

GUARDIAN

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CVSA Aims to Provide Administrative and Developmental Training Services to Enforcement

CVSA Meets with Mexico's General Directorate of Federal Autotransport

More than 500 Transportation Safety Professionals Gathered at CVSA Workshop in St. Louis, Missouri

Timothy Dean of Werner Enterprises is CVSA's 2019 International Driver Excellence Award Winner



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GUARDIAN

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PRESIDENT'S MESSAGE

Strong

By **Chief Jay Thompson**, Arkansas Highway Police, CVSA President

During the past year, the Alliance has witnessed a significant amount of change. In a previous message to you during my first term as CVSA president, I wrote, "We are not really scared of change; it's just the uncertainty of what the change will bring that makes us feel uncomfortable." I want you to know, the Commercial Vehicle Safety Alliance is stronger now than it has ever been.

This president's message could be focused on telling you about all of the accomplishments CVSA has made during the past year, but I'd rather take a little time to talk to you about why we are "strong."

First, our strength comes from within: It is in our membership, our team, our staff, our Alliance. During the next CVSA event you attend, take a quick minute to stop and look around. While you're looking around, simply observe how much knowledge you see. I assure you, if you really give it some thought, it will amaze you.

Second, be open minded and listen to what others are saying. We certainly will not always agree with everything others are saying, but it's extremely important to understand when making truly sound decisions. We will be better off when we consider all of the information.

If we fail to listen to other members of our team, we just might miss that one piece of information needed to make the best decision.

Third, understand that you, as a member, bring something significant to the table. What is it? It is your knowledge, experience, education, training and desire to make North America's highways safer. You must commit to share these things with other team members so that CVSA can make the most sound decisions and continue down this strong path of success.

Fourth, we must continue to prepare our future leaders within the Alliance. I think this one is the most important as we look toward the future of CVSA. Before you know it, many who are currently serving in leadership positions will be looking at retirement. I never thought I would be saying "retirement," but I am. That word arrived much faster than I ever imagined. No, I'm not retiring yet, but it's closer now than it was seven years ago.

As I reflect on my CVSA career, I think of so many past leaders who have mentored and prepared me to take on the roles and responsibilities of the various positions I have held within the Alliance. I thank them all and truly respect what each individual has done for this organization.

For those of you who are currently serving CVSA in leadership positions, you must remember how you got where you are and understand that the time to mentor and train your replacement is now.

For those of you who are attending CVSA events and want to take on a leadership position in a committee or at the region level, such as a chair, president or secretary, I encourage you to do so. Start preparing yourself to be our future leaders. I will be glad to visit with you if you have any questions about the leadership opportunities within the Alliance.

For those of you who may be reading this message and have never attended a CVSA event, now is the time. Come join the most amazing group of professionals who work together to make North America's roadways safe.

In closing, I thank you all for the work you do each and every day. Although your commitment to safety often goes unnoticed, you are saving lives. That's why we do what we do. It is an awesome privilege to serve you as CVSA president. The Alliance is strong because of YOU. ■



LETTER TO THE EDITOR

Securing Our Supply Chain Starts in High School

By **Steven Garrish**, Senior Vice President of Safety and Regulatory Compliance, SleepSafe Drivers®

I've been involved in transportation and logistics for more than 22 years. A lot has changed during my time serving both for-hire transportation and private fleets supporting thousands of logistics professionals nationwide. One thing that hasn't changed is our consistent need for talent.

Certain roles within the industry, like maintenance technicians and professional truck drivers, often stay open for long periods of time because there isn't enough high-quality talent coming into the industry to keep up with the talent that is leaving due to retirement, medical challenges and other factors.

According to the American Trucking Associations' 2017 Driver Shortage Report, the industry needs to hire around 90,000 professional truck drivers each year just to keep up with demand. Expected shortfall for the year was 50,000, with estimated shortfalls of 174,000 by the year 2026.

With factors like an aging workforce, competitive pay in other industries, highly selective standards and other challenges, it doesn't take long to realize we're in trouble. To be qualified to earn a commercial driver's license (CDL), an individual must be at least 21 years old.

By the time I graduated high school, I didn't feel like I had time to wait around for three years before I could get my career going. I felt tremendous pressure to set my sights on doing something as soon as I graduated. Of course, college was the most logical next step that I heard back then. That same idea hasn't changed since then. College is, after all, the best next step after graduation...right?

Not so fast. According to a 2017 CNBC interview with Bill Gates, more than 44 million Americans hold more than \$1.4 trillion in student loan debt. Gates pointed out that the U.S. has the highest college dropout rate in the world. I wonder why?

Looking at my experience and spending time with my high school and college-age kids and their friends, I don't think many young adults are ready for college as soon as they graduate

high school. They often get pressured into attending, but don't have the means to attend, nor the clarity on what they really want to do. So, they often just jump into college head first. Some newly graduated high school students may also lack the maturity and life experiences needed to thrive in a college environment. Unfortunately, many students get overwhelmed and frustrated, and drop out.

Is our historical model of high school completion leading straight into college a solid one for the future? I'd like to suggest a few ideas as to why it may not be for every student. We may want to rethink our children's development opportunities so they don't take on needless debt, studying in areas they won't stick with, and to ensure that our economy has the best and brightest individuals supporting jobs in which they are gifted and well trained.

The area I'm most passionate about protecting is our supply chain. The food we eat, the clothes we wear, nearly everything we need for living moved through our nation's supply chain at some point. We won't be able to keep it working well if we don't have qualified talent.

I remember my first day at Statesboro High School's freshman orientation class in 1984. I was a kid, immature, with no idea what I wanted to do. It was overwhelming to be around older kids who seemed more seasoned and focused than I was. There were groups and clubs that showed up for that same orientation and actively invited students to participate in their organizations. Future Farmers of America, 4-H and Junior Reserve Officers Training Corps (JROTC) were just some of the groups that marketed their organizations. I was immediately impressed with the cool Army uniforms, the structure, the learning opportunities and fun activities that would be part of being in JROTC. So, I joined right up.

After four years in this group, I had learned enough that I was comfortable with the idea of joining the U.S. Army Reserves. I served eight years as a combat medic and loved every minute of my service to our country. Would I have joined the U.S. Army had I not been exposed to the military in high school? Perhaps not.

I believe we can take the same approach with high school students by exposing them to our logistics and supply chain network early. If a CDL still can't be held by someone less than 21 years of age, then it's almost too late to reach them. To make a difference, we must reach into the high school ranks early. I propose that a group can be formed called Future Logistics Professionals of America (FLPA). It should be started and sustained by some enterprising trucking and supply-chain-based companies.

By providing early guidance on how our industry works, teaching logistics principles early and exposing students to different types of equipment on a graduated level through high school, I believe we can grow our talent organically and set a pathway for students to gain experience, education and maturity in logistics, law enforcement, transportation and supply chain.

I know what you're thinking: As a parent, I was dead set on making sure all my kids went to college too. Perhaps I have changed after my experiences in the industry. Maybe the right course is to give our students early exposure to the world and to be OK with them taking a few years after high school to learn a trade or volunteer for service-oriented groups, like the military, Peace Corps or other groups that will teach them the value of service to others.

Imagine how much more grounded, humble and mature our young people would be with a few years of serving others prior to entering college?

I may be a sole voice for this idea; however, if I'm not and there are folks out there who agree with me, let's get together and take some action. Contact me at steveng@sleepsafedrivers.com and let's chat. I challenge you to help me take up this cause. Let's get it going at a few high schools near you and see what kind of impact we can make.

It only takes a few interested folks to make a big impact. I believe the future of our country and our lives depend on us making a proactive difference early. If we do, we'll impact the next generation and make the world a much better place to live. ■

REGION II



Texas Highway Patrol's Early Intervention System

By Capt. Jeremy Sherrod, Texas Highway Patrol

Racial profiling by law enforcement, or even the perception of it, destroys the public's trust and confidence in agencies specifically created to serve and protect them. The Texas Highway Patrol (THP) has a zero-tolerance policy when it comes to racial profiling. As stated in our policy, "Members of the Department shall not engage in racial profiling. Racial profiling is illegal, inconsistent with the principles of American policing, and an indefensible public protection strategy."

In 2017, THP developed the Early Intervention System (EIS), a program designed to serve as an early warning indicator of the possibility of racial profiling. EIS utilizes a two-step audit to ensure THP proactively maintains the public's trust while being transparent in our actions.

The EIS process begins by analyzing demographic (race) data from citations and warnings issued during traffic stops. Statistical methods are applied to the data, creating confidence intervals for the percent of stops by each trooper for each race. The results are similar to political polls. Each trooper's activity is analyzed individually and then compared to their area's overall confidence interval.

If a trooper's confidence interval for any specific race is completely above their area's interval, that trooper is flagged as an outlier. Multiple filters are applied to the process to remove any false positives and a minimum number of traffic contacts is required for the process to have a statistically sufficient sample.

A trooper's identification as an outlier is not necessarily indicative of wrongdoing. It merely points out that there is a statistically significant difference in the racial data of that trooper's traffic stops when compared to their area confidence intervals.

The second part of the process is then applied – directed performance audits. In this step, supervisors review traffic stop videos of the identified troopers. The emphasis for review during these performance audits is to focus primarily on five areas of importance:

- Proper reasonable suspicion for a traffic stop is present
- Adherence to the seven-step violator contact
- Proper and consistent enforcement action is taken
- Development of articulable reasonable suspicion prior to asking for consent to search
- Courtesy and professionalism are exhibited

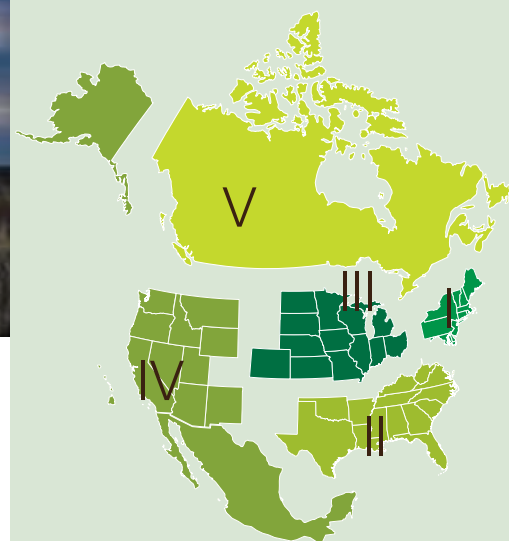
In addition to the EIS, in 2018, an independent analysis of THP's traffic stop data by race/ethnicity was conducted by the University of North Texas. The audit found that the internal controls put in place by THP, "...align with documented best practices."

The analysis further stated, "Not only does TX DPS collect racial profiling data, it releases the raw traffic stop data... for analysis by any individual. This is an uncommon practice for law enforcement agencies and TX DPS should be lauded for its transparency in this area."

In 2017, THP conducted more than 2.6 million traffic stops. Texas has more than 2,614 troopers statewide. Only 4 percent were identified as outliers and received an audit, and an even smaller number were determined to need further investigation.

THP recently analyzed its 2018 data and will begin its second EIS audit. The EIS is not a panacea for racial profiling. It is, instead, another tool that, when combined with additional robust internal controls, strong leadership and a commitment to excellence, helps ensure THP remains proactive in maintaining and strengthening the public's trust and confidence in its work and actions, and remains a leader in professional law enforcement.

References: Eric J. Fritsch, P., and Chad R. Trulson, P. (November 2018). Texas Department of Public Safety Analysis of Traffic Stop Data by Race/Ethnicity 2016-2017. Denton, Texas: University of North Texas. ■



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

Updates from the Florida Highway Patrol

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

Jacksonville Troopers Participated in Truck Driving Championship and Family Day

On April 6, 2019, Florida Highway Patrol (FHP) Office of Commercial Vehicle Enforcement Jacksonville Tpr. Komorek, Tpr. Holden, Tpr. Bowman and Tpr. Favors participated in the C&S Wholesale Grocers Driver's Truck Driving Championship and Family Day in Jacksonville, Florida. This one-day event included a truck driving competition for C&S drivers, which included pre-trip inspections and a driving challenge. The troopers helped judge the event. After the competition, a family day was held for the families of C&S. The Florida Highway Patrol included its FHP truck tractor as a "show truck" for display.



Group shot from C&S Wholesale Grocers Truck Driving Championship.



Tpr. Komorek was one of the troopers who participated at this event.



The truck driving championship was accompanied by a family day celebration.



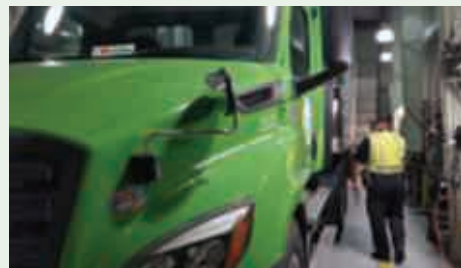
A truck with Florida Highway Patrol vehicles.

Members of Florida Highway Patrol Served as Judges at Publix-Lakeland Warehouse Truck Driving Championship

On Jan. 14-15, 2019, Sgt. LaRose, Tpr. Schuck, Tpr. Wilder and Tpr. Monserrate from the Florida Highway Patrol Office of Commercial Vehicle Enforcement attended the Publix-Lakeland warehouse Truck Driving Championship (TDC) and served as judges on the driving course as well as the pre-trip inspection problem. The purpose of this truck driving championship was to select participants to compete at the Florida Trucking Association's TDC later this year.

Due to the size of Publix and the numerous drivers employed, this particular contest was solely for the drivers based in the Lakeland area. Other local contests are being held around the state at various Publix facilities.

The Lakeland contest also had representatives from Publix's Sarasota warehouse in attendance. As such, they appreciated the participation of the Florida Highway Patrol and requested our assistance at their event on Feb. 2, 2019. Tpr. Schuck and Tpr. Wisz handled that event as well.



Jacksonville Troopers Participated in Northeast Florida Construction Career Days

On Feb. 26-28, 2019, Florida Highway Patrol (FHP) Office of Commercial Vehicle Enforcement Jacksonville district troopers participated in the sixth annual Northeast Florida Construction Career Days. This event was held at the Jacksonville Equestrian Center in Jacksonville, Florida.

A “No Zone” demonstration was on display, utilizing FHP’s marked tractor-trailer and several FHP-marked vehicles. Troopers were on hand to discuss the importance of safe driving around commercial motor vehicles on our highways.

The event was sponsored by the Florida Department of Transportation, Florida Transportation Builder’s Association, the Federal Highway Administration and multiple industry partners. Approximately 3,400 students and adults were on hand for the event, representing 64 public schools from 11 Northeast Florida counties.



Tpr. Favors, Tpr. Holden and Tpr. Ryan allow students to sit behind the wheel of the truck to see what truck drivers are able to see from the driver’s seat.



Tpr. Favors discusses the importance of defensive driving around trucks while Lt. Cates and Tpr. Holden look on.



Tpr. Holden assists students in the truck.



No Zone demonstration.



Tpr. Favors discusses the importance of defensive driving around trucks while Tpr. Ryan assists.

Florida’s Capt. Gay Served as Instructor for Two Classes at the 2019 COHMED Conference

From Jan. 28-Feb. 1, 2019, Capt. Bryant Gay and Master Tpr. Matt Chaffin attended the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference in San Antonio, Texas. The COHMED Conference is a unique conference that allows hazardous materials professionals from both the public and private sectors to come together for training and networking. This training conference afforded the opportunity for advanced training that will greatly aid Capt. Gay and Master Tpr. Chaffin in instructing our commercial vehicle enforcement troopers in the area of hazardous materials.

This year, the Florida Highway Patrol Office of Commercial Vehicle Enforcement had the opportunity to give a presentation and overview of the hazardous materials cargo tank training aides that we use for our commercial vehicle enforcement members in training settings. Our partner agencies and CVSA gave us a lot of positive comments on our presentation and how we use these aids to help further educate our commercial vehicle enforcement troopers.

Capt. Gay instructed two cargo tank classes for the COHMED Conference, where he received positive comments from the Federal Motor Carrier Safety Administration’s southeastern hazardous materials program manager.

We, at the Office of Commercial Vehicle Enforcement, are proud to continue to be a national leader in commercial vehicle training, education and enforcement. ■



Nebraska's Trucking Community Does Its Part During Natural Emergencies

By **Dave Zelnio**, *SHRM-CP, Director Operations and Communications, Nebraska Trucking Association*

In every quadrant of Nebraska, flooding has been devastating for many industries. At one point in March, at least 2,000 miles of roads were closed and even more roads were restricted to lightweight vehicles only.

The Nebraska Trucking Association (NTA) has been busy fielding calls. One day, the state asked for water trucks. Another day, an Iowa trucker asked about fees imposed at the border that were hampering efforts to bring aggregate into the state. NTA also helped define a path for a convoy of hay from Oklahoma to Nebraska farmers needing to feed their livestock and another for relief supplies donated in Oklahoma.

"We're really proud of our association," said NTA President Kent Grisham. "We build these connections constantly and it's great to be a big part of the conversation when the chips are down."

Trucker and NTA Bring Relief from Fees and Regulations

Veteran trucker Doug Rasmus helped shine a light on problems that truckers were experiencing at the borders when trying to respond to the flood emergency. Rasmus heard from fellow truckers that temporary prorated and fuel permits could knock nearly \$300 a day away from truckers crossing state lines several times per day.

Rasmus called NTA's Barb Aude, director of training and safety services, who conveyed the information to NTA's president. Grisham

worked to explain the challenge to state officials.

"We're happy to get in there and help out the state. I was pretty happy when people answered the phone, listened and figured it out," Rasmus said.

Working with the state of Nebraska, the NTA welcomed the decision to waive temporary registration and fuel tax permits for trucks during the flood emergency, through April 15.

"We're really pleased Gov. Ricketts signed this executive order," Grisham said.

Truckers Considered First Responders

In response to the flooding, truckers are moving food, water and aggregate to fill grocery stores, shore up levees and rebuild roads.

Early on, some communities were literally turned into islands with no access. In Fremont, the state of Nebraska coordinated with truckers serving HyVee Supermarkets to restock shelves. The caravan weaved into the community with bulldozers paving a way, with Nebraska State Patrol escorting.

"The effort we're seeing is amazing and inspiring," said Katie Wilson, executive director of the Nebraska Concrete and Aggregates Association. "The aggregate industry is on high alert right now and we're considered a first responder right along with the trucking industry. A lot of the coordination is starting with the

state and large contractors and then the truckers and other aggregate partners are delivering the goods. We're moving rock, dirt, sand, asphalt... everything. The entire state's involved."

Nebraska Trucking Helps Link Hay Caravan

Tragic scenes of livestock stuck in mud have tugged Cornhusker hearts. Farmers are scrambling to save their animals. Multiple caravans, including one from Oklahoma, brought extra hay in for feed.

Rebecca Fenton, Aurora Cooperative Elevator Co. safety and compliance consultant, was working with some colleagues in Oklahoma to get this hay to farmers in need.

"Just finding a route through all this can be challenging," said Barb Aude, NTA director training and safety services.

Aude connected dots with the Nebraska State Patrol and the University of Nebraska-Lincoln to redirect the hay to collection sites in central and eastern Nebraska. NTA also provided emergency declarations to be shown during some permit requests by troopers.

"The NTA has always helped us out with advice on how to handle the DOT process. They give our drivers information to stay on top of recordkeeping and safety," Fenton said.

The group of trucks included 10 semis and three trucks with gooseneck trailers coming from Oklahoma and Kansas. ■



CVSA Meets with Mexico's General Directorate of Federal Autotransport (DGAF)

By **Salomón Elnecavé Korish**, Director General, General Directorate of Federal Autotransport, Mexico



Salomón Elnecavé Korish, head of the General Directorate of Federal Autotransport of the Ministry of Communications and Transportation, and his team met with CVSA Executive Director Collin Mooney on March 19, 2019, in Mexico City, Mexico.

On March 19, 2019, Mexico's Director General of the General Directorate of Federal Autotransport (DGAF) Salomon Elnecavé Korish met with CVSA Executive Director Collin Mooney in Mexico City, Mexico.

During the meeting, Mooney discussed the work of the Alliance with Director General Elnecavé Korish. The DGAF intends to utilize the Secretaría de Comunicaciones y Transportes' (SCT) (Ministry of Communications and Transportation) Alliance membership to identify best practices and obtain support to improve the supervision and safety of motor carriers through participation in technical committees, programs, working groups and meetings.

Both officials stressed the need to explore new technological scenarios in terms of inspection so that Mexico can adopt and implement best practices. There was discussion about the use of inspection software to coordinate the collection of information on the supervision of commercial motor vehicle transport and training on its use. This would be useful for control, follow-up and observance of applicable legislation. This inspection software would be used by inspectors on a laptop, tablet or smart device, aiding each country by sharing the information on the operation of motor carriers.

Other topics of conversation were weigh-in-motion (WIM) technology, and fixed weight and dimension measurement facilities, as well as a review of various regulatory compliance aspects regarding driver and vehicle safety. The corresponding out-of-service conditions outlined in the CVSA's North American Standard Out-of-Service Criteria were also discussed.

In relation to the CVSA's inspection decals, Mooney stated that CVSA will be working with the U.S. Congress during the next highway reauthorization to update the requirement requiring Mexican motor carriers to display a CVSA decal during the first three years of operation.

Another topic discussed during the meeting was the training of inspectors from the SCT and the Federal Police. This training has been given by the U.S. Department of Transportation's Federal Motor Carrier Safety Administration and is based on elements outlined in the CVSA North American Standard Inspection Program, including the North American Standard Out-of-Service Criteria. Mooney spoke of the possibility of CVSA staff also participating in upcoming courses at the facilities of the Mexican Institute of Transportation in Sanfandila, Queretaro, Mexico.

Director General Elnecavé Korish appreciated that Mooney visited the SCT-DGAF in Mexico, as his visit served to better recognize the potential of the current work of CVSA to strengthen and harmonize the supervision of commercial motor vehicle transportation in Mexico.

The documents that Mooney shared with the DGAF, such as operational policies, information on the inspection procedures, the 2019 North American Standard Out-of-Service Criteria, materials on the North American Standard Inspection Program and various copies of "Guardian" magazine, were useful for the inspection area of the SCT. This meeting was an example of the excellent support that CVSA provides to its members, which, in the case of Mexico, is beneficial for the supervision and safety of motor carriers' operations. ■



Pictured left to right: DGAF Director General Salomón Elnecavé Korish; Under Secretary of Transportation Carlos Alfonso Morán Moguel; and Director General of Protection and Preventive Medicine on Transportation General Directorate Dr. Alfredo Ricardo Neri Vela.

Montana Inspection Photos



Broken pushrod discovered by Sgt. Marlena Fultz with Montana Motor Carrier Enforcement.



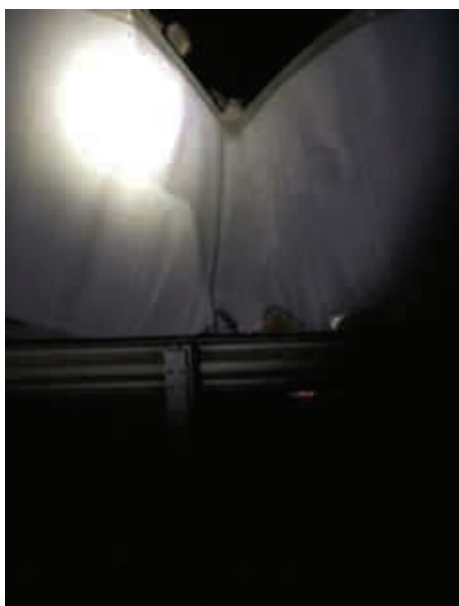
Post-crash inspection by Ofc. Brad Billington with Montana Motor Carrier Enforcement.



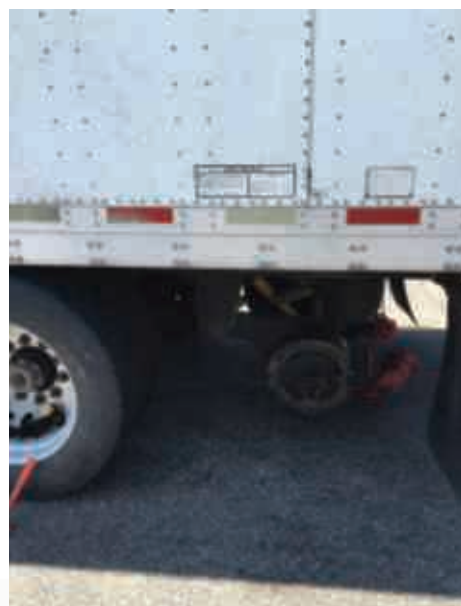
Broken air brake canister discovered by Cpl. Dan Carroll with Montana Motor Carrier Enforcement.



Bald tire discovered by Cpl. Dan Carroll with Montana Motor Carrier Enforcement.



Collapsed trailer hauling 1.5 explosive hazmat discovered by Cpl. Dan Carroll with Montana Motor Carrier Enforcement.



Missing wheel discovered by Cpl. Larry Kluesner with Montana Motor Carrier Enforcement.



Broken Pushrod discovered by Cpl. Dan Carroll with Montana Motor Carrier Enforcement.



REGION V

Injury Reduction and Training

By **Aneesha Birk**, *Advisor, Marketing Communication, Alberta Motor Transport Association*

The Alberta Motor Transport Association's (AMTA) Injury Reduction and Training (IRT) department captures and embodies the opportunity for advancement in industry through training opportunities and safety initiatives.

"The AMTA is the voice, the resource and the standard for the commercial transportation industry in Alberta and the IRT department is a huge part of that," said AMTA President Chris Nash. "Since IRT Director Erik Sherman came on board, almost two years ago, the IRT team has been hard at work developing new programs and updating existing ones."

The department has achieved a high standard of quality as they set about developing courses targeted at safety personnel in the transportation industry. Much of this work was done with the help of subject matter experts in industry and government. Without this type of collaboration, the IRT department as it is today simply wouldn't have been achievable.

A huge project undertaken by the department, and created with support from members and industry professionals, is the Certified Transportation Safety Professional (CTSP) designation. In development since 2016, CTSP has been designed around safety and compliance professionals who want to take their experience and knowledge to the next level.

"A safety professional in this industry is responsible for so much more than most people realize," said Sherman. "This program was developed to provide a specialist level of knowledge and skills to this group of professionals."

The CTSP designation program works like any other designation. It requires previous experience in the profession and requires that you complete eight mandatory courses and two electives before writing the exam. As of March, the AMTA released five of the mandatory courses and three of the electives. The rest of the coursework will be completed and available for students by fall 2019, at the latest.

Another recent undertaking by the department is an update of the provincially accredited Professional Driver Improvement Course (PDIC).

"We felt PDIC could use a revamp to bring it up to speed with today's standards," explained Sherman. "Instructors have been recertified and the program is being monitored and audited to ensure quality."

As well as course development and delivery, the IRT department utilizes two driving simulators, making them available for rental by carriers who want to use them in their program as well. One of the simulators is portable (able to be shipped anywhere); the other, a mobile trailer.

The IRT department also facilitates multiple other safety initiatives within industry, helping to ensure employers have the critical information and support they need to stay safely between the lines.

For more information on the AMTA's safety and training services, go to www.amta.ca or email irt@amta.ca. ■

REGION V

Driver Trainer Named Instructor of the Year by Truck Training Schools Association of Ontario

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

Joe Teixeira has been named the first-ever Truck Training Schools Association of Ontario (TTSAO) PayBright Instructor of the Year.

The award was put into place this year to recognize the best truck driving instructor in the province. It was open to any school or carrier that is a member of TTSAO in Ontario.

Teixeira has been an instructor with The Rosedale Group for 10 years and, according to his employers, he is the best in the business.

"Joe has many years in the industry and he was nominated because of his patience, his ability to train and teach drivers and turn them into professionals," said Rosana Preston, director of human resources for Rosedale. "His patience is legendary. He is able to upgrade many employees. He's been able to take a warehouse associate and train him into a straight truck driver. He's been able to train straight truck drivers into AZ licence holders. So, there are many reasons why he's so deserving of this award."

Brain Topping, the director of safety for Rosedale added, "I couldn't find a better person to receive the award."

Teixeira was quite emotional after he won the award that was presented during the TTSAO Conference on Feb. 28, 2019. After his name was announced, he accepted the award and thanked his carrier, Rosedale, for nominating him.

The TTSAO has a committee that reviews applications submitted by TTSAO schools and carriers. The successful candidate must meet or exceed the following criteria:

- Minimum 10 years verifiable experience
- Clean abstract
- Must be employed at a TTSAO school or TTSAO carrier member
- Must be a full-time employee of the school or carrier

The committee also reviews each candidates' volunteerism, community and industry involvement; support letters provided by their employer, customers or industry associates; and certifications achieved. ■



Paybright's Ryan Kellock (left) awards Joe Teixeira with the Instructor of the Year Award.



CVSA Aims to Provide Administrative and Developmental Training Services to Enforcement

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

On Dec. 17, 2018, CVSA sent a letter to Federal Motor Carrier Safety Administration (FMCSA) Administrator Raymond Martinez, requesting that the agency strongly consider reorganizing its approach to how the state roadside inspection and enforcement training activities are administered through the National Training Center (NTC).

In response, on April 16, 2019, FMCSA announced that it was requesting information regarding its NTC administrative and developmental support services in order to obtain information, for planning purposes, on the capability of qualified sources to perform the work described in the FMCSA NTC administrative/developmental support draft statement of work (SOW).

Discussions during CVSA meetings and information obtained during the past two lead agency contacts meetings at the 2018 CVSA Workshop in Portland, Oregon, and the 2019 CVSA Workshop in St. Louis, Missouri, revealed the membership's desire for CVSA to play a larger role and/or assume responsibility for state roadside training. In response, on April 30, 2019, the Alliance submitted comments regarding the request for information.

Specifically, CVSA requested eligibility to procure certain state safety training activities outside of the Small Business Administration's 8(a) Business Development Program. Unfortunately, although CVSA is exceptionally

qualified to perform aspects of the state safety training program outlined in the draft SOW, CVSA cannot receive or compete for these services because they are currently reserved for 8(a)-certified small disadvantaged businesses. Therefore, removing the state training portions of the safety training program (six roadside safety training courses, including content and examination development, associated multimedia, program delivery and related administrative services, etc.) from the 8(a) program is necessary for CVSA to be eligible to compete for these vital training services. As the entity singularity responsible for developing the safety standards FMCSA requires for training state enforcement officials, it is essential that FMCSA explore options to procure aspects of its safety training program outside of the SBA 8(a) program.

Problem Statement

Effective training is the foundation of a uniform, effective enforcement program. In addition to the initial training required for every new inspector, each new rule or change to regulations requires additional in-service/refresher training to bring seasoned enforcement personnel up to date. Each new exemption provided to the motor carrier industry and the various advancements in vehicle design and technology also require ongoing training. Simply put, enforcement personnel need to effectively understand the regulations and standards they're asked to enforce and always be up to date on the latest

developments. To be of value, this information must be presented clearly, consistently and in a timely manner that will be helpful for the inspector.

However, over the years, state members have expressed concerns over the quality of training services provided to roadside inspection and enforcement personnel by NTC and various SBA 8(a) contractors. Specifically, training materials are not updated in a timely manner and are often inaccurate, and the administrative aspects, such as scheduling a class, are inconsistent and unreliable. State agencies are struggling to ensure their inspectors and enforcement personnel have the information they need to effectively enforce the regulations in a consistent and uniform manner.

It makes little sense to continue this inefficient and ineffective process of delegating the responsibility to a third-party that is not connected in any substantive way to the commercial motor vehicle inspection and enforcement community. The lack of technical abilities, subject matter expertise, insight or knowledge of inspection and enforcement practices supplants the dedicated and passionate work of the commercial motor vehicle roadside enforcement and inspection community.



CVSA can provide the technical abilities and subject matter expertise that FMCSA requires to produce highly effective training products to train state enforcement personnel in a manner that would fully achieve FMCSA's critical safety mission.

Technical Capability Statement

The Alliance is a public-sector nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives whose goal is to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety.

CVSA and FMCSA have a long history of strong collaboration, with both entities working to improve commercial motor vehicle safety, in partnership with the state agencies. CVSA and FMCSA service the same constituency and, as a result, often work together to help ensure the states have the tools and resources they need to reduce crashes, injuries and fatalities on our nation's roadways, while ensuring accurate, uniform enforcement of the Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs).

CVSA is uniquely suited to perform the state safety training program activities outlined in the draft SOW. In fact, as the founding organization and entity responsible for the development and maintenance of all non-regulatory elements of the North American Standard Inspection Program, as referenced throughout the FMCSRs, CVSA develops tools and equipment used in the roadside inspection process and is the author of the certification standards, inspection procedures,

operational policies, inspection bulletins, training videos, safety standards, enforcement tolerances and North American Standard Out-of-Service Criteria (OOSC) that FMCSA third-party SBA 8(a) contractors attempt to incorporate into the state roadside inspector training curriculum with limited and varying degrees of effectiveness.

CVSA shares FMCSA's commitment to providing states with the tools and resources they need to succeed, and we must do everything reasonably expected to make them successful, given that the Alliance is statutorily recognized as the organization that certifies roadside inspection and enforcement personnel to conduct on-road commercial motor vehicle safety inspections.

Not only is CVSA the author of materials upon which the roadside inspection program is based, but CVSA also has a history of direct involvement in the development of training content. As a result, CVSA is well-positioned to effectively develop the multimedia production needs of the North American roadside inspection and enforcement program. CVSA worked directly with the Idaho State Police's multimedia section when it was an integral component of NTC's state safety training initiatives from the early 1990s through 2009, by developing multimedia-based training materials for the roadside safety inspection and enforcement training courses. This included training videos, graphics, illustrations

and computer-based training modules. This partnership was effective because the Alliance coordinates roadside inspection and enforcement program activities with the state lead agencies responsible for commercial motor vehicle safety within their jurisdictions.

Since that time, CVSA has been playing a leading role and has become more directly involved in the development and maintenance of training content for the roadside enforcement community (the development and updating of inspection procedures, operational policies, inspection bulletins, training videos; conducting webinars, in-service/refresher training modules; developing content for and administering an online learning management system; and publishing annual changes to the OOSC, etc.). CVSA now has a multimedia team, as well as the technical abilities and subject matter expertise to effectively deliver the necessary training. In fact, CVSA staff are some of the original writers, directors, producers and editors of the current suite of FMCSA training materials.

As the organization that represents the roadside inspection community and the entity that founded and maintains the North American Standard Inspection Program, CVSA continues to coordinate the development of roadside inspection materials for Canada,

[Continued on next page](#)

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Mexico and the U.S. For example, CVSA currently produces and maintains annual updates to all the North American Standard Inspection roadside inspector training curriculum for our Region V (Canadian) members through the Education Quality Assurance Team (EQAT) process, in conjunction with the Canadian Council of Motor Transport Administrators, in English and French. In addition, CVSA played a leading role in assisting Mexico with the development of roadside inspection standard, commonly referred to as NOM-068, and continues to produce and publish annual updates to many components of the roadside inspector training materials in Spanish.

The Alliance has an established history of producing quality training content. For example, CVSA currently produces a variety of direct-delivery and web-based hazardous materials related training materials for state enforcement personnel through our Cooperative Hazardous Materials Enforcement Development (COHMED) Program activities and a Community Safety Grant administered by the Pipeline and Hazardous Materials Safety Administration. Under this program, CVSA provides in-person, hazard-class-specific hazardous materials inspector training, as well as much needed general hazardous materials refresher training through our online learning management system. CVSA also hosts several webinars each year, focusing on a variety of issues, and produces hazardous materials training videos. The Alliance also provides daily support to the inspector community, troubleshooting issues, clarifying questions regarding the regulations and working with PHMSA to improve the overall performance of hazardous materials enforcement personnel.

In addition, CVSA entered a cooperative agreement with the U.S. Department of Energy (DOE) in 1986 to create an enhanced inspection program for civilian spent nuclear fuel. Today, this program is known across the continent as the North American Standard Level VI Inspection Program for Transuranic and Highway Route Controlled Quantities of Class 7 Materials. CVSA has more than 26 years of experience and expertise in producing and maintaining all aspects of the program, including roadside inspector training and certification.

From the onset, CVSA was tasked with creating an inspection procedure and out-of-service standard for the DOE's then proposed program. In the late 1990s, the DOE

Carlsbad field office requested to adopt the new enhanced inspection program for the shipments of cold war, legacy waste being shipped to the Waste Isolation Pilot Plant (WIPP). In 2005, the program was expanded when FMCSA recognized the merits of the CVSA Level VI Inspection Program for motor carriers operating under a hazardous materials safety permit and transporting highway route-controlled quantities of Class 7 materials. Today, there are more than 800 CVSA-certified Level VI inspectors throughout the U.S. and Canada.

Proposed Recommendation

FMCSA currently relies on SBA 8(a) contractor personnel to staff and operate NTC by providing administrative support and training development services under each of the three major training programs. As noted above, feedback from the state agencies whose inspectors received this training indicates that there is currently a breakdown in the development and disbursement of effective training. The vendors selected to administer the training have not had any relevant law enforcement experience, nor were they familiar with the unique nature of the commercial motor vehicle safety inspections and related enforcement activities.

The approximately 13,000 enforcement officials that make up CVSA's core membership are responsible for the day-to-day execution of roadside inspection and enforcement activities under the North American Standard Inspection Program. As the organization that represents the commercial motor vehicle enforcement community, CVSA has a vested interest in the continued success of the program. Consistency and uniformity in enforcement are the cornerstones of the program. With this in mind, the Alliance requests that FMCSA strongly consider reorganizing its approach to how the state roadside inspection and enforcement training activities are administered.

Specifically, CVSA proposes that the agency separately award support for the six roadside safety training courses (North American Standard Inspection Part A and Part B, Passenger Carrier Vehicle Inspection (Motorcoach), General Hazardous Materials Inspection, Cargo Tank Inspection, and Other Bulk Packagings Inspection), associated multimedia and examination development services from the state safety training portion of the current administrative/development

support contract, leaving the remainder (training in connection with compliance reviews, new entrant safety audits, the FMCSA federal training academy, the Drug Interdiction Assistance Program and the professional development program) in a separate proposal.

To ensure continuity of service and avoid inefficiencies and potential duplication of services, FMCSA might also consider including the administrative support services associated with the six roadside safety training courses (e.g., scheduling the courses and instructors, coordinating instructor travel, printing and shipping of the training materials, scoring the exams, and printing and shipping training certificates, etc.) in the separate award, so that a single organization provides all services related to state inspector training and certification.

Under this scenario, CVSA also proposes that the state safety training services be expanded to include the development of annual in-service/refresher training services not currently included in the safety training program. CVSA can leverage its existing online training environment through the Alliance's learning management system, an option that is not currently available, and enhance the current instructor development, recertification and evaluation process for state safety training personnel. If successful, CVSA proposes to conduct an enhanced annual instruction recertification training event for all roadside inspection courses, in conjunction with the CVSA Data Management, Quality and FMCSA Systems Training conference, to assist the states with in-service/refresher training prior to the release of the April 1 OOSC.

To effectively assist the states in becoming self-sufficient and less dependent on instructors from other jurisdictions, CVSA proposes to schedule, develop and implement an effective annual instructor development process for each of the six roadside inspection courses and augment the current associate staff instructor pool by adding contracted CVSA-certified instructors to assist with new instructor development, periodic instructor evaluation and course delivery, when necessary.

CVSA proposes that this work be conducted by CVSA employees, off-site, in direct coordination with the FMCSA Office of Safety Programs, as opposed to on-site contracted support staff to NTC. Since all state safety

program activities are coordinated through the Office of Safety Programs within FMCSA, this will provide better accountability, resulting in greater efficiencies, and a higher level of service and quality of deliverables to the states. As a cost control measure, provided that the development of training materials and the administrative expenses associated with instructor associate staff and/or contract travel and the printing and shipping of training materials are properly apportioned, these services could continue to remain a fixed-price, competitive or sole-sourced award.

FMCSA's mission is a matter of public safety. One of the agency's fundamental responsibilities is training state enforcement officials throughout the country to ensure that commercial motor vehicles meet CVSA's rigorous safety inspection requirements by enforcing the FMCSRs and HMRs and by applying CVSA's OOSC. As the organization that founded and maintains the North American Standard Inspection Program, the Alliance requests that FMCSA strongly consider reorganizing its approach to how the state roadside inspection and enforcement training activities are administered.

To ensure that FMCSA is carrying out its mission and providing the level of training, expertise and support necessary to train state enforcement officials, CVSA requests that the agency award the state safety training aspects of the administrative and development support SOW separately and outside of the current SBA 8(a) program. Doing so is justified, as the state safety training services outlined in the administrative and development support SOW are unique in content and target audience. Enforcement of the FMCSRs and HMRs is a very specific field and requires involvement from parties who are directly involved with and understand the regulations, as well as the enforcement and inspector community, in order to effectively deliver critical safety training.

CVSA can provide the technical abilities and subject matter expertise that FMCSA requires to produce highly effective training products to train state enforcement personnel in a manner that would fully achieve FMCSA's critical safety mission.

Throughout the administrative and development support SOW, references are made to the need for the selected entity to have "experience in law enforcement and expertise in commercial motor vehicle



instructor development, research, testing and instruction." No entity is better qualified to meet this requirement than CVSA. Further, our commitment and responsibility to the enforcement community and our members ensures that CVSA will produce a quality product that will significantly benefit FMCSA, the roadside enforcement and inspection community, and the general public. As a result, FMCSA could justify a sole-source award to CVSA on the basis of one of two exceptions: (1) FAR 6.302-7 Public Interest; and (2) FAR 6.302-1 Only One Responsible Source and No Other Suppliers or Services Will Satisfy Agency Requirements.

The Alliance works to closely monitor, evaluate and identify potentially unsafe transportation processes and procedures and helps facilitate and implement best practices for improving safety on our highways. Commercial motor vehicle safety continues to be a challenge and we need the involvement of all affected parties to help us better understand these issues and put into place practical solutions. We appreciate the agency's commitment to safety and stakeholder involvement. ■





CVSA’s Operation Safe Driver Week Set for July 14-20 with a Focus on Speeding

Drivers’ actions contributed to a staggering 94 percent of all traffic crashes, according to the National Highway Traffic Safety Administration’s (NHTSA) 2015 Traffic Safety Facts report.

In response to this issue, law enforcement personnel will be on the lookout for commercial motor vehicle drivers and passenger vehicle drivers engaging in dangerous behaviors during CVSA’s Operation Safe Driver Week, July 14-20. Drivers engaging in unsafe driving behaviors will be pulled over by law enforcement and may be issued a warning and/or citation.

- In 2017, speeding was a contributing factor in 26 percent of all traffic fatalities, according to NHTSA. That’s 9,717 lives lost due to speeding.
- During last year’s Operation Safe Driver Week, 16,909 passenger vehicle drivers and 1,908 commercial motor vehicle drivers were issued citations for speeding. In addition,

17 commercial motor vehicle drivers and 714 passenger vehicle drivers were cited for driving too fast for the conditions.

- According to the Insurance Institute for Highway Safety Highway Loss Data Institute, speeding has been a factor in more than a quarter of crash deaths since 2008.
- According to the Federal Motor Carrier Safety Administration’s (FMCSA) 2016 Large Truck and Bus Facts, speeding of any kind was the most frequent driver-related crash factor for drivers of commercial motor vehicles and passenger vehicles.

For these reasons, CVSA selected speeding as the emphasis area for this year’s Operation Safe Driver Week, and law enforcement jurisdictions throughout North America will be endorsing, promoting and supporting the following message: *Late won’t kill you, speeding will.*

“For more than two decades, speeding has been involved in nearly one-third of all motor vehicle fatalities,” said CVSA President Chief Jay Thompson with the Arkansas Highway Police. “That is unacceptable, especially because it’s preventable. We will continue to educate the public on the dangers of speeding and we will identify individuals who are speeding on our roadways and may issue citations as a deterrent to future speeding tendencies and to affect driver behavior.”

In addition to the emphasis on speeding, law enforcement personnel will be tracking other dangerous driver behaviors throughout Operation Safe Driver Week, such as distracted driving, texting, failure to use a seatbelt, following too closely, improper lane change, reckless or aggressive driving, failure to obey traffic control devices, evidence of drunk or drugged driving, etc.

A 2014 study, titled “Do Traffic Tickets Reduce Motor Vehicle Accidents? Evidence from a



» CVSA created a postcard that can be distributed to drivers, motor carriers, trucking associations, etc. It's a complimentary postcard that we will ship directly to our members, free of charge, as requested.



If you'd like some postcards, send an email to communications@cvsa.org to let us know how many copies you'd like and provide the address to which you'd like your postcards mailed.

Natural Experiment," investigated whether traffic violation enforcement actually reduces the number of motor vehicle crashes. The study's author used one of the best-known enforcement programs, Click It or Ticket, which focuses on mandating seat belt use and ticketing violators. The study found that the Click It or Ticket campaign decreased motor vehicle crashes by roughly 11 percent and found that a 1 percent increase in citations issued led to a 0.28 percent decline in motor vehicle crashes. The ticketing campaign also reduced the number of non-fatal injuries from motor vehicle crashes.

"As unpopular as traffic citations are among drivers, we know that driver behavior does respond to contacts with law enforcement and warnings and citations," said Chief Thompson. "Roadway safety is our top priority and this traffic enforcement initiative supports our goal of making sure everyone driving on our roadways is doing so safely."

CVSA's Operation Safe Driver Program was created to help reduce the number of crashes, deaths and injuries involving large trucks, buses and passenger vehicles due to unsafe driving behaviors. Operation Safe Driver Week is sponsored by CVSA, in partnership with FMCSA and with support from industry and transportation safety organizations.

The initiative aims to help improve the behavior of all drivers operating in an unsafe manner – either in or around commercial motor vehicles – through educational and traffic enforcement strategies to address individuals exhibiting high-risk driving behaviors.

To find out more about Operation Safe Driver Week, visit www.operation safedriver.org. ■



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

Nominations for CVSA secretary were announced and accepted at the CVSA Workshop on April 1, 2019, in St. Louis, Missouri.

The CVSA secretary serves one year in the secretary position, one year as vice president, one year as president and three years as a past president. The nominees for the secretary position are:



Maj. Jeremy "Chris" Nordloh
Texas Department of Public Safety, Region II



Maj. Brian Preston
Arizona Department of Public Safety, Region IV

Class I Members will vote to elect the next secretary in September at the 2019 CVSA Annual Conference and Exhibition in Biloxi, Mississippi.

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

MAJ. CHRIS NORDLOH

Texas Department of Public Safety, Region II

I'm Maj. Chris Nordloh of the Texas Department of Public Safety and I am asking for your support for the position of secretary with the Alliance.

I've been working for the state of Texas for more than 23 years, with 20 of those years in commercial vehicle enforcement (CVE) from the rank of trooper through major.

My career has taken me all across Texas to my current position as the CVE major. My CVE functions include overseeing the Motor Carrier Safety Assistance Program (MCSAP) grants, the Motor Carrier Bureau and training unit, compliance review/safety audit programs and the school bus safety program. I'm a resource to our state leadership and legislature, our federal partners and partner jurisdictions in the Alliance. I regularly meet with lawmakers and testify at the capitol on legislation and speak in front of associations and groups. In 2016, the Safety Management Council awarded me the C.H. Cheshire Award for distinguished highway safety achievements.

I've always had the view that CVE is larger than any one person. When I took over the program in 2012, I was building off what previous CVE leaders developed. I hope to one day hand the program to a successor, having improved CVE.

Due to the size of Texas and varied terrain, we share common problems with many of your jurisdictions. Like California, we have major ports of entry along our border with Mexico. Like Louisiana and British Columbia, we have major sea ports. Texas has similar oilfield and fracking challenges that the Dakotas and Alberta have. Like every other jurisdiction on the Gulf and Atlantic coasts, we deal with hurricanes, emergency evacuations and emergency relief from regulations. Texas has a year-round harvest season and agriculture is vital to our economy, like in the heartland.

CVSA has proven to be vital to the regulated transportation industries. It helps carriers know what the inspection process and outcomes are, whether they are in Idaho or Maine or Kentucky. As leaders, it is incumbent upon us to listen and provide direction. In Texas, the DPS enjoys excellent relationships with private industry and our federal partners. I have heard some of you express that it's not like that in every jurisdiction. I would like to see the Alliance continue to reach out and support the jurisdictions' enforcement efforts and continue to listen to industry needs. In my opinion, enforcement and industry are on opposite sides of a fence going in the same direction. Enforcement can't be successful without industry partnerships and buy-in.

Training is another area where the Alliance provides leadership. Under my command, the training unit in Texas is robust. We've developed our online training program to assist in outreach on changes in regulations or inspection policies. We can reach all our certified state and local personnel. Noting that not all jurisdictions have this ability, the Alliance has been developing training modules to keep members up to date. It's my belief that we should continue to build on this. Our current CVSA staff members have years of experience and have built long-standing relationships with experts across the continent.

I have been advancing technologies that are force multipliers for our inspectors, such as carrier identification and weigh in motion. By leveraging partnerships, I have been able to rebuild inspection facilities to increase safety and efficiency. Under my command, the Seguin facility on I-10 between San Antonio and Houston will be the most advanced in the state by this time next year. It will allow DPS to monitor much of the commercial traffic along this heavily travelled corridor.

Lastly, I believe that the Alliance is in a unique position to provide outreach on resiliency. Resiliency is the ability to withstand, recover and/or grow in the face of stressors and changing demands. The military has long been aware of the need for resiliency training in the armed services; however, law enforcement is just trying to catch up. It has been noted that the suicide rate among police officers is far higher than jurisdictional averages. We teach officers how to shoot straight, drive fast, fill out a crash report and inspect a truck. What we don't teach is how that officer responds to a crash where a child dies and then the officer goes home to his or her family. We don't teach them how to handle that and maintain a healthy lifestyle and mentality. I believe in this so strongly that I voluntarily received resiliency training from the Air Force and assist with training others. The Alliance is in a good position to join other international associations, like the International Association of Chiefs of Police or the FBI National Academy Associates, in bringing out awareness and training.

I would appreciate your support and I'll be reaching out to the lead jurisdiction contacts this summer to hear your thoughts, ideas and concerns. ■

MAJ. BRIAN PRESTON

Arizona Department of Public Safety, Region IV

It is a privilege to be a candidate for CVSA secretary. The Alliance's mission, to improve commercial motor vehicle (CMV) safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers, understates what CVSA accomplishes. CVSA is a truly remarkable organization, comprised of truly remarkable people. I am constantly impressed by the drive, creativity and capabilities of those I've come to know in CVSA. To even be considered to represent you is a tremendous honor.

I grew up on a farm and ranch in Arizona where working together was expected. While each family placed great value on self reliance, selfishness was viewed with disdain. Neighbor helping neighbor was the norm. It wasn't that everyone was a relative, though certainly some were, or that everyone went to the same church, though certainly some did. It was the sense of community and the recognition that the odds for success, while never guaranteed, are better when we work together.

The benefits of a community that works together isn't limited to my childhood. It's on display every time CVSA comes together. CVSA is a dynamic association of jurisdictions brought together under a common goal and while each retains its individual identity and objectives, there is a unity of purpose. Working to establish and maintain such environments is my desire, my background and the experience I will bring as CVSA secretary.

I've been in law enforcement for nearly 25 years, with the past 16 in leadership positions within the Arizona Department of Public Safety (DPS). I hold the rank of major and serve as the Motor Carrier Safety Assistance Program (MCSAP) manager. I oversee Arizona's household goods, student transportation and tow truck regulation/enforcement programs, while commanding all DPS CMV enforcement activities. I have extensive experience in the interpretation, adoption and implementation of state/federal regulatory and funding requirements. Most importantly, I understand that success can't be achieved in a silo – it must be done in cooperation with others.

Working collaboratively has afforded me opportunities to serve in ways that have direct correlation to a role in CVSA leadership. I have participated in panels and committees, including a working group to improve statewide communication interoperability, a Governor's Blue Ribbon Panel to address dust-related crashes, a multi-agency committee to review/improve inspection procedures at the state's international ports of entry, and a task force to plan for weather events affecting interstate travel in the Eastern Arizona-New Mexico-West Texas region. I participated in crafting the Arizona State

Highway Safety Plan and was an interim chief of police for a local municipality.

It was also my honor to be appointed to the MCSAP Formula Working Group. In cooperation with many remarkable individuals, both working group members and those who participated in our regional discussions, I helped prepare recommendations that will help move the program forward. The task, though challenging, highlighted the success that can accompany any endeavor that draws upon the diversity of skills and abilities such groups bring together. It was a deeply rewarding experience and illustrated my commitment to achieving a collective goal even when individual interests might suffer.

Additionally, I have experience in the rulemaking process and have testified on pending legislation, including bills I participated in crafting. I serve on a statewide leadership committee for Special Olympics, as well as the Arizona Trucking Association Safety Awards Committee, and am a current scout committee member and past varsity scout coach for the Boy Scouts of America. I served two terms as president of a regional law enforcement association, until an assignment to the FBI National Academy prevented me from accepting a third term. If all of this wasn't enough evidence of a background in teamwork and conflict management, know that I am also the married father of four daughters, ages 10 to 20.

I welcome the prospect of maintaining the Alliance's foundation, while continuing to move it forward. I look forward to helping lead the Alliance through changes brought on by the Fixing America's Surface Transportation (FAST) Act, such as consolidated grants, multi-year commercial vehicle safety plans and a new MCSAP formula. I desire to strengthen the "basics" by influencing productive committee dialogue, maintaining core programs and putting the Alliance back in control of inspector training.

As my state's MCSAP manager and commercial vehicle enforcement program commander, I am aware of the opportunities and challenges that accompany the states' CMV safety efforts and can draw parallels to our Alliance members in Canada and Mexico. As a long-time peace officer and certified CMV inspector, I can relate to how the plans made on the top floor affect the work on the street level. As an experienced working group and committee member, I can work collaboratively to obtain the best outcome. As secretary, I will apply this experience to represent CVSA.

Thank you for the opportunity to continue to serve. ■

Purchase the 2019 Out-of-Service Criteria App

CVSA's 2019 North American Standard Out-of-Service Criteria has been in effect since April 1, 2019. The 2019 version replaces and supersedes all previous versions.

CVSA is offering special half-off pricing for first-time purchase of its app. The app is \$24.99 USD (\$34.99 CAD, \$479 MXN) for a limited time. It contains the 2019 out-of-service criteria, inspection bulletins, pictorials, the learning management system for online training, inspection procedures, operational policies, inspection and educational videos, brochures and webinars.

If You Purchased the Previous Version of the App: This year only, for early adopters who purchased the 2018 app, you can download the new 2019 out-of-service criteria app for free, as a thank you from CVSA for being among the first to purchase the app last year.

The app is available in Apple and Google Play stores by searching "CVSA." ■





More than 500 Transportation Safety Professionals Gathered at CVSA Workshop in St. Louis, Missouri

More than 500 enforcement personnel, government officials and industry representatives attended the CVSA Workshop, March 31-April 4, 2019, in St. Louis, Missouri. Participants attended membership, region, committee and program meetings, as well as informational sessions, aimed at improving uniformity and reciprocity in commercial motor vehicle safety and enforcement by sharing information, developing best practices and enhancing roadside inspection program activities and services.

The week started with the general session. Attendees heard from Federal Motor Carrier Safety Administration (FMCSA) Administrator Raymond Martinez. Administrator Martinez discussed a variety of topics and provided updates on many issues. He stated that,

just a few days prior, U.S. Department of Transportation Secretary Elaine Chao announced that the agency sent the Office of Management and Budget a notice of proposed rulemaking to reform hours-of-service regulations. In addition, Administrator Martinez provided an update on the Drug and Alcohol Clearinghouse final rule, 2019 grants (which he proudly stated comprises nearly 57 percent of the agency’s annual budget) and human trafficking prevention. He also addressed the recent increase in crashes involving large trucks and buses, and devoted some of his time to acknowledge recent deaths of law enforcement officers while performing traffic safety functions.

Administrator Martinez also addressed a “hot-button topic” – electronic logging devices (ELDs). “We are in a time of transition regarding ELDs,” said Administrator Martinez. “This is a process. It takes time to achieve equilibrium any time you have a fairly dramatic change in regulation, process and standard operating procedures. This introduction of ELDs is a pretty dramatic shift in the industry. We don’t want to minimize that. I believe there has been an honest effort on the part of industry to comply. A large segment of that community, the overwhelming majority, want to be safe on the road and they understand the challenges, just as we do. So, we have to work together and I believe that’s the way we will get this done. This is a process and we are in the middle of the process.”

CVSA presented Timothy Dean, of Werner Enterprises, with the 2019 International Driver Excellence Award (IDEA). IDEA is CVSA’s industry-wide driver excellence award program. Dean has been with Werner for

more than 30 years and safely driven more than 4 million miles without incident. He was selected for the award based on his 30-year history of safe driving, his long-term commitment to the trucking industry, his 20 years competing in driving competitions and his dedication to projecting a positive image.

“When I was a kid walking to school every day, in Omaha, Nebraska, I’d cross a bridge that goes over interstate 80,” said Dean during his acceptance speech. “Me and my older brother would ask ‘Where are all those trucks going? Someday, we’re going to drive a truck and find out where they’re going.’ After 30 years of driving, I can honestly say, I still don’t know where they’re all going. But they keep going. And we’re all playing a critical part in keeping America moving.”

Dean thanked his wife of 34 years, Corissa, and the team at Werner Enterprises. Jaime Maus, vice president of safety and compliance at Werner, also spoke during the ceremony, sharing stories about Dean, not just as a driver, but as a kind, caring and selfless human being.

During his remarks, Dean also acknowledged the truck driving championships and the importance they have played in his profession. He has competed at the state and national level for 20 years. Dean won the Grand Champion title at the 2011 and 2018 Nebraska Truck Driving Championships. He has placed first, second or third in nearly every championship since 2001. Read more about Dean on page 22.

Also during the general session, Kylla Lanier, deputy director and co-founder of



FMCSA Administrator provided updates on a variety of topics during the general session.



Alan Martin (middle) received a plaque commemorating his leadership, service and dedication to the Alliance from CVSA Executive Director Collin Mooney (left) and CVSA President Chief Jay Thompson (right).

Truckers Against Trafficking presented its first-ever Truckers Against Trafficking State Agency Award to the Iowa Department of Transportation. Chief David Lorenzen accepted the award on behalf of his agency.

In addition, CVSA President Chief Jay Thompson and CVSA Executive Director Collin Mooney presented Alan Martin, of the Public Utilities Commission of Ohio, with a plaque to thank him for nearly a decade of leadership that he provided to the Alliance as chair of the Program Initiatives Committee, Policy and Regulatory Affairs Committee and Reauthorization Committee, as well as serving as vice president and then president of Region III.

Also of importance, Maj. Brian Preston, of the Arizona Department of Public Safety, and Maj. Jeremy "Chris" Nordloh, from the Texas Department of Public Safety, were nominated for the leadership position of CVSA secretary. The secretary election will take place in September at the CVSA Annual Conference and Exhibition in Biloxi, Mississippi.

The CVSA Workshop also featured these informative and collaborative sessions:

- At the North American Cargo Securement Harmonization Public Forum, attendees discussed cargo securement regulatory issues and differences; identified inconsistencies in the application of cargo securement enforcement policies; reviewed reports on research findings and securement equipment; and examined new technologies related to cargo securement.
- Truckers Against Trafficking held an educational session for the commercial

motor vehicle enforcement community and members of the truck and bus industries. Attendees examined human trafficking case studies, learned how to identify human trafficking indicators at inspection and interdiction stops, received tips for employing a victim-centered approach and learned ways law enforcement, trucking and busing can work together to fight this crime.

- The International Fuel Tax Agreement and the International Registration Plan education session featured updates on both programs and interactive discussions.
- An update was provided on the Unified Carrier Registration Agreement, an interstate agreement governing the collection and distribution of registration information and fees generated under the agreement.
- Jurisdictions using performance-based brake testers (PBBTs) and others interested in their use met to advance PBBTs as an enforcement tool and to refine procedures and training materials for PBBT use.
- FMCSA held an information session on 2017 fatal crash data. During the session, the agency reviewed the latest large truck and bus fatal crash statistics and discussed how FMCSA and key stakeholders can work together to address commercial motor vehicle safety.

Next year's CVSA Workshop is scheduled for April 19-23, 2020, in San Antonio, Texas. ■



Chief David Lorenzen with Iowa Department of Transportation accepted the Truckers Against Trafficking State Agency Award from Truckers Against Trafficking Deputy Director and Co-founder Kylla Lanier.



Timothy Dean of Werner Enterprises, 2019 International Driver Excellence Award recipient, with his wife of 34 years, Corissa, who he thanked during his remarks.

CVSA Workshop in St. Louis, Missouri







Timothy Dean of Werner Enterprises is CVSA’s 2019 International Driver Excellence Award Winner

CVSA is proud to announce professional driver Timothy Dean of Werner Enterprises as the winner of the 2019 International Driver Excellence Award (IDEA). Dean has been with Werner for more than 30 years and safely driven more than 4 million miles without incident.

When he found out he’d been selected as this year’s winner, Dean said he was “shocked, honored and humbled.”

Launched in 2015, IDEA recognizes commercial motor vehicle drivers who distinguish themselves conspicuously and beyond the normal call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

“It’s our honor to award Timothy Dean with the 2019 International Driver Excellence Award,” said CVSA President Chief Jay Thompson with the Arkansas Highway Police. “We were blown away by his extraordinary professional driving career, his ongoing commitment to his community and his unwavering dedication to safety.”

Werner Enterprises was founded in 1956 and currently has 7,800 trucks in service, yet only four drivers in the company’s history have achieved the distinction of receiving an award

for 4 million accident-free miles; Dean is one of those four exceptional individuals.

“I have quite the support staff at Werner that gives me the tools to be successful at what I do,” said Dean. “The extensive training that Werner provides to its drivers through quarterly safety meetings and ongoing education has been a big part of my success.”

In 2005, Dean was appointed captain of Werner’s Road Team and has served on the team continuously since that time. As a Werner Road Team captain, Dean shares his knowledge and experience of trucking and transportation safety with countless Werner drivers.

“With his tenure on Werner’s Road Team, Tim continues to be a leader, a role model and a mentor, not just for the new members of Werner’s Road Team, but for every employee of Werner Enterprises; drivers and office associates alike,” said Werner’s Director of Safety Jim Kochenderfer. “Tim’s experience and knowledge make him an excellent resource and he always makes time for anyone who needs his assistance, even though he typically travels over 10,000 miles per month.”

In 2009, Dean was selected as an American Trucking Associations’ America’s Road Team captain. America’s Road Team is the American Trucking Associations’ national public outreach

program comprised of a small, select group of professional truck drivers who share superior driving skills, remarkable safety records and a strong desire to spread the word about safety on our roadways.

Like many commercial motor vehicle drivers, Dean loves what he does. “I love meeting new people and I love helping new drivers.”

As you might expect for such an extraordinary driver, CVSA’s IDEA isn’t the only award Dean has received throughout his career. He has competed in state and national truck driving championships for 20 years. Dean won the Grand Champion title at the 2011 and 2018 Nebraska Truck Driving Championships, and he has placed, first, second or third, in nearly every championship since 2001.

In 2002, Dean came in first in the four-axle class at the Nebraska Truck Driving Championships. He’d place first in the four-axle class two more times, in 2009 and 2010. He came in first in the flatbed class in 2005, in the tank class in 2011 and 2012, in the three-axle class in 2013 and in the sleeper class in 2018. In 2003, Dean won the Professional Excellence Award. He’d go on to win that award again in 2005, 2008, 2011, 2014 and 2015. In 2012, Dean won the Jerry Wessel Award, which is awarded to drivers who have competed or volunteered at the Championships for at least five years



Pictured left to right: CVSA Executive Director Collin Mooney; Mark Doughty, President and CEO, HELP Inc.; Bradley White, Corporate Safety Compliance, Werner Enterprises; Angelo Gibson, Vice President of Operations, Werner Enterprises; 2019 IDEA Winner Timothy Dean, Professional Driver, Werner Enterprises, and his wife Corissa Dean; Jaime Maus, Vice President of Safety and Compliance, Werner Enterprises; Guy Welton, Vice President of Equipment Resources, Werner Enterprises; CVSA President Chief Jay Thompson, Arkansas Highway Police.



Timothy Dean with his truck.

and are rated on professionalism, industry knowledge and attitude. And, in 2018, Dean was the Nebraska Trucking Association's Safety Management Council October Driver of the Month.

"Having competed for 20 years at the truck driving championships, practicing every year, those competitions allow me to refine my skills," said Dean.

In addition to his professional awards, Dean also tirelessly helps other drivers every year as they prepare to compete in the truck driving championships. "Tim is an excellent ambassador for our industry," adds Kochenderfer.

Dean is also heavily involved in the community. He volunteers his time every year at the Cass County Fair to help the Griswold Future Farmers of America chapter and the 4H Cass County Cowpokes. He also presents every year to the driver's education class at Griswold Community High School, and is a member of the Mount Calvary Lutheran Church in Villisca, Iowa.

"Tim's safety record speaks for itself when it comes to distinguishing himself as a safe driver," said Kochenderfer. "As director of safety for Werner Enterprises, I can assure you that, personally and professionally, Tim Dean's personal character is beyond reproach."

With decades of driving experience and millions of accident-free miles driven safely on the road, Dean knows exactly what to do to ensure he is operating safely. "I take ownership and responsibility in my job and [for] the safety of others around me on the road," said Dean.

"Drive every mile one at a time and be a courteous driver," Dean advises. "You have to keep your mind on the job. Limit your distractions, know your capabilities and don't be influenced by others."

Dean was presented with his award on April 1, 2019, at the CVSA Workshop in St. Louis, Missouri.

CVSA established IDEA to recognize and officially acknowledge the exceptional careers of professional commercial motor vehicle drivers and their commitment to public safety. As a company dedicated to advancing the safety and efficiency of the commercial transportation industry, HELP Inc. joined with CVSA to sponsor the Alliance's 2019 International Driver Excellence Award.

When he's not on the road, Tim enjoys spending time with his wife of 34 years, Corissa, as well as their children and grandchildren. The Deans also enjoy camping, horseback riding and fishing.

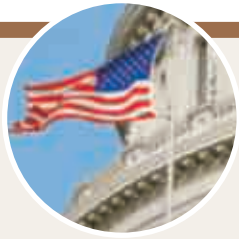
"I'd like to thank my wife Corissa for her 34 years of support," said Dean. "She's been the anchor for my kids while I'm on the road. I've been blessed."

Timothy Dean is the second driver from Werner Enterprises in IDEA's five-year history to win. Charles Endorf, also from Werner, won in 2017.

The 2020 IDEA nomination form will be posted in September 2019. ■



Timothy Dean with CVSA President Chief Jay Thompson.



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Ongoing CMV Policy Efforts

As we approach the midway point for 2019, CVSA staff continues to meet with offices on Capitol Hill to discuss issues of importance to the Alliance's membership, including automated driving systems, fatigue, exemptions, commercial driver's license age requirements, hours of service and electronic logging devices.

On the regulatory side, CVSA submitted comments in opposition to a number of exemption requests and continues to work with the Federal Motor Carrier Safety Administration (FMCSA) and our industry partners to address the challenges posed to enforcement by the growing number of regulatory exemptions.

In addition, CVSA filed comments in response to the U.S. Department of Transportation's request for comments on regulatory guidance related to the Federal Motor Carrier Safety Regulations (FMCSRs). CVSA has long expressed concerns over the growing disconnect between the regulations and guidance provided to enforcement and industry. CVSA's comments focused on the changes, corrections and updates needed to various sections of regulatory guidance, while also encouraging the agency to consider a more methodical, part-by-part review for FMCSR guidance to allow for more comprehensive feedback from stakeholders. CVSA members recognize the need for regulatory guidance and the critical role this tool plays in improving program effectiveness. However, it is equally critical that this guidance be well documented, universally available and communicated, and reviewed on an ongoing basis to avoid conflicting and outdated sections.

CVSA members can keep up with the Alliance's petitions, comments and letters by reading the bi-weekly legislative and regulatory updates sent via email or by visiting www.cvsa.org/policypage/policy.

CVSA Members Gather to Discuss FAST Act

In May, the Policy and Regulatory Affairs Committee working group met to discuss the ongoing implementation of the Fixing American's Surface Transportation (FAST) Act and ways to continue to improve CMV safety.

The group, which met for two days, consists of representatives from each of CVSA's five regions, local and associate members, as well as representatives from the board and subject matter experts, and is led by Deputy Chief Mark Savage of the Colorado State Patrol. The group reviewed the results from a recent membership survey on issues like grants management and administration, enforcement program effectiveness, information systems and data management, safety technology, and international issues.

The group discussed the results, which included responses from industry and enforcement, and discussed common trends in the responses and areas where improvements were needed. The group considered the CMV-related provisions of the FAST Act and discussed how those changes are impacting safety and enforcement programs. The group heard from stakeholder groups from industry and the CMV safety community to get their input on the FAST Act provisions and other matters impacting roadway safety.

Discussions focused on improving grant oversight and administration at FMCSA, potential hours-of-service changes, safety technology and programs, reducing the age requirement for interstate commercial driver's licenses, the Drug and Alcohol Clearinghouse, improving crash reporting and other enforcement data, large truck and bus size and weight restrictions, and other issues impacting the CMV enforcement and industry communities.

The group will compile recommendations and concerns from the two-day discussion and submit a report to FMCSA regarding potential opportunities to improve CMV safety and enforcement programs. The group will also make recommendations to CVSA committees and programs and engage with other outside

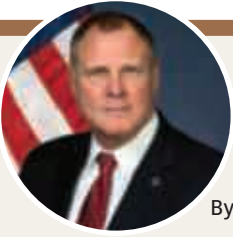
organizations to continue to meet the Alliance's goal of reducing crashes, injuries and fatalities related to CMVs across North America.

Congress Begins Work on Next Transportation Bill

Meanwhile, discussions on Capitol Hill are beginning to shift from an infrastructure bill, in general, to focus on the next surface transportation bill instead. Congress and the administration have been in ongoing discussions for some time on the prospect of passing legislation geared toward making significant investments in the nation's crumbling infrastructure.

However, in early 2019, those discussions began to shift to combine the infrastructure investment with reauthorization of the current highway bill, the FAST Act, which expires late in 2020. The bill, which sets spending levels and policy for everything from highway construction to transit to safety programs, is the primary opportunity for Congress to make major changes to the programs that impact the Alliance's membership. While Congress is typically a bit behind schedule for working on highway legislation, reauthorization is getting a jump start due to the ongoing discussions in Washington, D.C., focused on infrastructure investment.

Congressional committees have begun holding hearings focusing on the nation's critical transportation needs and member offices are soliciting feedback from stakeholders on changes that will improve the programs and policies included in the bill. Central to these discussions, however, is the underlying issue of funding. Transportation experts have long discussed the growing instability of the Highway Trust Fund, which uses a variety of user fees, such as the federal gas tax, to fund highway projects and programs. The scope of any future transportation or infrastructure bill will hinge on funding. Before Congress can debate how to spend the money, they'll need to agree with the administration on how to pay for it. The timeline for proposed legislation has been a bit of a moving target so far this year, but the likelihood of progress on a bill will become clearer as Congress approaches the August recess. ■



Thinking Strategically to Mitigate Future Transportation Risks

By **Howard "Skip" Elliott**, Administrator, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation

On May 10, 2019, we reached the 150th anniversary of the completion of the transcontinental railroad. During that century and a half, the field of transportation has always been shaped, and sometimes transformed, by technological advancements.

Today, as countless Twitter commenters remind us that "life comes at you fast," few industries or areas of human endeavor confirm this popular meme any more thoroughly than the transportation sector. On the known horizon are marvels such as commercial space tourism, mag-lev hyperloop systems linking major cities, and probably things we do not know about yet because Elon Musk or Richard Branson just thought of them this morning.

Those paying much attention to transportation matters know that our roads will someday be traversed by autonomous vehicles. Depending on the precise level of autonomy meant by that phrase, this development may occur sooner than many anticipated. At the Pipeline and Hazardous Materials Safety Administration (PHMSA), we are keenly aware that this technology poses questions and challenges.

Should hazardous materials be transported on autonomous vehicles? What specific requirements are needed to ensure safety in such situations? Can autonomous systems

be enabled to seamlessly and reliably share information with local authorities and first responders in the event of incidents – and how should such precautions be mandated?

In short, our job as regulators calls for a level of care and creativity equal to the task of keeping up with the new operating environment posed by new systems and capabilities.

The public should know that we have long since begun to grapple with those and other questions. Safety is the number one priority of the U.S. Department of Transportation. For example, even fully autonomous systems, if carrying hazardous materials, are not likely to be without a human element, at least not anytime soon, and not until automation solves other problems more complex than vehicle navigation. Even if all the challenges of self-driving systems are overcome, the many hazardous materials incidents that happen during loading and unloading dictate continued human supervision.

The creativity of innovators and the engineering know-how to move from amazing ideas to functioning systems make it an exciting time to be engaged with the future of transportation. But excitement, almost by definition, has a traveling partner: Risk.

PHMSA's mission is to protect people and the environment by advancing the safe transportation of energy and other hazardous materials that are essential to our daily lives. In other words, we – like our safety-focused partners in other agencies of the department – exist to manage and mitigate risk. It is essential, then, that our enterprise stay out in front of the new risks that necessarily attend transportation innovations.

Maintaining that ahead-of-the-curve status would be impossible without the dedication and efforts of key stakeholders, such as the Commercial Vehicle Safety Alliance, as well as seamless teamwork with law enforcement and other first responders.

PHMSA and the department are keenly aware that meeting the evolving challenges posed by a shifting transportation landscape will require closer cooperation among agencies responsible for ensuring safety across various modes. We will meet it by increasing those efforts: by implementing internal process improvements, developing stronger, more interoperable information networks and finding ways to mitigate new risks at least as fast as technological advancement creates them. ■



PHMSA UPDATE

MOBILE APP
COMING
SOON!

Hazmat Registration News

PHMSA ANNOUNCES NEW REGISTRATION SEARCH OPTION

The U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) is introducing a smarter and more efficient way to perform hazmat registration searches.

Go to the link below
Enter the Registration ID or the
USDOTID to make a registration inquiry.



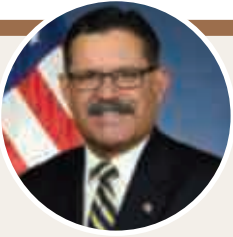
<https://portal.phmsa.dot.gov/HazmatRegistrationSearch>



U.S. Department
of Transportation
**Pipeline and
Hazardous Materials
Safety Administration**

For more information, contact our Registration Help Desk:
202-366-4109 or email us at register@dot.gov

For additional assistance, contact our Hazardous Materials
Information Center: **202-366-4488**



It's a Matter of Working Together

By **Raymond Martinez**, Administrator, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Back in April, on a cold and cloudy spring day in our nation's capital, Federal Motor Carrier Safety Administration (FMCSA) leadership and safety inspectors from across the country took part in a joint effort for the inspection of commercial buses during the annual National Cherry Blossom Festival.

During the blooming of the cherry trees, hundreds of thousands of visitors travel to Washington, D.C., and it is estimated that more than one-third of D.C.'s tourists arrive via interstate commercial passenger carriers. The multi-week inspection initiative illustrated the safety efforts by hard-working men and women all over the country.

Beginning with the D.C. Metropolitan Police officers who direct buses, motorcoaches and occasional large trucks to designated inspection sites, to the collaborative teams of inspectors wearing uniforms of the U.S. Park Police, Virginia State Police, the Fairfax County, Virginia, Police Department and FMCSA safety specialists based in the adjoining region, with other FMCSA staff from as far away as Texas and Arizona, the operation was well organized, seamless and efficient. And it was an excellent example of how teamwork and collaboration with federal, state and local entities can make a real difference for safety on our roadways.

Being part of the safety inspections at the National Cherry Blossom Festival also demonstrated how safety conscious so many in the bus and large truck industry are. We saw drivers working hand in hand with safety inspectors to ensure their bus was in proper working order. The vast majority of operators prioritize safety and are committed to staying on top of the safety rules and regulations. Just

like safety advocates, we know that drivers also want to see safe roads and want to make it home to their families each night.

Perhaps the most rewarding part of taking part in the inspection process was watching the successfully inspected buses pull out from the inspection site. It was especially encouraging to see so many professional and safety-dedicated bus and truck operators leave with a CVSA inspection decal affixed to their windshield, knowing they had certainly done their part to help protect all travelers on our roadways.

It also served as a very real example of how we all own a portion of road safety. Whether it's the commercial driver conducting a thorough pre-trip inspection, or the downtown commuter being courteous by granting large trucks and buses plenty of extra space to maneuver, or the motorcyclist, the bicyclist, the pedestrian, the person on the electric standup scooter – each one of us plays a part in helping people and products move safely throughout the country.

Collaborative efforts, like the one we were part of at the National Cherry Blossom Festival, are occurring all over the country and form a key part of the foundation for FMCSA's important safety mission. Increasing safety on our highways and roads – like so many other challenges in modern life – can be best achieved by working together. And while that sounds cliché, it's the only real way to achieve the results that we all are looking for. There is no single solution that will eliminate all crashes or fatalities, but a strong and comprehensive partnership of government, industry and concerned citizens has been – and will continue to be – the best approach we can take. ■



FMCSA Waivers, Exemptions and Pilot Programs Procedures

By **Pearlie Robinson**, *Driver and Carrier Operations Transportation Specialist, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

Over the past couple of years, the Federal Motor Carrier Safety Administration (FMCSA) has experienced a significant increase in the number of requests for exemptions from various safety requirements. As the agency followed the process of requesting public comment on each exemption application, CVSA has provided very helpful and useful feedback concerning the merits of many of the requests and the impact that exemptions have on the enforcement community.

FMCSA values CVSA's and its members' views on exemptions and the agency encourages continued participation in the process.

In 1998, Congress provided the U.S. Department of Transportation with the authority to grant waivers and exemptions. Congress also provided the department the authority to initiate pilot programs. Through these authorities, FMCSA can work with the private sector to allow alternative safety management approaches, or employ new technologies that do not meet the letter of the rules, provided the alternatives would achieve the equivalent level of safety as the rules.

A **waiver** provides temporary relief from one or more of the regulations for up to three months. This is a great solution for short-term activities, such as a single cross-country trip.

An **exemption** provides temporary relief for up to five years. This helps companies interested in deploying new technologies which, under current regulations, may not be allowed. For example, the agency recently granted an exemption to allow the installation and use of a camera-based system in lieu of mirrors after determining the system would achieve an equivalent level of safety.

A **pilot program** is a study that grants temporary regulatory relief from one or more of the Federal Motor Carrier Safety Regulations (FMCSRs) for engagement in an activity that would be subject to the FMCSRs. Pilot programs usually involve the collection of data or information that could be considered by the agency in determining whether the regulations should be changed in the future. By statute, pilot programs are limited to no more than three years in duration.

The chart below illustrates the key differences between a waiver, an exemption and a pilot program.

FMCSA updated its website to provide improved transparency by posting information about the exemptions granted. This includes descriptive information about each exemption currently in effect, the expiration date for the exemption and, most importantly for roadside enforcement personnel, whether the driver is required to carry proof of the exemption in the vehicle. All of this can all be found at www.fmcsa.dot.gov/exemptions.

The agency encourages its state partners, industry and safety community groups to continue to provide input and offer views when Federal Register notices are published seeking public comment on the exemption applications. By law, each comment must be reviewed and thoroughly considered as the agency works toward making a determination whether the exemption should be granted, and the whether the terms and conditions would ensure safety. ■

Type of Request	Applicable FMCSRs	Duration	Documents/Publication
Waiver	49 CFR parts 382, 383, §§ 390.19 and 390.21, parts 391, 392, 393, 395, 396 (except for section 396.25) and 399	Up to three months; may not be renewed.	A letter to the individual or a Federal Register notice if the number of motor carriers or group is significant
Exemption	49 CFR parts 382, 383, 391, 392, 393, 395, 396 (except for section 396.25) and 399	Up to five years; may be renewed.	The agency must seek public comments via the Federal Register; the decision must be published in the Federal Register.
Pilot Program	49 CFR parts 382, 383, 391, 392, 393, 395, 396 (except for section 396.25) and 399	Up to three years; may not be renewed.	The agency must seek public comments via the Federal Register and issue its final decision in the Federal Register. The agency must complete a report to Congress at the end of the pilot program.

Visit www.fmcsa.dot.gov/exemptions to view a listing of all FMCSA exemptions in effect.

Safe Trailering Demonstrator Helps Educate Drivers

By **Joe Cook**, Vice President, Government Relations, U-Haul International

Trailers remain one of the most popular, practical and cost-effective ways for individuals and families to move their belongings. As the towing activities of North Americans have broadened, the need for safe towing education has increased.

U-Haul utilized its team of experts to develop a comprehensive safe trailering program as a public service. Each year, the U-Haul Safe Trailering program provides information for high school students across the country and millions of its towing customers in an effort to make for an enjoyable experience.

Driver's Education

As part of this initiative, a number of support items have been created to educate current and future drivers about towing. Driving education instructors are provided with a booklet of Safe Trailering Policies and Guidelines, which offers basic information for beginning drivers and first-time trailer/towing customers. The program focuses on three keys to safe trailering: load heavier in front, reduce your normal driving speed and always wear your seatbelt.

One of the most effective and visually engaging teaching tools of the U-Haul Safe Trailering program is the Marco Garcia Trailer Demonstrator (MGTD). Designed in 2015 by Marco Garcia, U-Haul director of engineering services, the demonstrator highlights the importance of proper loading and its impact on stability and safety. The MGTD utilizes a treadmill with a one-tenth-scaled car and an attached weight-toting bar representing a trailer to communicate one of the most important lessons in towing: load heavier in front.

Garcia stresses the need to teach young drivers these safe trailering lessons. "We would like to educate drivers at an early age so we can help reduce crashes involving towing and save lives," he noted. He designed the MGTD to do just that. The MGTD gives users the chance to take the wheel and experience both stable towing conditions as well as trailer sway or whipping.

Proper Loading

When loaded correctly with more weight in the front and traveling at a simulated speed of 55 mph on the treadmill, the model trailer can be steered or nudged (simulating a disturbance like a bumpy road, an abrupt lane change or a strong gust of wind) but quickly recovers to align itself with the car.

When loaded incorrectly, however, with more weight in the back than the front, the MGTD illustrates that the same disturbance

will cause the model trailer to sway or whip dangerously, creating a towing scenario that is potentially unrecoverable. Drivers of the MGTD show surprise at how unstable the vehicle combination can be with improper weight distribution. A small difference can throw off the physics of towing.

The MGTD emphasizes the importance of the 60-40 principle. This principle states that 60 percent of the cargo weight of a trailer should go in the front (side nearest the car) and 40 percent in the back. Loading heavier items, or 60 percent of the load's weight, in the front of the trailer reduces the possibility of sway.

Education Efforts

Given the wide range of trailering activities across North America, it is the initiative of U-Haul Safe Trailering program to educate not only customers, but the general public. Since the MGTD debuted in 2015, it has been showcased at the International Association of Chiefs of Police Conference, LIFESAVERS National Conference on Highway Safety Priorities, the American Driver and Traffic Safety Education Association Conference, the Governor's Highway Safety Association Conference, the Canadian Association of Road Safety Professionals Conference, the National Organizations for Youth Safety Traffic Safety Lab and the Transportation Research Board Annual Meeting.

"Educating our customers on safe towing practices is a given but providing this same support and education to the greater general public is our bigger goal here," says Lindsay Pobiegllo, community education program manager at U-Haul International. "Driver's education is about more than simply teaching the do's and don'ts behind the wheel – it's about providing students with real-life, tangible experiences. With the MGTD, U-Haul is providing these vital experiences and helping form the next generation of safe drivers."

U-Haul makes the MGTD available to government, education and industry groups as a public service – free of charge. The U-Haul Safe Trailering program continues to look for ways to partner with agencies, schools and organizations to promote traffic safety within their communities.

For additional information or to schedule the MGTD at your event, contact us at trailerdemonstrator@uhaul.com.

And remember: load your trailer heavier in front, reduce your normal driving speed and always wear your seatbelt. ■





ELDS AND THE ROADSIDE INSPECTION – Drivers Hold the Keys

By **Eric Witty**, Vice President of Product, Trimble Transportation, and **P. Sean Garney**, Vice President of Scopelitis Transportation Consulting LLC

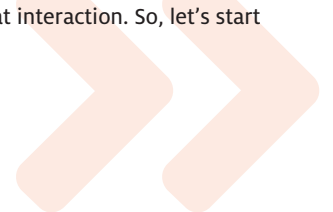
As motor carriers and law enforcement adapt to the changing landscape of hours-of-service compliance checks in the age of electronic logging devices (ELDs), questions remain about what will be the ultimate impact on the efficiency of the roadside inspection process. We at Trimble, with the help of our customers, have monitored the progress to date, which has given us some perspective on the topic.

One of the most common questions is whether roadside inspections will take longer

with ELDs. The easy answer is that ELDs will make for a more efficient roadside inspection process, eventually. In the long run, law enforcement adoption of eRODS, software roadside inspectors use to access and analyze hours-of-service data transferred from an ELD, will eliminate errors and speed compliance verification. Inspections will become quicker and less painful. As with any new technology, there will be some growing pains in the short term as drivers and inspectors continue to familiarize themselves with the many unique

systems and processes. The more challenging question is: How do we get there?

As is the case with much of the inspection process, the efficiency of the hours-of-service compliance check at roadside is going to depend, in large part, on how well the driver is prepared for that interaction. So, let's start from the top.



AOBRD vs ELD

The first thing a driver needs to know is if they're using an automatic onboard recording device (AOBRD) or an ELD. AOBRDs are the predecessor to ELDs and enjoyed a relatively light touch from regulators.

Essentially, the AOBRD rules (all three paragraphs written in 1988...) require the device to be capable of recording hours-of-service and transmitting this information to a roadside inspector when requested. ELD rules, by contrast, amount to 36 pages of regulations and technical specifications, not counting the 165 frequently asked questions listed on FMCSA's website. As a result, the way drivers transmit data and the type of information a roadside inspector is looking for can vary dramatically between the two devices.

Currently, one of the most common challenges at roadside is the driver's response to a simple question: "Are you using an ELD?" Some drivers, not trained on the nuances of each, assume that if it's tracking hours-of-service electronically, it must be an ELD. Avoiding this confusion at the onset of an inspection will save both the driver and the inspector time and aggravation.

Accessing the Data

Once a driver knows which type of device they're using, the next step is understanding how to use it. Fortunately, the Federal Motor Carrier Safety Regulations require drivers to be in possession of an ELD information packet to aid their interaction with roadside inspectors. This packet must contain four crucial elements:

1. A user's manual: general instructions about the operation of the ELD
2. A data transfer instruction sheet: step-by-step directions explaining how to transfer data at roadside
3. A malfunctions instruction sheet: describes ELD malfunction reporting requirements and recordkeeping procedures to be used during the malfunction
4. A supply of blank record of duty status (RODS): a supply of blank paper logs for at least eight days

Too many drivers aren't carrying these or can't access them on the ELD. According to the Federal Motor Carrier Safety Administration's website, the first two quarters of fiscal 2019 saw drivers being found in violation of these information packet rules almost 18,000 times.

With that being said, having these elements on board isn't enough to ensure a smooth inspection. Drivers need to be trained on each of these elements and must be prepared to access this information when needed. Some

ELD providers store this information on the ELD itself. If this is the case for your company's ELD, it is imperative that the driver knows how to pull up this information. If they can't, they can expect to be found in violation.

Paper Logs and Supporting Documents

Knowing which device the driver is using and how to properly transfer your RODS is a good first step. In the event of a device malfunction, drivers still need to know how to construct a paper log. If the device malfunctions, as shown by a visual indicator, the driver must, as soon as possible, reconstruct his or her RODS on paper for that day and the previous seven (the previous seven days may be in the form of a printed copy or in electronic format). If the device malfunction corrects itself, which is fairly common given the very narrow definition of a device malfunction, the driver can resume using the ELD but will still be expected to produce the paper logs to confirm hours-of-service compliance during the time of the malfunction.

While ELDs track hours-of-service compliance more accurately than ever before, drivers are still expected to produce supporting documents when requested at roadside. These include bills of lading, fuel receipts or other documents obtained through the course of a trip that can be used to corroborate information available on a device. Expect roadside enforcement to request these, especially if the ELD indicates a malfunction or if the driver chooses to use one of two special categories: personal conveyance or yard move. These special categories are automatically flagged in eRODS and roadside inspectors will apply special scrutiny to them during the driver interview and by reviewing supporting documents. Drivers should be aware of this and prepared to provide supporting documents when asked.

Give Your Driver the Keys to the ELD

Ultimately, ELDs will improve hours-of-service compliance and speed up roadside inspections. Since December 2017, hours-of-service violations have plummeted more than 50 percent from pre-mandate levels. ELDs hold great promise to trucking industry operations and are already creating efficiencies throughout the marketplace.

The mandate is still relatively new, and drivers, carriers and law enforcement are still learning how to get the most out of these devices. Good driver training on what to expect from a roadside inspection and how to appropriately prepare will greatly improve this learning curve and lead to quicker inspections, sooner than you think. ■

CVSA Annual Conference and Exhibition

September 22-26, 2019

Biloxi, Mississi

The Alliance's largest meeting, the CVSA Annual Conference and Exhibition, provides the opportunity for government officials, enforcement and industry to gather together to affect meaningful changes to the overall culture of transportation safety.

This annual event includes roll-up-your-sleeves meetings of CVSA's membership, elected leadership, technical working committees, program committees and task forces. The benefits of the face-to-face interaction are priceless. Don't miss your opportunity to join your colleagues at the year's most important gathering of the commercial motor vehicle safety community.

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





INSPECTOR'S CORNER

Trying to Make a Difference

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

Congratulations



In March 2019, Tpr. Jeremy Usener from the Texas Department of Public Safety was presented with a certificate and breast bar recognizing him as the 2018 Texas Grand Champion, as well as CVSA's 2018 North American Inspectors Championship Grand Champion. **Pictured left to right:** Maj. Chris Nordloh, Tpr. Jeremy Usener and CVE Training Unit Capt. Omar Villarreal.

Everyone wants to feel safe during their shift or while they are on the job, up and down the highway. Also, everyone wants to feel safe when they are traveling down the road while they aren't at work. The enforcement side and the industry side of transportation have a common goal of safety.

For us, on the enforcement side, we go out and do the job we are certified to do to make the roads and highways safer. On the industry side, they strive to have good commerce practices to get the job done quickly, efficiently and safely. However, there are those on both sides who take it up a notch to not only make things safer, but to try to make a difference. What I mean by this is troopers, inspectors, drivers and carriers going above and beyond normal duties or job descriptions to advance themselves. By doing that, they increase their knowledge of safety rules and regulations and they put that knowledge to use, which makes a difference on the highway.

In my opinion, the difference makers are the people who participate in challenge competitions, driving competitions and those who become instructors. Since I started competing in challenge competitions and at the North American Inspectors Championship, I have learned more than I could have imagined. I am grateful for the information and training I have received. Those competitions have motivated me to try to make a difference and to continue to further my job knowledge.

The drivers who compete at the driving competitions are there because they want to get better at what they do and make a difference out on the road. The instructors who teach the federal regulations and the instructors who teach driver training prepare their students to do their jobs. Those instructors want to make a difference and make people better at what they do, or they wouldn't be doing it.

I am doing my best to make a difference by continuing to learn as much as I can about the federal regulations, the hazardous materials regulations, the out-of-service criteria and

the operational policies of CVSA. In addition to that, I do my best by taking the proper enforcement actions based on the situation.

Another way that I try to make a difference is by networking with my coworkers and industry personnel. You learn a lot by networking. It is a great way to share information about regulations. Sometimes, someone will call with a question about a regulation and by the time the conversation is over, both of us have learned something. Usually one regulation question leads to another. We sharpen our difference-making skills by networking.

Going an extra step beyond our normal duties can also make a difference. For example, when appropriate, I thoroughly explain the regulations to a driver who has just gone through an inspection and wants to do his or her best to correct the violations. The driver may not fully understand a regulation for which he or she received a violation, so I try my best to explain it and answer any questions the driver might have. In doing so, I believe they will make a difference by becoming a safer driver. The same goes for a carrier. When a carrier calls to ask a question regarding a regulation, I try to answer any question that I can and clear up misunderstandings. All enforcement personnel should assist motor carriers by offering safety programs and being a good contact person.

We need to continue to train and educate ourselves. I urge everyone to attend as many training opportunities as possible. Rules, regulations, interpretations, policies and procedures are constantly changing, and we should do our best to stay up to date. It is our duty to continue to become better at what we do. Becoming better at what we do helps us make a difference. By trying to make a difference, we can make the roadways safer.

Lastly, I want to thank the Commercial Vehicle Safety Alliance for giving me this opportunity. I am proud to be associated with such a great organization and with the North American Inspectors Championship. Good luck to all future competitors. ■



The Need to Stop Vehicles Safely

By Tristan Fagan-Guimond, CTO, TracknStop

"Can opener" Bridge in North Carolina.

It was regular Thursday in May 2018 for the driver of a semi-truck in Tennessee. He stopped for fuel and a visit to the truck stop store. When he returned minutes later, the truck was gone, along with \$965,000 in cancer treatment drugs. The truck was located the next morning. The drugs and the thieves were gone.

Such robberies frequently involve quickly getting the semi-truck to a location where the trailer can be unloaded or where the tractor can be switched for a "clean" tractor with new plates and sometimes logos painted over.

It was also a normal delivery stop for the semi-truck driver in Sweden on a calm day in April 2017. He worked for a huge brewery company well known in the country. While the driver was out of the truck, a terrorist climbed aboard and drove away, almost running over the truck driver who tried to prevent the theft. The terrorist went on to kill innocent people in downtown Stockholm, ramming the huge truck into people and property in the European city. We've seen similar events in New York, Montreal and Berlin.

In a border town in Ireland, on a dark April night, a heavy excavator was stolen from a nearby construction site, driven down the street in the town and used to demolish the wall of a bank to rip the ATM from the wall. The ATM was dropped onto a waiting truck and driven away.

The "can opener" bridge in North Carolina, which gets hit by semi-trucks every month, has provided YouTube entertainment and caused millions in damage. Semi-trucks collide with rail bridges around five times a day in the UK alone, costing the taxpayer more than \$30 million a year in damage and delays.

Some of these events are horrible catastrophes for victims, survivors and the community. All of them are hugely costly to the vehicle owner's balance sheet and to their corporate reputation. There is also the huge cost for law enforcement, insurance and the taxpayer.

Lawmakers and businesses have been working for years and investing millions of dollars to avoid such events. Companies with large fleet assets and valuable cargo have appointed safety and security directors and have beefed up security and monitoring systems. They have invested in GPS tracking equipment and additional security, from cameras to background checks for drivers. Cities have built crash barriers and pedestrian protection barriers around key areas and deployed loaded dump trucks to act as roadblocks during major events.

However, what is clear is that almost all the solutions to stop a vehicle today are destructive and catastrophic by nature. Crash barriers and roadblocks stop the runaway truck dead in its tracks (we hope) but this is still a violent and dangerous event. Conventional fleet tracking systems are highly innovative and hugely popular. They can tell fleet security lots about vehicle whereabouts and its behavior. However, some may not be constantly connected due to changes in cellular systems from 2G to 4G networks. In addition, some tracking devices are easily identified and disconnected from the OBD port by the thief within minutes. None of them can stop the vehicle.

What the industry needs is highly secure technology that can bring a stolen vehicle to a stop, safely and remotely. If we had this technology, then the semi-trucks in Tennessee and Sweden could have been remotely shut down at the next stop light or next slow turn

when the speed was at or close to zero miles per hour. The excavator in the construction site could have been disabled overnight and geo-fenced to the site at all times. The sleepy driver of a semi-truck headed toward a low bridge could be shut down or physically alerted with a vehicle engine shudder before they reach the obstacle.

Modern cellular technology, highly encrypted software and next generation satellite tracking can make it possible to prevent costly events and mistakes.

For more information on encrypted vehicle remote stopping systems, visit www.tracknstop.com or send an email to info@tracknstop.com. ■



Berlin truck attack.



New York truck attack.

Study Finds Differences Between Apps and Transponders for Weigh Station Bypassing Performance

By Warren Hoemann, *Consultant, PrePass*



There are two possible technologies used for weigh station bypass, each with different benefits. The Texas A&M Transportation Institute (TTI) recently completed a study on cellular bypass mobile apps compared to transponders for bypassing weigh stations.

PrePass introduced the concept of electronic weigh station bypassing more than 25 years ago. Since then, trucks from qualified fleets have been approved to continue past weigh stations at highway speeds with the use of in-cab transponders. This process verifies that the fleet's safety record and credentials meet federal and state standards and the vehicle is operating within legal weight limits as shown by weigh-in-motion (WIM) readings.

This is good news for truckers – who save time, money and fuel by not stopping. And it is good news for commercial motor vehicle enforcement – who can better focus on the trucks needing more scrutiny.

Transponders currently in use for electronic bypass and virtually every electronic tolling system globally, are based on RFID technology, or radio frequency identification. This is the same the technology chosen by the U.S. Department of Transportation (DOT) for connected and autonomous vehicles, because it's extremely fast, accurate and reliable.

For a successful electronic bypass, the system must attribute the right safety rating, the right credentials and the right WIM readings to the right truck, all at highway speeds in the midst of other traffic and in seconds. RFID transponders do that very well.

Technology is always on the move. Today, electronic bypass is also possible using CMRS technology, or commercial mobile radio services. You know it better as cellular technology. CMRS is flexible. It can be an "app" on a smart phone, tablet or as part of an on-board telematics platform in a truck.

TTI, a highly recognized scientific research entity, recently completed a study on cellular bypass mobile apps and reached some key conclusions:

- Unlike electronic bypass with RFID transponders, CMRS technology can have difficulty distinguishing vehicles traveling close together.
- Weak cell signals do not appear to be a problem for CMRS technology — as long as connectivity is maintained and "calls" are not dropped.
- Accuracy rates within this controlled environment for CMRS mobile bypass apps ranged from 81.5 to 93.9 percent, well short of the 99.9 percent reliability of a transponder.

With these results, the TTI study suggests that both RFID and CMRS technologies have a place in electronic weigh station bypass – as long as commercial motor vehicle enforcement and the trucking industry know what to expect from each:

- CMRS technology is flexible. Its apps can be installed on smart devices and on-board computer platforms already in the truck.
- CMRS can allow the geofencing of virtual weigh stations at locations where wireless signal connectivity is strong and where it may not be cost-effective to install the roadside hardware required by RFID.

- CMRS technology is not as fast, accurate or reliable as RFID technology. There will be more "red lights" with CMRS – more trucks directed into weigh stations, even when credentials should allow them to bypass.
- RFID transponders are also used for toll payment capture, a function that is not available on CMRS platforms in the foreseeable future. Many truck fleets use the same transponders for both weigh station bypass and electronic tolling.
- When approaching a weigh station that accepts both technologies, the CMRS app automatically defers to the more accurate RFID transponder. This ensures that a driver will not receive a red light from one device and a green light from the other.

There are benefits to both CMRS apps and RFID transponders when used for weigh station bypass. CMRS apps can meet the needs of users who prefer mobile applications for convenience, travel past weigh stations without PrePass readers, and are willing to accept higher pull-in rates. The TTI study tested the PrePass MOTION bypass application within a controlled environment. The accuracy of CMRS can depend on the bypass provider, mobile device model, cellular data provider, connectivity and vehicle distances. RFID transponder technology remains the gold standard for its accuracy and reliability.

The optimal solution, the TTI study concluded, is to use a CMRS app alongside an RFID transponder to leverage the reliability of a transponder for bypass and electronic toll payment, along with enhanced coverage afforded at non-RFID sites by a mobile application. ■

Longtime WIPP Driver Randy Anderson Logs More Than 4 Million Miles

Randy Anderson has logged more than 4 million miles in a professional driving career that began in 1967, when he was fresh out of high school.

He has driven many of those miles while transporting transuranic (TRU) waste to the U.S. Department of Energy (DOE) Office of Environmental Management's Waste Isolation Pilot Plant (WIPP).

"I work with a great group of people," said Anderson, whose career has brought him to all lower 48 states. "They are the best drivers you will ever find on the nation's highways."

At his brother's suggestion, Anderson, a Wisconsin native, moved to Carlsbad, New Mexico, and began work for CAST Specialty Transportation, which was awarded its first contract for WIPP transportation services in 1995. CAST continues to work for WIPP today in the same capacity.

"I was actually the second driver hired by CAST when they received the contract," Anderson said.

Anderson is a man of many firsts and lasts. On March 26, 1999, he was one of two drivers to deliver the first TRU waste shipment to WIPP, coming from DOE's Los Alamos National Laboratory.

Anderson supported the first waste shipment to WIPP from the Hanford Site in Washington state, and also helped deliver to WIPP the first remote-handled waste shipment and the first shipment using a TRUPACT-III shipping container.

As for a last, Anderson was part of the team to transport the final TRU waste shipment from the now-closed Rocky Flats Plant in Colorado to WIPP.

WIPP drivers must meet extensive driving and background requirements before being considered for employment. Once employed, they receive training on transporting TRU waste from generator sites across the country.

This includes package securement devices, use of radiation detection equipment, emergency management and much more. In all, WIPP drivers receive almost 200 hours of training before they transport their first shipment of TRU waste.

WIPP drivers have safely transported more than 12,000 shipments of TRU waste, totaling more than 14.8 million safe loaded miles.

"I have been fortunate to be a part of many of these shipments, but I didn't do it alone. I have always had great co-drivers," Anderson said. "This is truly a team effort. We help each other. We all take great pride in our safety record and the safety of the shipments."

Source: www.energy.gov/em/articles/longtime-wipp-driver-logs-more-4-million-miles ■



CAST Driver Randy Anderson provides guidance to Level VI Inspection students during Class 173 held in Elkridge, Maryland.

About 'RAD Inspection News'

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

Learn more about the Level VI Inspection Program at www.cvsa.org.

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



Bill Mackie, Longtime Supporter of Level VI Inspection Program, Passes Away

By **Carlisle Smith**, *Director of Level VI Inspection Program, Commercial Vehicle Safety Alliance*

The CVSA Level VI Inspection Program lost a good friend with the passing of Bill Mackie in March 2019.

Bill was very proud of his service in the U.S. Navy during the Vietnam War. He served as the Western Governors' Association coordinator of the Transportation and Technical Advisory Group. He also held the position of institutional affairs manager and was later promoted to director of the Office of Business Operations at the U.S. Department of Energy's Carlsbad field office. In addition, he managed the cooperative agreement with CVSA for the Level VI Inspection Program.

Underneath a sometimes gruff exterior, Bill was known for his sharp wit and good sense of humor. He befriended many of the current and past Level VI Inspection national instructors. He was a welcome presence at many CVSA events.

Bill is survived by his loving wife, Marge, and two daughters.

We thank him for his service to our country, his support of the Level VI Inspection Program and his friendship to so many of us.

Rest in peace, Bill. You will be missed. ■



Bill Mackie

Level VI Inspection Certification Class 173 Hosted by Maryland State Police

The 173rd Level VI certification class was held at the Maryland State Police training center in Elkridge, Maryland, March 18-21, 2019. Twenty-five students representing Maryland State Police, Maryland Department of Environment, Virginia State Police and the Public Utilities Commission of Ohio were in attendance. Instruction was provided by Tom Fuller, CVSA consultant; Tpr. Scott Maguire with the Massachusetts State Police; and Director of Level VI Inspection Program Carlisle Smith. ■



Brother and sister Maryland State Police Level VI students Gary and Kaci Baker conduct a mock survey.



Tom Fuller provides instruction during class 173.

Level VI Inspection Program Holds Refresher Training During 2019 COHMED Conference

Director of Level VI Inspection Program Carlisle Smith held an eight-hour refresher training class during the 2019 COHMED Conference in San Antonio, Texas. Thirty-four attendees, representing 11 states, one territory, the Federal Motor Carrier Safety Administration, Transport Canada and private industry, participated in the refresher class. Certified Level VI inspectors received a certificate of attendance and industry attendees received a certificate of participation. The Level VI Inspection Program has been invited to hold an eight-hour refresher class again next year for the 2020 COHMED Conference. ■



Level VI National Instructor Reggie Bunner provides instruction during the 2019 COHMED Conference.



📅 MARK YOUR CALENDAR: COHMED CONFERENCE
Jan. 27-31, 2020 • Louisville, Kentucky



2019 Train the Trainer Course a Success

This year's Level VI Train the Trainer Course was held in San Antonio, Texas, Feb. 26-28, 2019. Twenty-four Train the Trainer students were in attendance representing Arizona, Colorado, Idaho, Illinois, Kansas, Michigan, Missouri, Nevada, New Jersey, New York, Ontario, South Carolina, Tennessee, Texas and Washington.

Students were encouraged to take the Class 7 materials course via the CVSA online learning portal prior to attending Train the Trainer Course in-person. Students were required to take a pre-test at the beginning of the course and a 40-question final exam on the last day.

CVSA's annual Train the Trainer Course is for representatives from agencies who are responsible for providing Level VI refresher training to their state's Level VI CVSA-certified inspectors in order for those inspectors to maintain their Level VI CVSA certification.

All Level VI refresher trainers must attend the approved Level VI Train the Trainer Course every two years as noted in CVSA's Operational Policy 6 – Instructor Certification Criteria. All Level VI refresher trainers must be Level I, Hazardous Materials and Level VI CVSA certified, and have successfully completed an approved instructor development course.

CVSA's Operational Policy 4 – Inspector Training and Certification specifies that a Level VI CVSA-certified inspector must successfully complete eight hours of the Level VI refresher training within 24 months of completing their Basic Level VI Training Course or the inspector's last Level VI refresher training. Refresher training is conducted by a person who has successfully completed the Level VI Train the Trainer Course every two years. If an inspector/officer does not successfully complete the above requirement,

his/her certification will be suspended and in order to become re-certified, the inspector will have to successfully complete the Basic Level VI Training Course.

This training course is offered under a cooperative agreement from the U.S. Department of Energy. ■



National Instructor Juel Luis, with the Federal Motor Carrier Safety Administration, reviews definitions for the Train the Trainer students.



CVSA Director of Roadside Inspection Program Kerri Wirachowsky provides guidance on the North American Standard Level VI Inspection Out-of-Service Criteria.

📅 MARK YOUR CALENDAR: TRAIN THE TRAINER COURSE
Feb. 25-27, 2020 • Little Rock, Arkansas

The next Train the Trainer Course will be held in Little Rock, Arkansas, Feb. 25-27, 2020. Watch for the course announcement later this fall.

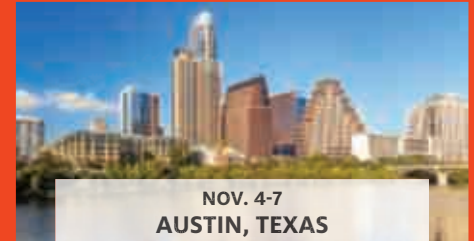
Level VI Inspection 2019 Training Courses



JULY 9-12
HARRISBURG, PENNSYLVANIA



OCT. 7-10
UNION GAP, WASHINGTON



NOV. 4-7
AUSTIN, TEXAS



DEC. 2-5
RALEIGH, NORTH CAROLINA

Visit www.cvsa.org/inspections/inspections/north-american-standard-level-vi-inspection-program/level-vi-training to learn more.

Level VI Roadside Inspections (2019 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	458	458	100%
Point of Origin	0	239	239	52.18%
En Route	0	219	219	47.82%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	449	449	98.03%
Level VI Inspections with Violations	0	9	9	1.97%
Level VI Inspections with Out-of-Service Conditions	0	1	1	0.22%

Level VI Roadside Inspection Violations (2019 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.48A	Inoperative/Defective Brakes	2	2	18.18%	1	50%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	2	2	18.18%	1	50%
393.45D	Brake Connections with Leaks or Constrictions	1	1	9.09%	0	0%
395.3A2 PROP	Driving Beyond 14-Hour Duty Period (Property Carrying Vehicle)	1	1	9.09%	0	0%
393.201A	Frame Cracked/Loose/Sagging/Broken	1	1	9.09%	0	0%
393.9A	Inoperative Required Lamps	1	1	9.09%	0	0%
172.301A1	No Proper Shipping Name and/or ID# Marking on Non-Bulk Package	1	1	9.09%	0	0%
393.95A	No/Discharged/Unsecured Fire Extinguisher	1	1	9.09%	0	0%
393.6oEWS	Windshield - Obstructed	1	1	9.09%	0	0%



**📅 MARK YOUR CALENDAR:
NATIONAL CONFERENCE STATE LEGISLATIVE SUMMIT
August 5-8, 2019 • Nashville, Tennessee**

Through CVSA’s cooperative agreement with the U.S. Department of Energy (DOE), the Level VI Inspection Program offers outreach and educational opportunities each year. Level VI public outreach consists of brochures, videotapes, a conference/trade show display, trained speakers and a quarterly newsletter. In addition, representatives of CVSA travel throughout the United States to promote the Level VI Inspection Program, including participating with DOE stakeholders at various local and national meetings.

Representatives from CVSA’s Level VI Public Outreach Program will be at the National Conference State Legislative Summit, Aug. 5-8 in Nashville, Tennessee. **To learn more about and to register for the summit, visit www.ncsl.org/meetings-training/ncsl-legislative-summit-2019.**

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For more information and to register, visit www.cvsa.org/eventpage/events/north-american-inspectors-championship.