and Training Coordinator, IRP Inc.

The International Registration Plan (IRP), established in 1974, has been pivotal in streamlining commercial motor vehicle (CMV) regulation for 50 years. Initially created to address the complexities of vehicle registration, it began with nine U.S. states: Colorado, Kentucky, Minnesota, Missouri, Nebraska, Oregon, Tennessee, Texas and Utah. Alberta later joined as the first Canadian jurisdiction, taking the IRP international, helping to distribute fees fairly and simplify interstate travel for commercial carriers. Today, 59 jurisdictions, including 48 contiguous U.S. states, the District of Columbia and 10 Canadian provinces, benefit from this unified and efficient registration system.

The Evolution of the IRP

Over the years, the IRP has continuously adapted to new challenges and technological advancements. Some key updates include transitioning to electronic exchange and

reconciliation of registration information and fees in the 1990s, introducing the Full Reciprocity Plan in 2015 to further simplify registrations, and integrating digital tools to boost data accuracy and administrative efficiency.

Impact and Significance

In addition to simplifying the registration process, the IRP has greatly impacted the commercial transportation industry by ensuring fair fee distribution. This has facilitated interstate commerce and contributed to economic growth. The IRP currently streamlines operations for over 3.3 million CMVs. Reducing administrative burdens for motor carriers and regulatory bodies has saved millions in administrative costs and made resource allocation more efficient. The IRP's success highlights the power of cooperation between jurisdictions, strengthened by partnerships with organizations like CVSA and others.

Collaborations have improved regulatory frameworks and compliance and tackled complex industry challenges.

Looking Ahead

As the IRP celebrates its 50th anniversary, it continues to evolve to meet the transportation industry's changing needs. Future plans include focusing on technological advancements like real-time data analytics and improved digital platforms for registration and compliance. The IRP is also set to play a vital role in the industry's transformation, including advancements in logistics. Emphasizing highway safety, the IRP supports Level VIII inspections and provides data from the IRP Data Repository to help reduce fatalities. The creation of the IRP Law Enforcement Committee further shows the organization's commitment to innovation, collaboration and the industry's future growth and sustainability.



Natahsa Jones (Maryland), Don Lee (Kansas), Brian Lehane (NECS Solutions), Sope Ladapo (Indiana), Kevin Gamble (Maryland).

Celebrating 50 Years: Highlights from the 2024 IRP Annual Meeting

The 2024 IRP Annual Meeting in San Antonio, Texas, was a memorable event. Hosting the event in Texas, one of the original nine jurisdictions, was a special honor. With 211 attendees from 55 jurisdictions, the meeting brought together industry professionals dedicated to advancing CMV registration and safety.

IRP held a spectacular 50th anniversary celebration at the historic Alamo, featuring live music sponsored by U-Haul International. Guests also enjoyed drinks, a photo booth and a festive atmosphere as they celebrated five decades of collaboration and achievements in commercial vehicle registration.

Panel Discussions

A highlight of the meeting itself was a lively panel discussion moderated by Texas Trucking Association Vice President of Policy and Government Relations Dana Moore. The panel examined regulatory changes, technological advancements and economic impacts. Another panel, moderated by Chrissy Nizer, featured esteemed subject matter experts like Paul Steier (American Association of Motor Vehicle Administrators), Allison Fradette (Canadian Council of Motor Transportation Administrators), Carmen Martorana (International Fuel Tax Agreement), Collin Mooney (Commercial Vehicle Safety Alliance) and David Bauer (American Trucking Associations). They discussed digital credentials, infrastructure improvements and future industry predictions. The past chair panel, moderated by Tim Adams and Renée Kyser, offered valuable insights from former IRP leaders on their experiences in, and the evolution of, the IRP over the years.

Awards

The Mick Ramirez Volunteer of the Year Award was presented to Jackie Polk, president of Lee Tran Services Inc., for her outstanding volunteer work at the welcome reception sponsored by i3 Verticals. Fast Enterprises sponsored the leadership luncheon, where Paul Cooney received the Richard L. Reeves IRP Leadership Award for his 40 years of contributions.

What's Next

The IRP is gearing up with strategic goals to boost organizational stability, leverage emerging technologies and ensure fair compliance across jurisdictions. These include enhancing member engagement and education, protecting data integrity and building strong collaborative relationships.

IRP is also becoming more active on LinkedIn to share valuable information and engage with the community. Follow our LinkedIn page at www.linkedin.com/company/irpinc-org for additional content, updates and industry news.

Upcoming Fall Workshop

Mark your calendars for the upcoming fall workshop on Oct. 22-23 in Cincinnati, Ohio. Designed for learning and participation, this workshop promises to be an exciting event. Keep an eye on www.irponline.org for more information. ■



Jeff Hood (Indiana), Jay Starling (IRP Inc.), Kevin Shwedo (South Carolina).



Past IRP Board Chairs were in attendance to share their experiences. Pictured left to right: Renée Kyser (Alabama), Tim Adams (CEO, IRP Inc.), Jay Starling (Alabama), Jeff Hood (Indiana), Scott Greenawalt (Oklahoma), Jim Poe (Indiana), Tammi Popp (Pennsylvania), Dawn Harris (Nevada), Anita Wasko (Pennsylvania), Deann Williams (Kansas).



Jackie Polk, President of Lee Tran Services Inc., was awarded The Mick Ramirez Volunteer of the Year Award for her initiative, creativity and dedication to the IRP community. Pictured with Jackie are past award recipients.

Mobile Devices in Transportation: A Crucial Understanding of the Risks and Essential Strategies for Protection

By **Robert J Smith**, MBA, CISSP, OSCP, Executive Vice President, Promiles Cyber

Mobile devices have evolved beyond simple communication tools, becoming integral to the operational framework of many sectors, including transportation. As professionals in this field, commercial motor vehicle (CMV) drivers and enforcement officers likely rely on smartphones, tablets and specialized mobile devices for various tasks, from navigation and scheduling to real-time communication and managing emergencies. This deep integration, however, also brings with it significant risks, particularly in cybersecurity. It's essential for transportation and enforcement professionals to recognize and understand these vulnerabilities to protect personal and professional data effectively.

Why Mobile Devices Are a Target in Transportation

As a professional in the transportation sector, you face unique challenges due to the high mobility and constant connectivity required by your role. Here's why your mobile devices are particularly vulnerable to cyber threats:

High Mobility and Constant Connectivity:

As professional drivers and enforcement traverse various networks and geographical regions, their devices constantly search for the nearest towers and Wi-Fi networks. This frequent searching increases the risk of connecting to insecure or malicious networks,

opening the door for cyberattacks that exploit these vulnerabilities to gain unauthorized access or steal sensitive data.

Access to Sensitive Information:

Daily operations in the transportation and enforcement space require handling and storing sensitive information. Mobile devices can hold confidential data such as cargo details, customer information, federal and industry databases, and proprietary operational procedures. Any data breach can result in substantial financial and reputational damage, making these devices a prime target for cybercriminals.

Operational Dependence:

CMV enforcement and professional drivers depend on mobile devices to manage and oversee critical facets of transportation operations and compliance. A successful cyberattack can result in losing essential data or even enable hackers to seize control of physical assets, such as a vehicle's operation. A relevant example occurred in 2020 when a major international shipping company experienced a targeted malware attack on its mobile device network. This attack disrupted cargo tracking systems and delayed shipments globally, illustrating the direct impact such incidents may have on operational capabilities and business continuity in the transportation sector.



While mobile devices are indispensable tools in the transportation industry, their use comes with substantial risks.

However, these risks can be managed effectively through increased awareness, rigorous training and robust security measures.



Common Attacks Against Transportation Professionals

In the evolving world of transportation, cyber threats come in various forms, each posing unique risks to enforcement and transportation professionals. Be aware of these prevalent and damaging attacks commonly encountered in the transportation sector:

Phishing Scams: Phishing remains one of the simplest – yet most effective – tactics cybercriminals employ. These scams involve attackers masquerading as trusted entities to deceive individuals into divulging sensitive information. For instance, in 2018, a sophisticated spear-phishing campaign targeted airline companies, impersonating reputable business contacts and regulatory bodies. The aim was to trick employees into surrendering their credentials, granting attackers access to internal systems and sensitive data.

Man-in-the-Middle (MitM) Attacks:

Transportation professionals using mobile devices on public or unsecured Wi-Fi networks are particularly vulnerable to MitM attacks. These sophisticated maneuvers involve an attacker secretly intercepting and potentially altering communications between two parties who believe they are communicating directly. Such attacks can result in the theft of valuable information or the injection of malware into communication channels, compromising the integrity of sensitive data.

Ransomware: In an industry where timing is critical, ransomware attacks can wreak havoc on operations. Ransomware involves malicious software that encrypts a user's data, rendering it inaccessible until a ransom is paid. A notable incident occurred in 2017 with the "WannaCry" ransomware attack, which affected more than 200,000 computers in 150 countries, including systems vital to transportation operations. The attack led to significant operational disruptions, underscoring the dire consequences of ransomware in the transportation sector.

Understanding these common threats is essential for safeguarding your operations and data against malicious actors in the ever-evolving cybersecurity landscape.

Strategies to Mitigate Risks

As a transportation professional, your mobile device is both a tool and a potential target for cyber threats. To safeguard your information and ensure the integrity of your operations, it's crucial to adopt a layered approach to security. Here's how you can enhance the protection of your devices:

Be Vigilant About Network Security

Navigating through various networks, especially public Wi-Fi, poses a significant risk. It's essential to ensure that any internet connection you use is secure and encrypted:

- ✔ Utilize VPNs: Always use a virtual private network (VPN) when accessing the internet on public networks. A VPN encrypts your data before it leaves your device, making it indecipherable to anyone who might intercept it. Move for enterprise-grade VPN solutions that offer ease of management and automatic connections for enhanced security and convenience.
- ✔ Adopt Secure Wi-Fi Practices: Be cautious when connecting to Wi-Fi networks. Prefer networks that require secure, reliable passwords and avoid using public Wi-Fi for sensitive transactions. Use your personal data plan to access the internet when on the move.

Recognize and Respond to Phishing Scams

Phishing is a common tactic used by cybercriminals to trick you into giving away sensitive information. Stay one step ahead by learning how to spot these scams:

- ✔ Engage in Regular Training: Participate in training sessions that help you identify the latest phishing techniques. These might include practical simulations that challenge you to spot suspicious emails or messages.
- ✔ Encourage Critical Thinking: Always verify the legitimacy of unexpected requests for information or urgent actions, particularly from unfamiliar sources. Developing a healthy level of skepticism is an effective defense against phishing.

Keep Software and Devices Updated

The software on your mobile device controls everything from basic operations to specialized tasks. Keeping this software up to date is crucial:

- ✔ Set Up Automated Updates: Enable automatic updates on your devices to ensure you always have the latest security patches, protecting against known vulnerabilities.

- ✔ Consider Custom Security Solutions: Depending on your specific needs and threats, custom security software may provide additional protection tailored to your operational environment.

Implement Strong Authentication Measures

Strong authentication measures are your last line of defense. They help prevent unauthorized access, ensuring that your data remains secure even if other security measures fail:

- ✔ Implement Multi-factor Authentication (MFA): MFA requires you to provide multiple forms of verification to access your device or network. This could be a combination of something you know (like a password), something you have (like a security token) or something you are (like a fingerprint).
- ✔ Use Biometric Authentication: For devices containing susceptible information, biometric authentication offers high security. This method uses unique personal features, such as fingerprints or facial recognition, which are difficult to replicate.
- ✔ Physical Security Tokens: In environments where security is paramount, consider using physical tokens as part of the authentication process. These tokens provide an additional layer of protection that complements your regular login credentials.

By adopting these practices, you can significantly enhance the security of your mobile devices and protect yourself and your operations from cyber threats. Stay vigilant, stay updated and remember: your cybersecurity is only as strong as your commitment to maintaining it.

While mobile devices are indispensable tools in the transportation industry, their use comes with substantial risks. However, these risks can be managed effectively through increased awareness, rigorous training and robust security measures. By staying vigilant and proactive, CMV enforcement and transportation professionals can protect themselves against the evolving landscape of cyber threats, ensuring their operations remain secure and efficient. ■

Violation Frustration? Maybe the State Didn't Receive Proof of a Valid Medical Card

By Tom Bray, Sr. Industry Business Advisor, J. J. Keller and Associates

One issue carriers are dealing with is a commercial driver's license (CDL) holder receiving a violation for having no or an expired medical card (49 Code of Federal Regulations § 391.41(a)(1)), or worse, § 383.23(a)(2) – no CDL – following a medical examination. In many cases, this occurs because the driver's new medical information never made it to the driver's state driver licensing agency (SDLA).

Here is the sequence of events that leads to these violations:

- ⚠️ The CDL driver's medical information on file at the SDLA expires.
- ⚠️ Initially, if the driver is pulled over and inspected, the driver will be written a violation of § 391.41(a)(1) and potentially placed out of service unless the driver can present a valid medical card.
- ⚠️ If the medical information on file with the SDLA has been expired for a specific period (usually 60 days), the SDLA will downgrade the driver's CDL. This means the driver no longer has a valid CDL. At this point, if the driver is inspected, they will be cited and placed out of service under § 383.23(a)(2).

Common Problems

Several common problems and situations lead to these violations.

- ❌ The driver did not submit the new proof of qualification to the SDLA.
- ❌ The state did not receive proof of medical qualification. In many cases, this results from a technical issue in the online submission or an internal issue at the SDLA.
- ❌ The state could not accept proof of medical qualification. This could be due to the card being unreadable or other issues, such as the medical examiner's National Registry of Certified Medical Examiners (NRCME) number being invalid.

How Can Carriers Prevent This?

How do carriers prevent these violations? They should follow the regulations and use best practices.

- ✅ The driver should schedule the medical examination early. The best practice is to complete it at least 15 days before the current medical qualification expires.
- ✅ The driver should immediately provide the SDLA with a copy of the new proof of medical qualification. Generally, this is a copy of the medical examination certificate or medical card. Giving this information to the SDLA is required under § 383.71(h), and providing it as soon as possible is a best practice. Another best practice is for the driver to carry a copy of the new medical card for at least 60 days.
 - The state must place the new information on the driver's motor vehicle report (MVR) within 10 days of the driver submitting the new medical qualifications, as required by § 383.73(o).
- ✅ The driver should provide a copy of the new medical card to the carrier. The carrier then must verify that the examiner is listed in the NRCME, as is required in § 391.51(b)(8). If the examiner is not listed, the driver must start the process over and do the examination with a medical examiner who is on the NRCME.
- ✅ Within 15 days of the exam, the carrier should run an MVR to verify the medical information has been updated and place a copy of the MVR in the driver's qualifications file, as required by § 391.51(b)(6). If the new medical information does not appear on the MVR, the carrier should put the driver in contact with the SDLA to find out what happened. Once the problem is corrected, the carrier should run another MVR to verify the new medical qualification information appears, and this MVR should then be placed into the driver's file.

To sum it up, carriers can help prevent violations related to a CDL driver's information not being on the MVR by improving their processes and adding checks and redundancies to ensure accuracy. ■



CDL-related violations often stem from the driver's new medical information never making it to the SDLA, for various reasons.

How Do You Approach Fleet Safety Management?

By **Dave Elniski**, (he/they), MA, CTSP, CRSP, ATCL, Industry Advisor, Safety and Compliance, Alberta Motor Transport Association



Fleet safety management (FSM) is generally understood as the activities undertaken to ensure the safety and security of vehicles and drivers over the course of an organization's operations. In this article, I'll discuss how different people may approach FSM.

In my work, I interact with many different safety professionals on a regular basis, most of whom oversee or are involved with fleet safety at their organizations. I notice two general approaches: people either focus on occupational health and safety or transportation safety and compliance. Here are the differences:

- **Occupational health and safety (OHS)** focuses on protecting people from the hazards in their occupations. OHS tends to prioritize hazard identification and control to reduce the risk of injury and illness to staff.
- **Transportation safety and compliance (TSC)** aims to protect other road users from the actions of truck and bus carriers. TSC tends to prioritize compliance with existing regulations. It is represented in Canada by the National Safety Code regulations and in the U.S. by the U.S. Department of Transportation regulations.

Here's how I generally see these two approaches to fleet safety management play out:

- **Scenario 1:** A company founded on moving freight or passengers builds a safety program. Major ownership concerns include insurance costs and on-road liability. A TSC program is put in place to meet regulatory requirements.
- **Scenario 2:** A company does anything but move freight or passengers as its primary business activity. It's successful and grows to the point where it adds commercial motor vehicles (CMV) to support its operations. Ownership already had an OHS system in place, so the addition of CMVs is treated like adding a new tool, and the fleet safety management program falls under OHS.

Of course, some companies have both TSC and OHS programs in place. However, even in those organizations, I often see fleet safety management more or less siloed to either the TSC or OHS department (more often to TSC). This is especially common when TSC and OHS are largely segregated.

I support integrated safety management, where different safety frameworks, like

TSC and OHS, are brought under the same umbrella. After all, both approaches are about reducing risk, even if TSC approaches are often more prescriptive than those in OHS.

In fleet safety management, it's important to combine the best aspects of TSC and OHS. TSC provides a generally tried-and-true approach to CMV safety, such as hours of service and preventative maintenance programs (in addition to the comfort of knowing these measures appease regulators, a real concern for many businesses). OHS bolsters this by requiring employers to consider the hazards their drivers and other staff may face and take corresponding proactive action.

An integrated approach to fleet safety management makes the most sense. Whether a safety professional has a background in commercial trucking or gained their safety knowledge working in risk management in a manufacturing setting, both individuals will have lots to bring to the table. So, bring it on and make the best fleet safety management program possible. If you have any questions, feel free to contact me in my role at the Alberta Motor Transport Association at wss@amta.ca. You can also connect with me on LinkedIn. ■

Piloting Enhanced CMV Inspections: One Year In

By **Soona Bernstein**, Head of Commercial Partnerships, Kodiak Robotics; **Matt Cearnal**, Head of Service and Support and Hardware Manager, Kodiak Robotics; **Brett Fabbri**, Head of Law Enforcement Policy, Kodiak Robotics; and **Daniel Goff**, Director of External Affairs, Kodiak Robotics

Autonomous trucks represent a unique opportunity to increase the safety of America’s freight ecosystem. Autonomous trucks never get distracted or drowsy, they don’t check their phones, and they’re programmed to comply with the rules of the road.

The potential benefits of autonomous trucks cannot be realized without a strong inspection regime that demonstrates the roadworthiness of autonomous trucks. That being said, the traditional roadside inspection regime is a problematic fit for autonomous trucks. Most importantly, traditional CVSA North American Standard Level I Inspections require cooperation between drivers and enforcement personnel during the inspection process – drivers are responsible for testing indicator lights, stepping on brake pedals and demonstrating that key truck safety systems are operating properly. Conducting such an inspection without a driver in the cab raises significant challenges for fleets and

law enforcement alike. Additionally, a core rationale for the roadside inspection regime is ensuring that drivers are compliant with critical safety regulations, including hours-of-service regulations.

In recognition of the unique enforcement needs of autonomous trucks, CVSA’s Enforcement and Industry Modernization Committee launched an effort starting in 2018 to create an alternate inspection program for autonomous trucks/autonomous vehicles (AV). After years of work in partnership with the American Trucking Associations’ Technology and Maintenance Council, the CVSA Board of Directors approved this framework, now known as the CVSA Enhanced Commercial Motor Vehicle (CMV) Inspection Program, at its September 2022 meeting.

An Enhanced CMV Inspection requires a CVSA-certified inspector to conduct a thorough inspection of an autonomous truck tractor and

trailer combination, which is then valid for a 24-hour period. The enhanced inspection is a zero-defect inspection – meaning, should any component of the tractor/trailer combination fail the inspection, the vehicle cannot be dispatched.

Once an AV is on the road, it must have the capacity to digitally communicate a safety data message set, which includes the outcome of the inspection and other relevant safety information, to roadside enforcement officers at inspection sites. This process ensures law enforcement personnel have a high level of certainty about the roadworthiness of vehicles participating in the Enhanced CMV Inspection Program. While officers will, of course, retain the authority to pull over a truck should they have probable cause, vehicles participating in the program will receive bypasses for routine inspections.



An Enhanced CMV Inspection requires a CVSA-certified inspector to conduct a thorough inspection of an autonomous truck tractor and trailer combination, which is then valid for a 24-hour period. Since launching its pilot in April 2023, Kodiak has performed more than 1,000 enhanced inspections.

In April 2023, shortly after the approval of the CVSA Enhanced CMV Inspection Program, Kodiak, in concert with Drivewyze, a leading platform in connected truck services, and the Texas Department of Public Safety, launched a pilot of CVSA Enhanced CMV Inspections along the I-45 corridor between Dallas and Houston. As part of the pilot program, Kodiak inputs the results of each inspection into the Drivewyze system, which then wirelessly communicates the required safety data message set to roadside enforcement officials at three inspection sites in Texas. This communication between the autonomous truck and enforcement officers, using the Drivewyze platform, is seamless to officers.

The success of the pilot program demonstrates that enhanced inspections can solve a critical regulatory and safety hurdle to the commercial deployment of autonomous trucks. This significant accomplishment can help guide regulators at the Federal Motor Carrier Safety Administration, state and local law enforcement, CVSA, and others as they look at potentially expanding enhanced inspections and adopting portions of the program for traditional trucks.

Pilot Findings

Since launching its pilot in April 2023, Kodiak has performed enhanced inspections on more than 1,000 assets, including autonomous tractors and traditional trailers. Over the course of these inspections, Kodiak has identified over 525 defects. Of those defects, 5% were found on tractors and 95% were found on trailers. The fact that trailers comprised the vast majority of defects is unsurprising. Kodiak routinely inspects its assets every day and, therefore, has deep knowledge of the condition of those vehicles. On the other hand, Kodiak typically uses customer trailers; so each new load typically comes on a trailer that has never previously received an enhanced inspection.

On the trailer side, 59% of Kodiak partners' trailers passed their enhanced inspections. This finding likely reflects multiple factors. First, inspectors who perform an Enhanced CMV Inspection have a higher level of training and expertise than the typical driver conducting a driver-vehicle inspection report (DVIR), so they are more likely to catch defects. More generally, trailers may be less well-maintained than tractors, because trailers typically have longer replacement cycles than tractors, and because trailers often do not get serviced as frequently as tractors. Interestingly, 70% of trailers from

these same partners passed a traditional DVIR, suggesting the thorough nature of the Enhanced CMV Inspection procedure may uncover additional safety defects beyond a well-executed DVIR.

Because the Enhanced CMV Inspection is a zero-defect inspection procedure, every defect identified during an enhanced inspection requires repair before an asset can be dispatched. When Kodiak identifies a defect on a trailer, the company informs its partner that it will not be able to move the trailer until the defect has been corrected. Approximately 90% of the time, the partner will be able to quickly fix the issue before dispatch. But for trailers with multiple complex issues, they may choose to give Kodiak a new trailer that can pass an enhanced inspection.

While issues can be found anywhere throughout the inspection, the main issues are often found in high-impact areas. Of the 160+ enhanced inspections of customer trailers that occurred during the pilot test, Kodiak identified 137 defects. Forty-six percent of those defects involved tires, including tread depth issues, sidewall condition issues and flats. Another 10% involved broken or missing lamps. Frame issues account for another 9%, while brake issues accounted for 4%.

Opportunities for Process Improvement

On average, an Enhanced CMV Inspection takes 38 minutes to complete for a combination vehicle, 32 minutes for a tractor-only inspection and 20 minutes for a trailer-only inspection. This is significantly more in depth than a typical daily driver pre-trip inspection, which when performed properly, typically takes 15-20 minutes. Based on Kodiak's experience, there are opportunities to streamline the inspection process without compromising safety. In addition, there is an opportunity to specifically enable the use of AV self-diagnostic technologies and technologies like camera-based visual inspections and tire/alignment inspection devices. These technologies can not only speed up the inspection process, but can also help provide archived data that can further help improve safety. Additionally, as enhanced inspections become more prominent, it will be necessary to scale the training program up to allow for a higher frequency of training and volume of inspections.

Conclusions

The Enhanced CMV Inspection Program itself encourages fleets to achieve high maintenance standards. Given that every Kodiak tractor regularly receives an enhanced inspection, Kodiak has unique insight into its vehicles' wear and tear. The Enhanced CMV Inspection Program, therefore, essentially becomes a robust proactive maintenance program that enables Kodiak to identify and correct issues before they become defects.

Kodiak's data also suggests that enhanced inspections have the potential to raise safety standards across the industry. The in-depth trailer inspection required for enhanced inspections adds an additional safety benefit even after an autonomous trip. Indeed, several Kodiak partners have given the feedback that they appreciate the additional visibility enhanced inspections provide into their trailer pools, and they have used that visibility to improve their trailer maintenance processes.

In conclusion, Kodiak's first year piloting the CVSA Enhanced CMV Inspection Program suggests the program has the potential to raise safety standards while providing law enforcement, regulators and the public with additional confidence regarding the roadworthiness of autonomous CMVs. While there is more work to do to refine the enhanced inspection standard and expand it to additional jurisdictions, we believe the program represents a strong foundation for enforcement for autonomous trucks. Additionally, the quantity of defects found by Kodiak during the inspection process suggests that the certified pre-inspection model represents a genuine opportunity to raise safety standards across the trucking industry. ■



Data suggests the thorough nature of the Enhanced CMV Inspection procedure may uncover additional safety defects; 70% of Kodiak partners' trailers passed a traditional inspection, while only 59% of these same partners' trailers passed their enhanced inspections.

Measuring Dual-Tire Weight Configurations to Improve Safety and Tire Performance

By **Eric Walls**, Market Manager, Intercomp

Although exceeding the weight capacity of an individual tire is an out-of-service violation in the United States, these safety regulations have been essentially unenforceable due to the absence of a scale capable of measuring individual tire loads within dual-tire configurations. Tire loading and tire conditions impact braking distance, and tire failure can lead to accidents and debris on roads. With this in mind, Intercomp was approached by the North Carolina State Highway Patrol (NCSHP) with a request to design a scale for direct measurement of individual tire loading within dual-tire configurations.

“Increasing safety is what we are here for,” said 1st Sgt. Kendell Jackson of NCSHP. “We must protect our infrastructure, and more importantly, we must protect people’s lives. It’s sometimes very difficult for people to see how we are saving lives with weight reduction, but various studies prove the facts. When the load is overweight, the truck is carrying more weight, there are more out-of-service violations with that truck and the truck will have additional tire issues, which can cause crashes and put lives at risk. To accurately enforce this, you need to know the tire weights independently.”

Even though tire failures within dual-tire setups have historically occurred more frequently on inner tires than outer tires, individual tires in a dual-wheel configuration were assumed to carry near equivalent loads because there was no scale that could directly measure individual tire weights. The result has been that private industry may be driving inefficient and unsafe vehicles, damaging public infrastructure and their own tires. Through the working partnership with NCSHP, the LTR788™ Dual Wheel Load Scale was created to measure individual tire loading within dual-tire configurations directly. This scale enables vehicle inspectors to identify overrated tires with safety, efficiency and, most importantly, accuracy.

Overloaded tires are not only a major safety concern, but they can also cause a cascade of costly equipment failures. When an overloaded tire blows, the weight it was carrying is transferred to the remaining tires, causing these tires to carry more load than

their ratings allow and leading to further damage down the line. The impact of tire loading and conditions on fuel and braking efficiency underscores the critical importance of understanding individual tire weights for private industry as well as state enforcement agencies. For example, preliminary studies using the Dual Wheel Load Scale indicate inside tires bear significantly more weight than the outside tires if the PSIs are equal, suggesting that adjustments to the tire air pressures might better equalize the weight load distribution. View the study here: www.intercompcompany.com/documents/App-Notes/LTR788-Field-Test.pdf.

With the introduction of the Dual Wheel Load Scale, vehicle inspectors can now identify unequal weight distribution within a dual wheel with one portable digital scale. The information provided by the scale enables government agencies to set and enforce safety standards and may lead to new efficiency standards within private industries to regulate and adjust weights on each tire. ■

» *The information provided by the scale enables government agencies to set and enforce safety standards*



The Dual Wheel Load Scale measures individual tire loading, enabling inspectors to identify overrated tires.

Marijuana Reclassification Must Account for Highway Safety Risks, Says Trucking Industry

By **Dan Horvath**, Senior Vice President of Regulatory Affairs and Safety Police, American Trucking Associations

The American Trucking Associations (ATA) is calling attention to potential negative consequences for highway safety and other safety-sensitive industries that could result from the U.S. Drug Enforcement Administration's proposal to reschedule marijuana from a Schedule I to a Schedule III drug. In anticipation of the proposed rule change announced by the agency in May, ATA sent a letter to express these concerns to Attorney General Merrick Garland, Health and Human Services Secretary Xavier Becerra and Transportation Secretary Pete Buttigieg.

ATA is alarmed by the possibility that this reclassification could prohibit industries from screening for marijuana use by workers performing safety-sensitive roles. The absence of a reliable standard for marijuana impairment makes it all the more critical for motor carriers to have visibility into marijuana usage. If the trucking and broader transportation industries' ability to conduct drug testing for marijuana

use is restricted, the risk of impaired drivers operating on our nation's roadways undetected will increase, endangering all who share the road.

"ATA believes that it is vitally important that your agencies ensure an ongoing allowance for marijuana testing of safety-sensitive workers to avoid deterioration of highway safety," wrote ATA Senior Vice President of Regulatory Affairs and Safety Policy Dan Horvath. "If this rulemaking is permitted to move forward without appropriate regulatory review, oversight and deliberation, ATA is concerned that it will severely curtail the ability of motor carriers and other employers of safety-sensitive positions to maintain a safe working environment, threatening the safety of all road users."

These threats to safety are not merely hypothetical. Marijuana and alcohol remain the most detected drugs in impaired driving

incidents leading to serious or fatal injuries. State-level marijuana legalization has been linked to an uptick in crashes.

Current U.S. Department of Transportation (DOT) drug and alcohol testing requirements are governed – and therefore limited in their testing authority – by the Department of Health and Human Service's Mandatory Guidelines for Federal Workplace Drug Testing Programs, which allow regulated employers to test only for those drugs listed in Schedule I or II of the Controlled Substance Act. Therefore, without additional action, deregulation or rescheduling of marijuana would have the likely consequence of precluding testing for all professional drivers and transportation workers as part of the U.S. DOT testing program.

[Read ATA's full letter here: ata.msgfocus.com/c/129H4vUPxBgzrSGakJHxYjQnsBqRgl.](https://ata.msgfocus.com/c/129H4vUPxBgzrSGakJHxYjQnsBqRgl) ■



Marijuana and alcohol remain the most detected drugs in impaired driving incidents leading to serious or fatal injuries.



How Telematics Technology Supports Sustainability in the Trucking Industry

By *Mike Soricelli*, Segment Development Manager, EROAD

Improving sustainability is more important than ever for the transportation industry. A 2023 Breakthrough survey of 350 shippers and 150 carriers on the state of transportation found that 94% of transport executives agree that reducing emissions is a top priority, largely because of consumer demand. In addition to evolving consumer expectations, federal and state regulations are key drivers for sustainability in trucking.

The survey also found that shippers would overwhelmingly prefer their goods be transported via electric or alternative-fuel vehicles if carriers in their networks offered them. However, inflation, market uncertainty and the cost of new net-zero vehicles present a barrier to entry for many carriers, potentially leaving them to lose business to competitors that can meet customers' sustainability desires.

In this transition period, however, there are technology tools that can help bridge the gap between the diesel trucks of today and the electric and alternative-fuel vehicles of the quickly approaching future, empowering carriers to rein in emissions while improving overall operational sustainability and profitability.

Tackling Greenhouse Gas Emissions

The transportation industry is a major contributor to greenhouse gas emissions (GHG) in the U.S. According to the Environmental Protection Agency, the transportation sector contributes 29% of all GHG emissions, with light-, medium- and heavy-duty vehicles accounting for 81% of these emissions.

The primary solution for improving sustainability for transport fleets is reducing these emissions by controlling fuel use and increasing vehicle efficiency. Here are just a few ways telematics devices and systems can assist in both areas:

Reducing Emissions and Fuel Use

- ✔ Gain the visibility and actionable insights needed to track fuel usage, emission rates and idling, and identify where improvements can be made.
- ✔ Identify and correct poor vehicle utilization that contributes to excessive energy and fuel use.
- ✔ Use real-time route optimization and reporting data to plan more efficient routes and reduce idle times.
- ✔ Utilize dashcams and asset trackers to monitor driving behaviors that contribute to

fuel waste and vehicle wear and tear, such as long idle times, quick accelerations, sudden stops and other harsh driving events.

Extending Vehicle Life and Improving Efficiency

- ✔ Streamline maintenance plans with automated service requests and vehicle inspection reminders to support vehicle performance.
- ✔ Get engine fault code alerts and use predictive analytics to act before an incident occurs to avoid breakdowns, which can lead to wasted fuel and delivery delays.
- ✔ Monitor vehicle health using sensor networks, asset trackers and connected vehicle gateway devices.

The trucking industry stands at a pivotal moment in its journey toward sustainability, and telematics technology offers a practical and immediate solution to pressing environmental challenges. This technology not only addresses current environmental concerns but also paves the way for a smoother transition to alternative-fuel vehicles. As the industry moves toward a greener future, embracing telematics will be essential for carriers to remain competitive and sustainable, meeting both environmental goals and customer expectations. ■

Safety Always

By **Kenneth Kern**, Senior Manager, Safety and Regulatory Affairs, DCLI

“Safety Always” – it’s one of DCLI’s core values and is at the forefront of everything I do as the company’s senior manager of safety and regulatory affairs.

As a provider of marine, domestic and specialty chassis equipment to the U.S. intermodal industry, our focus on safety is one of the key factors driving the continual enhancements we have made in our fleet. Since our founding, we have consistently invested in upgrading our equipment. We’ve purchased brand-new chassis. We’ve converted equipment from bias-ply tires to radials, which enhances performance and reduces failures. And we’ve replaced incandescent lights with LEDs, which provides better chassis visibility on the road. These commitments to safety have delivered real, measurable improvements that make these chassis safer for our motor carrier customers and the motoring public with whom we share the road.

We have also upgraded our technology processes to promote safety. One recent change involved moving to the Intermodal Association of North America’s (IANA) Driver Vehicle Inspection Reporting system, streamlining how drivers who use our chassis report any defects identified in their post-trip inspections. Submitting these reports directly through IANA allows us to identify units requiring our attention more quickly so they can be removed from service and receive repairs. Keeping defective chassis off the roads is critical to safe business operations. As DCLI Chief Operating Officer Mike Wells said, “At DCLI, safety is paramount, and we have the results to prove it. In the past year, we achieved an industry-leading SAFER out-of-service rating of 3%, a metric we are constantly working to improve.”

Another way we drive safety is by working together with our motor carrier customers

and industry organizations. By partnering with safety organizations like CVSA and the National Safety Council, we are able to share important safety messages and information via our social media channels. We always ensure that our own employees have the proper training, information and personal protective equipment to stay safe while they’re performing their jobs, which often interface with our motor carrier customers.

Our work in these areas ultimately drives highway safety and higher-quality chassis for use in serving the needs of the supply chain. These efforts ensure that “Safety Always” is more than just a motto – it’s something we can all stand behind. ■



A newly delivered load of chassis arrives at DCLI.

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