

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

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3rd Quarter 2016

CVSA's New Strategic Plan

A Look Toward the Future

**Understanding the
FMCSA Grant Process**

**Schneider's Bob Wyatt is
CVSA's 2016 International
Driver Excellence
Award Winner**



**CVSA Launches
New Website**

**CVSA Announces
Six 2016 College
Scholarship
Recipients**

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GUARDIAN

6303 Ivy Lane • Suite 310 • Greenbelt, MD 20770-6319
Phone: 301-830-6143 • Website: www.cvsa.org

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CVSA Staff: Collin B. Mooney, CAE, Executive Director • Adrienne Gildea, Deputy Executive Director • Carlisle Smith, Director of Hazardous Materials Programs • William Schaefer, Director of Vehicle Programs • Ken Albrecht, Director of Education and Training • Iris Leonard, Manager of Member Services • Nicole Leandro, Manager of Communications • Claudia McNatt, Manager of Conferences and Exhibits • Ivanna Yang, Manager of Government Affairs • Amelina Kassa, Administrative Assistant

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PRESIDENT'S MESSAGE

What an Honor It Has Been

By Maj. Jay Thompson, Arkansas Highway Police

With this being my last president's message to the members of CVSA, which by the way, I consider to be one of the most impressive, efficient, meaningful, awesome and important organizations in the world, let me first say: "Thank you, thank you, thank you, for allowing me to serve as your president. It has truly been an honor and I am so very proud to be a part of this great Alliance. Your work saves lives every day and I can't think of many things more important than saving a life.

Over the years, I have often heard past presidents say they were glad their term as president is over. Now that I have completed my term as your president, I will say this: although I can now understand those comments, because it has certainly been an extremely busy and at times exhausting year, I am very sad my term as CVSA president is ending. Serving as your president has been an honor and I am truly grateful you gave me this opportunity.

Second, during my term as president, you have seen an enormous amount of change within the Alliance. We have a new executive director, deputy executive director and manager of government relations. As I mentioned in a previous message, it has been my experience that, in most cases, change is good. I don't think change really scares us. At times, we are simply uncertain what change will bring, so we become hesitant to move forward. I want you to know, I am extremely confident that the changes you have seen during my term are positive ones. You should be very proud of your CVSA staff. I assure you, they can be ranked among the top in their profession. Over the last year, I have been amazed by our staff and the manner in which they perform their jobs.

Another big change you have witnessed this year is our new strategic plan. This was a huge project which began several years ago and by the time you read this article, the strategic plan will have been released to the public and made available for download from the CVSA website. This strategic plan will allow us to stay focused on important issues related to motor carrier safety. More importantly, it was developed based on membership's comments compiled during a survey, making it your plan. CVSA is strong and certainly headed in the right direction. I want to commend the entire Alliance on developing a strategic plan.

In closing, I want to take the opportunity to express to you how important our partnerships are. It's easy to think we can accomplish our individual missions by simply enforcing the rules, regulations and laws within our respective jurisdictions; or by simply complying with the rules, regulations and laws within our transportation companies; or simply making the rules, regulations and laws within our agencies. Although partners will not

always agree 100 percent of the time, they must work together in order to be successful. The most important partner I have is my wife of 26 years, Terri. I assure you we do not agree with each other 100 percent of the time. But by working together through our differences, we are a success, with a loving home and family.

I encourage each of you to continue working together even when you don't agree 100 percent with each other. CVSA will be more successful if its members work together rather than alone.

Again, thank you for allowing me to serve you as CVSA president and may God bless you all. ■

Although partners will not always agree 100 percent of the time, they must work together in order to be successful.



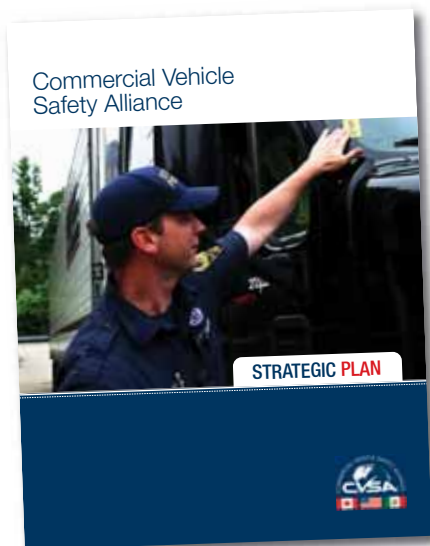


EXECUTIVE DIRECTOR'S MESSAGE

A Renewed Strategic Direction

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

It's important to note that strategic planning should not be viewed as a one-time event, but rather a continual process that allows organizations to respond to ever-changing internal and external conditions.



One key accomplishment for the Alliance over the past few months has been the development of a renewed and refocused strategic plan.

The last comprehensive CVSA strategic plan was developed in 2004, with a few minor updates in 2010. In late 2014, the Alliance entered into a consulting agreement with Shercon Associates Inc. and a work plan was approved shortly thereafter, in January 2015. In the weeks and months that followed, we entered into the environmental scanning phase, which involved a document review, membership survey, and interviews with various governments and industry stakeholders.

Once completed, the CVSA Executive Committee participated in a full-day strategy development session during our 2015 CVSA Workshop in Jacksonville, Florida, and a discussion paper was drafted and distributed to the membership for input.

A few months later, during our 2015 CVSA Annual Conference and Exhibition in Boise, Idaho, the executive committee, in collaboration with our CVSA committee and program leadership, revised the draft strategic plan based on the input received during the membership consultation.

In February 2016, during the winter executive committee meeting in Washington, D.C., the elected leadership of the Alliance had a productive face-to-face meeting to evaluate and reflect upon each new goal and objective, and discuss the associated implementation strategies that accompany each new goal. Subsequently, the committee voted to approve and endorse the new strategic direction of the Alliance. Once the strategic planning process to review the organization's mission, identify future directions and establish priorities was complete, we immediately began the implementation process.

It's important to note that strategic planning should not be viewed as a one-time event, but rather a continual process that allows

organizations to respond to ever-changing internal and external conditions. In fact, over the last few years, the nonprofit industry is moving more toward strategic "frameworks." Nonprofit communities are forever changing, so nonprofit organizations need to be nimble and not lock themselves into a specific goal or objective that may become obsolete overnight.

Through experience, the strategic planning process can be an exercise in futility if the organizational leaders, the membership and association staff do not "buy-in" to a shared mission, vision and goals. Without complete organizational buy-in, the Alliance will struggle to effectively incorporate its implementation strategies into its culture and structure.

In order to make sure the goals and objectives will meet the future needs and wishes of the membership, during the 2016 CVSA Workshop, in Chicago, Illinois, the strategic plan was presented to the CVSA lead agency contacts, or designates, of the member jurisdictions. For as long as I can remember, there has never been a formal gathering of the 70 member jurisdictions, or custodians, of the Alliance. These types of face-to-face communications have traditionally been delegated to the region presidents for discussion within the region meetings; however, no such meeting has been dedicated solely to the 70 member jurisdictions.

The purpose of this meeting was to review and explain the development process, socialize the development and direction of the new strategic plan/framework to the member jurisdictions, and solicit their approval prior to formally rolling it out to the general membership.

The development of a new strategic plan should never be taken lightly, and/or approached haphazardly, so engaging the leadership of the member jurisdictions prior to final implementation was needed in order to ensure a smooth transition. From my understanding, upon review of historical documentation, a similar membership

consultation process was followed back in 1995/1996 when the very first CVSA strategic plan was produced.

As you may have already observed, once the strategic plan was approved, the schedule and flow of the spring CVSA Workshop and fall Annual Conference and Exhibition was reviewed and adjustments were made to accommodate two new committees. First, the Program Initiatives Committee was repurposed and retitled the Policy and Regulatory Affairs Committee. And second, in an effort to consolidate a handful of ad-hoc working groups that are currently focused on a variety of challenges facing the enforcement community, and to provide a forum to explore opportunities, and embrace and incorporate advancements in technology into the inspection fabric of the Alliance, a new committee was created titled the Enforcement and Industry Modernization Committee.

Now that the renewed strategic plan/framework was approved by the leadership of the CVSA Executive Committee and endorsed by the membership, all of the purpose statements and objectives of the CVSA committees and programs will need to be reviewed, evaluated and mapped against the new strategic plan/framework to ensure the direction and structure of the Alliance's committees and programs will meet the new strategic goals and objectives. Notwithstanding, the CVSA Operational Policy regarding CVSA committee and program membership, and their associated voting structures, will need to be reviewed and may require a few adjustments.

In order to fully execute the implementation of the renewed strategic plan/framework, a complete CVSA staffing review will need to be undertaken to make sure the staff resources are correctly aligned to meet the needs of the organization. As a result, the next step in the implementation strategy is to ensure the financial resources and budget are aligned with the organization's renewed goals and objectives.

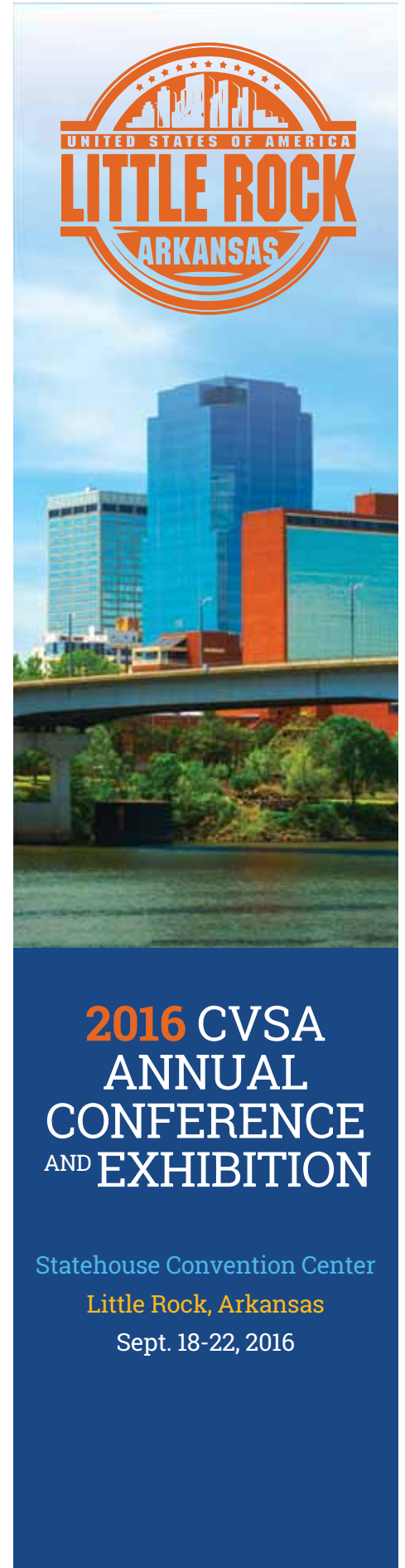
Within the nonprofit environment, in order for any strategic plan/framework to be successfully implemented, the organization's budget should be a financial reflection of an organization's strategic plan. For example, over the past six years, CVSA has already accomplished this exercise by completely revamping and mapping the entire budgeting process in order to effectively communicate all of the organization's sources and uses of income and expenses, by activity. Therefore, once the new strategic plan/framework was approved, the budgeting of the new activities for fiscal year 2017 will also need to be aligned. By doing so, the new goals and objectives will have the opportunity to be effectively implemented to meet the needs and wishes of the membership.

Following the formal endorsement of the renewed strategic plan by the membership and the approval of the CVSA Executive Committee, a formal publication of the new CVSA strategic plan was produced, which can be downloaded at www.cvsa.org.

In addition, in conjunction with the development of the formal publication, a newly dedicated website was also designed to assist with communicating and reinforcing the new mission, vision and goals to the membership, all levels of government and the various industry stakeholders.

In closing, I look forward to seeing many of you at our upcoming CVSA Annual Conference and Exhibition in Little Rock, Arkansas, where a presentation and official rollout of the new strategic plan/framework to the membership and various industry stakeholders will occur during the general session. This formal gathering of the membership provides an opportunity to showcase and highlight the renewed strategic direction of the Alliance.

To read more about CVSA's strategic plan, check out pages 15-17. ■



**2016 CVSA
ANNUAL
CONFERENCE
AND EXHIBITION**

Statehouse Convention Center
Little Rock, Arkansas
Sept. 18-22, 2016



CALL FOR GUARDIAN SUBMISSIONS

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

Deadlines for Article Submissions:

- Q1 2017 — Dec. 6, 2016
- Q2 2017 — March 7, 2017
- Q3 2017 — June 6, 2017
- Q4 2017 — Sept. 5, 2017

Questions?

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

Avoid Out-of-Service Violations with the OOS Criteria Handbook

By **Andrew K. Blair**, Fleet Safety Professional, Kinsley Construction Inc.

While most motor carriers are at least somewhat familiar with the 49 CFR "big green book," few are as conversant about the North American Standard Out-of-Service (OOS) Criteria.

As a former police/MCSAP officer (1986-2011), I used the OOS criteria handbook much more than the general regulations. Finding information out about tire violations, for instance, would require hunting them down in 49 CFR using the long index or just flipping pages. When you finally locate the correct section, it is all typed pages of information with no diagrams, photos, guides or easy-to-read paragraphs. The 49 CFR regulations book looks like an old phone book. Lots of information, but not easy to read.

The OOS criteria handbook is well laid out, has an easy-to-use index, includes information for Canada and Mexico (hence the North American Standard) and has many photos from actual violations. The pages are a laminated plastic so it can take some abuse. The information in the book is written in plain English and is easy to read. A new edition comes out every April 1.

In using the OOS book, the index is much shorter, the violations are limited to OOS violations only but it also includes the 49 CFR reference and should you need to check further into the regulations, you can easily at

least locate the right chapter. While nobody wants any DOT violations, certainly the most dreaded are the OOS violations. The OOS handbook clearly defines an out-of-service violation and, in many instances, has nice photos of what is being described.

For example, OOS tire violations have some very specific requirements that must be met. A steering axle tire below 4/32 tread but above 2/32 tread is not an out-of-service condition, just a violation. While a tire contacting a body part is an OOS violation, the contact between the two must actually be occurring at the time of the inspection to place the unit OOS.

When carriers get an OOS violation, it would be a good idea to have this book as a reference to verify that what the inspector found matches what is in the OOS criteria. Otherwise, it may just be a violation. It also is a good read for mechanics and those who do federal annual inspections, so they have a better idea of what to look for.

The more informed a carrier is regarding trucking violations, the better off they will be in their quest to avoid/reduce them.

The books can be ordered through CVSA.org. For a print version, the price is \$45 plus shipping. For an electronic version, it is the same price. ■



To purchase a print or electronic copy of
**CVSA's 2016
 "North American Standard
 Out-of-Service Criteria
 Handbook and Pictorial,"**

go to
www.cvsa.org and
 click on "Store."



Safe Carriage: Partnerships Facilitate the Safe Movement of Goods and People Across North America

By **Matt Alderton**, *American Association of Motor Vehicle Administrators*



Like a giant rolling birthday gift, the 18-wheeler next to you on the interstate could have almost anything inside of it. Behind the nondescript lettering on the side of its trailer, for instance, could be hundreds of gallons of milk, bottled water or wine. Just as likely, it could be hauling mini mountains of sand, sugar or cement. There could be TVs inside or computers. Fresh flowers or fresh meat. It could even be transporting a missile or the contents of a movie set.

Whatever it is, hauling it is big business. There are currently more than 10.5 million registered trucks and over 3 million truck drivers on U.S. highways, transporting 13.8 billion tons of freight every year – about 70 percent of all the freight tonnage moved in the United States, according to the most recent Federal Highway Administration (FHWA) data.

Unfortunately, along with their precious cargo, trucks also can deliver damage and danger. As recently as 2013, for example, large trucks were involved in 3,906 fatal crashes, 73,000 injury crashes and 265,000 property-damage-only crashes, according to the most recent Federal Motor Carrier Safety Administration (FMCSA) data.

For these reasons – the good, the bad and the ugly – establishing and enforcing motor carrier regulations is among DMVs' most important missions, argues American Association of Motor Vehicle Administrators (AAMVA) Chair Rick Holcomb, commissioner of the Virginia Department of Motor Vehicles.

“There is nothing that any of us eats, wears, drives or has in our homes that was not on a truck at some point,” he says. “So we want trucks to be out there moving. But we need to ensure that freight is moving across the AAMVA jurisdictions safely, that both the vehicle and the driver are properly credentialed, that all fees have been paid and that all trucks are within the weight tolerance set by the federal government.”

Vehicle Safety

Safe highways start with safe vehicles, according to Robert Ide, commissioner of the Vermont Department of Motor Vehicles. “If you’re riding in your car, you want to be sure that the trucks traveling around you have up-to-date equipment that’s safe and has been inspected,” Ide explains.

Safety inspections are an issue of core importance in many jurisdictions, including Pennsylvania, where a major challenge is a shortage of sworn police officers trained to do inspections, says Lt. Raymond Cook, director of the Pennsylvania State Police’s Commercial Vehicle Safety Division.

“In Pennsylvania, we have more than 24,000 police officers, yet fewer than 5 percent of them are certified and trained in the enforcement of federal motor carrier safety regulations,” Cook explains. “Not having enough trained motor-carrier inspectors is the biggest problem we have here in Pennsylvania, and I would venture to say nationwide.”

In Virginia, the burden on officers has been reduced with a legislative fix. Formerly, the state required trucks with Virginia license plates to return home for an annual safety inspection; now, state law recognizes both state and federal safety inspections, which means trucks can be inspected virtually anywhere they operate.

While they’re ensuring vehicle safety on the back end with inspections, jurisdictions are ensuring it on the front end with vehicle registrations, according to Tim Adams, CEO of IRP Inc., the organization that administers the International Registration Plan (IRP), a registration reciprocity agreement that allows motor carriers to operate across the United States and Canada by paying a single registration fee.

“In order to operate, a vehicle must be registered,” Adams explains. “A vehicle that’s registered properly has a license plate that falls under the IRP. If law enforcement sees a vehicle without that license plate, it’s a red flag to pull them over.”

Technology promises to streamline safety even further. “In the not-too-distant future [motor carriers] paper registration credential will be electronic so officers can quickly scan and verify it on their mobile devices,” Adams forecasts.

Continued on next page



Trucks Move America

Percentage of total weight of freight shipped within the United States by mode

Truck:	70.2 percent
Rail:	11.1 percent
Pipeline:	8.7 percent
Water:	3.6 percent
Multiple:	3.2 percent
Other:	3.1 percent

Source: Federal Highway Administration (FHWA), Freight Analysis Framework, 2012 data

Looking Through the Prism

In states that have adopted it, like Pennsylvania, FMCSA's voluntary Performance and Registration Information Systems Management (PRISM) database revokes the IRP-sanctioned registrations of motor carriers that fail to meet federal safety standards.

"Enhanced motor carrier safety oversight is being accomplished through systematic checks performed by the [IRP] registration system to prevent registration of motor carrier vehicles that are not in compliance with FMCSA's safety requirements," says Anita Wasko, director of the Pennsylvania Bureau of Motor Vehicles. "These PRISM checks alert [jurisdictions] of motor carriers with safety deficiencies before apportioned vehicle registration is provided, ensuring unsafe carriers are not registered until safety deficiencies are addressed."

Continued from page 5

Driver Safety

As important as vehicle safety is, driver safety is even more so, according to Cook. "Bad brakes, bad tires and bad suspension components don't cause most commercial motor vehicle crashes," he says. "What causes [most] commercial motor vehicle crashes are the very same things that cause most crashes – moving violations, driver distraction, fatigued driving, unsafe lane changes, speeding and following too closely."

Simply put: It's all about the driver.

Jurisdictions face myriad challenges when it comes to driver safety. The decision of whether to issue a CDL or take a CDL away from a heavy-duty truck or bus driver begins and ends with the motor vehicle administration or public safety agency. These agencies collaborate through AAMVA and the Canadian Council of Motor Transport Administrators (CCMTA) to develop driver test protocols, examiner training and conviction standards that comply with federal rules, and help close loopholes through which unsafe drivers try to slip.

Roadside law enforcement officers in the United States and Canada pursue uniformity and best practices in enforcing myriad federal safety requirements that govern drivers' hours-of-service limits, how drivers log their hours, driver medical fitness and more.

Then there's the issue of a truck driver shortage and how regulators can help motor carriers safely address it.

"Truck drivers are an aging population, and the need for trucks to move freight across North America is growing. You've got to figure out who's going to drive all those additional trucks," explains Holcomb, who says Virginia has several laws and programs designed to help, including a statute that allows drivers under the age of 21 to possess an intrastate CDL, a "Troops to Trucks" program that trains military personnel for civilian trucking careers, and a partnership with a federal prison through which it trains low-risk inmates and issues them their CDLs.

"While the feds regulate all interstate commerce, individual states regulate movement of freight and passengers within their borders. I would daresay there are probably inconsistencies from one state to another [that should be addressed]."

Cross-Border Safety

It's important to correct inconsistencies not only between states, but also between countries, according to Peter Hurst, director of carrier safety and enforcement at the Ontario Ministry of Transportation in Ontario, Canada.

"There are 24,000 Canadian motor carriers that operate in the United States, and 16,550 U.S. motor carriers that operate in Canada," says Hurst, who also is incoming board chair of IRP Inc. and chair of the CCMTA's Compliance and Regulatory Affairs Committee.

"Trucking is incredibly important to the economic well-being of both countries, so it's important that we understand each other's safety regimes."

According to Hurst, total U.S. merchandise trade with Canada totals over \$616 billion per year, and over half of that – 55 percent – is transported by truck.

"Given the volume of traffic that goes back and forth across the U.S.-Canadian border, it's important to make those borders as transparent as possible," he continues. "The more we can do to streamline those borders, the better. And since we're not going to change border security rules, the best way we can do that is to agree to monitor safety of motor carriers in a like manner so that results and outcomes from our safety programs are reasonably similar."

Consider, for instance, the example set by the Commercial Vehicle Safety Alliance (CVSA), which represents commercial motor vehicle safety inspectors and law enforcement from the United States, Canada and Mexico.

"Prior to the mid-1980s, trucks were inspected one way in California, another way in British Columbia and another way in Ontario, so drivers never knew what regulations to comply with," Hurst explains. "That's no longer the case thanks to CVSA. Today, every inspector in every jurisdiction in North America is trained exactly the same and knows how to inspect a truck in the same manner... It doesn't work perfectly, but it streamlines things for the industry and makes it easier for drivers to comply."

Although cross-border relations are generally excellent, work remains. One area of opportunity, for example, is CDL standards, the consistency of which need to be

reaffirmed. Another is safety ratings. “We’re not currently accepting one another’s safety ratings,” Hurst says. “Today, an Ontario carrier who’s monitored, registered and rated in Ontario is monitored, registered and rated separately when they go into the United States. They can be sanctioned in Ontario or in the United States. We’d like to see that changed so that only the home jurisdiction is monitoring them.”

Moving Forward, Together

Across North America, motor carrier safety is a moving target thanks to technology, politics and economics, all of which are perpetually evolving. Collaboration – among regulators, law enforcement and industry on one hand, and across jurisdictions on the other – is therefore key.

“Our landscape is constantly changing, so we need to be ever-vigilant about what we observe and react to it promptly – together,” Ide says.

An important part of working together is engaging industry. In Vermont, for instance, the DMV makes regular visits to motor carriers’ headquarters to offer on-site training and pre-emptive safety checks.

“Our philosophy about compliance is that we’d rather attain it in a cooperative manner than in a penal manner by making the effort to work closely with our truck and bus association and Vermont’s largest commercial carriers to achieve the shared goal of minimizing crashes,” Ide says. “We’ll write tickets, but it’s not our first course of action.”

Continued on next page

Five Most Common Driver Violations

Violation	Number of violations
1 Log violation (general/form and manner)	163,382
2 Non-English speaking driver	101,280
3 Driving beyond 8-hour limit since the end of the last off-duty or sleeper period of at least 30 minutes	95,497
4 Driver’s record of duty status not current	92,280
5 Speeding 6-10 miles per hour over the speed limit	65,337

The Problem Behind the Wheel

The Pennsylvania State Police is revising its training program to focus on drivers instead of vehicles. Previously, Pennsylvania officers seeking motor carrier safety certification had to complete a three-week course encompassing both driver and vehicle inspections. Now, officers will be required to complete the driver component only.

“By training officers to do driver-only inspections, we can train more officers more quickly,” explains Lt. Raymond Cook, director of the Pennsylvania State Police’s Commercial Vehicle Safety Division. “Rather than 30 students over the course of three weeks, we can teach the same number of students in one week. As a result, we’ll be able to do a lot more inspections to make sure drivers are licensed, medically qualified and not fatigued... which is where the crash data is telling us our focus should be, because most commercial motor vehicle crashes are the result of driver error.”

As of 2013, there were **10,597,356** large trucks and **864,549** buses operating as registered vehicles in the United States.

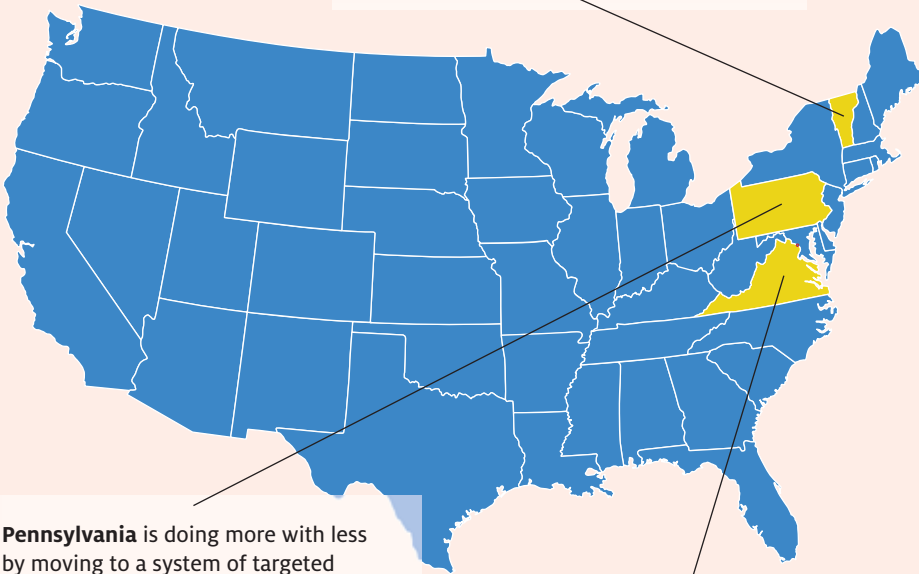
In Canada, there were **455,004** heavy trucks registered in 2014, along with **89,837** buses.



The State of Truck Safety

Safety inspections are a key aspect of vehicle safety in many jurisdictions. Here's a look at what three jurisdictions are doing to ensure safe vehicles.

"Here in **Vermont**, we run an active program of safety checkpoints where every commercial vehicle has to stop; we know a trucking company's safety record before it ever reaches our scales," says Robert Ide, commissioner of the Vermont Department of Motor Vehicles.



Pennsylvania is doing more with less by moving to a system of targeted safety inspections: Instead of inspecting trucks at fixed locations like rest stops and weigh stations, it's inspecting them on the side of the road when drivers make moving violations. Because unsafe drivers are the most likely to have unsafe vehicles, safety is increased – even if the number of inspection-certified officers isn't. "Inspections that follow a traffic stop for a moving violation are four times more effective in preventing crashes than inspections done at fixed locations," says Lt. Raymond Cook, director of the Pennsylvania State Police's Commercial Vehicle Safety Division.

Virginia has four infrared inspection systems that automatically scan trucks for brake problems as they drive by, and weigh-in-motion devices that detect trucks' weight as they drive by the state's 13 fixed weigh stations. Both technologies help officers single out which trucks are the best candidates for inspection.

"If you have limited resources you have to do a better job screening which candidates you're going to inspect," says Rick Holcomb, commissioner of the Virginia Department of Motor Vehicles. "If you decide to randomly inspect every 10th truck, usually you're only going to take 20 percent of the trucks you inspect out of service. But if you use technology to identify which trucks are most likely in violation, you're going to take 90 percent of the trucks you inspect out of service."

Continued from page 7

The same spirit of cooperation exists in Pennsylvania. "It's so important to listen to the motor carriers and the truck drivers as our customer base – to understand what they're used to and dealing with in other jurisdictions, and how we can modernize our business to improve the way we operate," says Anita Wasko, director of the Pennsylvania Bureau of Motor Vehicles. "Highway safety is important, but so is helping motor carriers move and transport goods across our commonwealth, across the country and across the continent. That's why listening to the industry is so important."

For the associations, listening to each other is just as important as listening to motor carriers. "We need to find a way for IRP, AAMVA, CCMTA and CVSA to come together to identify what regulations make sense for the industry in terms of safety and economic growth, and then determine how we can make sure those regulations are adopted uniformly across jurisdictions in both the United States and Canada. And once they're in place, we need to have a governance mechanism to make sure they're enforced consistently," Hurst says. "Because we deal with the same thing, but from different points of view, I think there's an opportunity for the four associations to work together to try to facilitate the safe movement of people and goods across borders and across jurisdictions."

At AAMVA, Holcomb has made discussing motor carrier issues and regulations a major priority of his chairmanship. "At our January board meeting we formally set up a Motor Carrier Working Group, and we've asked them to spend the next six to 12 months doing a gap analysis – what's in their wheelhouse and what's not in their wheelhouse – and determine how we can create a forum to discuss some of these issues," he reports. "[Motor vehicle administrators] should be prepared to participate in that forum by sharing their best practices and also learning best practices from other jurisdictions."

Concludes Holcomb: "The bottom line is: If you're a company out there that has properly trained and credentialed your drivers, and they are driving safe equipment safely, Godspeed to you. We want you to be moving your freight. But if you've got a driver who's not properly trained, not properly credentialed, driving a truck that's overweight or unsafe, then be prepared to visit with law enforcement." ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

CVSA Testifies at Senate Commerce Hearing

On July 12, 2016, CVSA President Maj. Jay Thompson testified before the U.S. Senate Committee on Commerce, Science, and Transportation's Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety, and Security. The title of the hearing was "Intermodal and Interdependent: The FAST Act, the Economy, and Our Nation's Transportation System."

The hearing, which went beyond commercial motor vehicle issues, included a diverse group of panelists, including:

- **Patrick J. Ottensmeyer**, Chief Executive Officer, Kansas City Southern Railway Company
- **David Eggermann**, Supply Chain Manager, BASF
- **Stephen J. Gardner**, Executive Vice President and Chief of NEC Business Development, Amtrak

CVSA's written testimony provided an update on motor carrier-related provisions in the FAST Act, as well as key provisions that still need to be implemented and issues left unresolved following the FAST Act. During the hearing, Maj. Thompson focused his remarks on the Alliance's concerns regarding implementation of exemptions in legislation. Maj. Thompson provided committee members with an overview of the challenges created roadside when Congress includes exemptions in legislation that are effective immediately.



CVSA President Maj. Jay Thompson testifies on behalf of enforcement at a Senate Subcommittee Hearing in Washington, D.C.

He asked members to consider avoiding legislative exemptions in the future or include an implementation window to allow states time to adopt the changes and train their inspectors. Maj. Thompson received a number of questions during the hearing, with topics ranging from the MCSAP reorganization to better ways to combat distracted driving.

Pipeline Safety Bill Addresses CVSA Gasohol Petition

In June, Congress passed the Pipeline and Hazardous Materials Safety Reauthorization Bill, known as the Protecting our Infrastructure of Pipelines and Enhancing Safety Act of 2016, or PIPES Act. The bill authorizes funds for the Pipeline and Hazardous Materials Safety Administration (PHMSA) and sets related policy. Section 15 of the PIPES Act directs PHMSA to address an outstanding petition from CVSA. The petition requests that the agency make corrections to Title 49 CFR § 172.336 of the hazardous materials regulations, which deals with the marking of petroleum distillate products. In the petition, CVSA argues that a March 2013 final rule, which made changes to § 172.336, inadvertently deleted two subsections and asks the agency to reinstate those provisions, as originally intended in the final rule.

FAST Act Implementation Update

As of June 2016, the Federal Motor Carrier Safety Administration (FMCSA) made progress on a number of provisions required in the FAST Act. Earlier this year, the agency began preparing states for significant changes to the Motor Carrier Safety Assistance Program (MCSAP) grants. Work also begun for the MCSAP Grants Working Group, which met several times since April.

FMCSA addressed the requirements in Section 5204 which requires the agency to publish petitions received publically as well as set up a process for responding to and prioritizing those petitions. FMCSA created and now maintains a petition tracker page on their website which will

add a new level of transparency to the petition process at FMCSA.

FMCSA also initiated work addressing the requirements in Section 5203 which directs the agency to reform its regulatory guidance process. In June, FMCSA held a meeting of the Motor Carrier Safety Assistance Committee and tasked the group with reviewing existing regulatory guidance and making recommendations on which documents should be incorporated into regulation, what can be eliminated and what other guidance may be necessary.

FMCSA has also taken care of the requirement in Section 5205 which directs FMCSA to adopt by reference inspector certification standards set by CVSA, by issuing a policy memo in December 2015. In addition, a number of study and reports are currently underway.

FMCSA Publishes Final Rule Addressing Several CVSA Petitions

On July 22, 2016, FMCSA published a final rule addressing a number of outstanding CVSA petitions as well as petitions from the American Trucking Associations and safety recommendations from the National Transportation Safety Board. The final rule, docket number FMCSA-2015-0176, addresses the following CVSA petitions:

- Rulemaking to amend 49 CFR 396.9; Motor Carrier Disposition (February 2008)
- Rulemaking to amend 49 CFR 396.17 and 396.23; Periodic Inspection and Equivalent to Roadside Inspection (October 2007)
- Rulemaking to amend 49 CFR Part 396.19(b) and Appendix G; Inspector Qualifications and Appendix G (February 2008)
- Rulemaking to amend 49 CFR Appendix G; add ABS Procedure (June 2009)
- Rulemaking to add an additional definition, 'major tread groove' to 49 CFR 393.5 Definitions (October 2012) ■

Updated Certification Policy for Personnel Who Perform Inspections, Investigations and Safety Audits

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

The Federal Motor Carrier Safety Administration (FMCSA) recently revised its certification policy for FMCSA employees and non-FMCSA personnel. The latter group includes inspectors, investigators and auditors who are funded through the Motor Carrier Safety Assistance Program (MCSAP), and other non-FMCSA personnel who enforce federal commercial statutes and regulations, and/or upload data into FMCSA information systems.

Section 211 of the Motor Carrier Safety Improvement Act (MCSIA) of 1999 requires certification of all motor carrier safety inspectors, auditors, investigators and others performing inspections (roadside or otherwise), investigations and safety audits [49 U.S.C. 31148].

The objectives of the policy update are to ensure the proficiency of enforcement and inspection personnel and thus to improve the consistency and uniformity of these activities. The policy harmonizes FMCSA's roadside inspection certification requirements with CVSA's requirements for state personnel under Operational Policy 4 – Inspector Training and Certification (dated April 28, 2016). The incorporation by reference of the CVSA standards was also a requirement of section 5205 of the Fixing America's Surface Transportation (FAST) Act of 2015.

Where CVSA requirements do not exist, the revised policy establishes procedures for initial and annual certification, decertification and recertification of personnel performing inspections, investigations and safety audits. The policy permits some of the Compliance, Safety, Accountability (CSA) intervention tools (e.g., focused investigations) to be counted toward certification requirements. Additionally, a certain number of new entrant off-site safety audits may be counted toward recertification.

The revised policy, dated Dec. 29, 2015, supersedes the prior policy issued on Nov. 13, 2012, and all previous guidance addressing certification requirements. The policy became effective on June 1, 2016. It can be found at www.fmcsa.dot.gov\ntc. Click on the link and when you get to the page, select "Safety Programs" and certification. It also will be included in the next release of the electronic Field Operations Training Manual, along with questions and answers that were released to help with implementation. ■

The objectives of the policy update are to ensure the proficiency of enforcement and inspection personnel and thus to improve the consistency and uniformity of these activities.

PHMSA's Innovative New Approach to the Online Code of Federal Regulations

By **Gordon "Joe" Delcambre Jr.**, Public Affairs Specialist, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation

The U.S. Department of Transportation's Pipelines and Hazardous Materials Safety Administration (PHMSA) website contains document databases relating to the hazardous materials regulations (HMR; 49 CFR Parts 171-180). In keeping with PHMSA's vision to be the most innovative transportation safety organization in the world, the agency released its new Online Code of Federal Regulations (OCFR) for beta testing in March 2016.

The OCFR tool is an interactive web-based application that allows users to navigate with a single click between all content connected to a HMR citation. The OCFR includes tools to sort, filter and export search results. Besides providing the regulated community with a new way to access documents, the system also provides additional tools to make it easier to understand the status of documents and identify recent rulemakings which may have impacted the documents. Also, the OCFR tool includes a separate tab for the hazardous materials table (HMT) and appendixes. This tab provides PHMSA's first database version of the HMT as well as tables of hazardous substances in reportable quantities and marine pollutants. The tables include dynamic search, sort and export capabilities.

The OCFR tool currently under beta testing provides the following content:

- **Code of Federal Regulations** – Navigate to a section or part of the 49 CFR to view the regulations, notifications of recent rulemaking changes and connect to the related content menu.
- **Rulemakings** – View related rulemaking history, from 2014 to present.
- **Letters of Interpretation** – View all related letters of interpretations, with a new status feature.
- **Petitions** – View status of petitions requesting changes to the HMR.
- **Approvals and Special Permits** – View summary of special permits and approvals.
- **Enforcement Cases** – View summary of completed enforcement cases. ■



FMCSA COLUMN

Understanding the FMCSA Grant Process

By **Justin M. Martell**, Attorney-Advisor, Office of Chief Counsel, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

FMCSA Grant Review Process*

Pursuant to the Fixing America's Surface Transportation Act (FAST Act), the Federal Motor Carrier Safety Administration (FMCSA) will distribute \$314,000,000 to grantees in fiscal year (FY) 2016. FMCSA's formula grant program, the Motor Carrier Safety Assistance Program (MCSAP), accounts for a large portion of that amount, approximately \$218,000,000 after administrative takedown.

MCSAP grants are awarded based on an allocation formula established in the FMCSA regulations. The FAST Act requires FMCSA to establish a working group to recommend a new MCSAP allocation formula to the secretary of transportation for future fiscal years. Grantees do not compete for aid under the MCSAP program. Rather, grantees submit a commercial vehicle safety plan (CVSP), and FMCSA makes awards upon determining that

applicants have complied with all statutory, regulatory and policy requirements.

The remaining portion of FMCSA's FY 2016 grant budget, \$96,000,000, is distributed as discretionary grant awards pursuant to fair and open competition and a prescribed evaluation process. While the funding levels and the structure of FMCSA's grant programs will change significantly in FY 2017, FMCSA's grant review process will remain largely the same.

MCSAP Awards

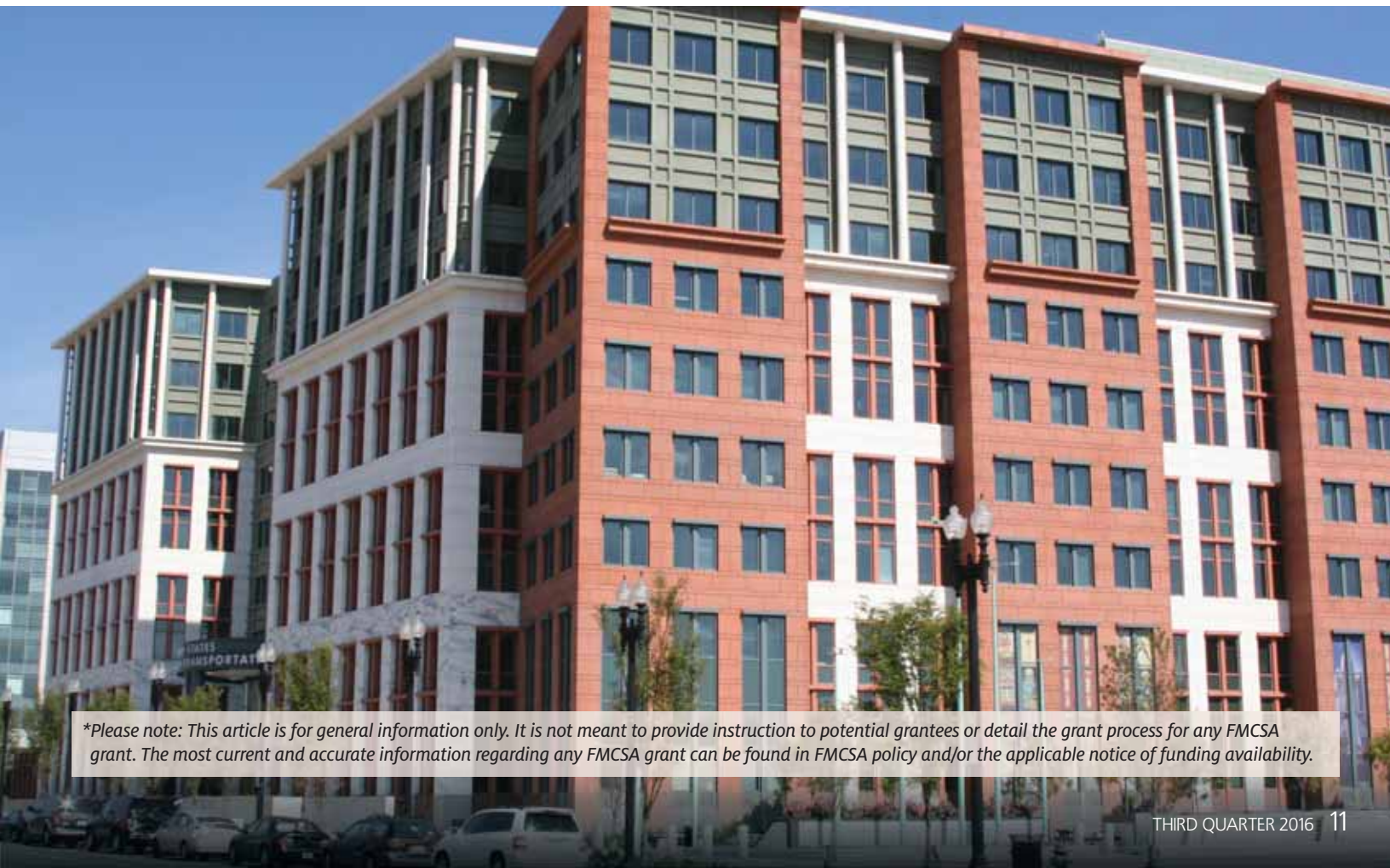
All states, the District of Columbia, American Samoa, Guam, the Virgin Islands, and the Commonwealths of Puerto Rico and the Northern Mariana Islands are eligible MCSAP grant recipients. For the purposes of this article, references to "state" or "states" include these jurisdictions.

The award process for MCSAP grants involves CVSP submission by grantees followed by individual and cooperative reviews by multiple FMCSA offices.

First, FMCSA issues the notice of funding availability (NOFA), which provides FY-specific guidance regarding program priorities and instructions consistent with FMCSA's standing program policy. The states have 60 days to submit their CVSPs. FMCSA provides an electronic CVSP (eCVSP) tool for plan creation, editing, sharing and submission. Upon receipt of the CVSPs from states, multiple FMCSA offices begin the review process, including:

- **Office of Field Operations** – serves as the primary agency interaction point for FMCSA's state partners

Continued on next page



*Please note: This article is for general information only. It is not meant to provide instruction to potential grantees or detail the grant process for any FMCSA grant. The most current and accurate information regarding any FMCSA grant can be found in FMCSA policy and/or the applicable notice of funding availability.

Continued from page 11

While the funding levels and the structure of FMCSA's grant programs will change significantly in FY 2017, FMCSA's grant review process will remain largely the same.

- **Office of State Programs** – the policy and administrative-focused headquarters element
- **Grants Management Office** – represents the FMCSA chief financial officer (CFO) in the oversight and management of all federal financial assistance activities from establishing grants policy to negotiating indirect costs, conducting audits and monitoring grant expenditures
- **Office of Chief Counsel** – serves an advisory role to the other offices, provides legal analysis and decisions as required, and evaluates the legality of all expenses and planned uses for the MCSAP funding
- **Budget Office** – examines awards in connection with FMCSA's overall budget and fiscal responsibilities, and also represents the CFO in monitoring grant expenditures

During the review process, representatives from these offices independently access the eCVSP system and read and evaluate each CVSP. During this independent review phase, reviewers make comments, ask questions, and identify information gaps and clarification needs in connection with each CVSP.

Initially, the comments are visible only to other FMCSA reviewers and not the states. After the individual reviews, representatives from the involved FMCSA offices gather for a multiple-day collective review. Each state's CVSP is considered in the group setting from beginning to end, and FMCSA reviewers discuss and address each comment made during the individual review process. If no questions or requests for additional information exist for a state at the end of the collective review, the process is complete, and representatives from each reviewing FMCSA office approve the CVSP in the eCVSP system before a final award recommendation is made.

Often, however, the collective FMCSA review results in questions and additional requests for clarification or information for the state. When this occurs, FMCSA drafts a communication in the collective setting using the eCVSP and issues the question or request to the state for a response. The state replies are individually considered by the reviewers. Sometimes, the back and forth between the state and FMCSA can undergo several iterations. Prior to the final award, the FMCSA administrator reviews and approves the grant award recommendations.

FMCSA designed this review process to ensure all involved FMCSA offices have an opportunity to review each CVSP and to simultaneously ensure that FMCSA provides communication to the states with one voice.

Discretionary Awards

In FY 2016, FMCSA's discretionary awards include the commercial driver's license program implementation grant, border enforcement grant, performance and registration information systems management grant, commercial vehicle information systems and networks deployment grant, safety data improvement grant, high-priority activities grant, new entrant safety audit grant, and commercial motor vehicle operators grant. As mentioned, these programs will be structured differently in FY 2017 and beyond. However, the FMCSA review process is expected to remain essentially unchanged.

The application process for discretionary awards is similar to the process employed by the MCSAP program in that FMCSA first issues NOFAs for each grant program, and each grantee must complete an application demonstrating that it meets all statutory and regulatory eligibility requirements. Next, rather than making awards based on a formula, as with MCSAP, awards are initially reviewed by a technical review panel (TRP) according to fair and equitable criteria established in the NOFA.

After the TRP recommends awards, representatives from the forementioned offices review the discretionary awards. If a discretionary award is not administratively overseen by the Office of State Programs, the award is reviewed by the cognizant FMCSA program office instead. No formal collective review of discretionary awards occurs beyond the TRP process. But, the reviewers do communicate with each other and make notes and comments about the awards in an electronic review system. Finally, after the reviewers have had the opportunity to review the TRP recommendations, the FMCSA administrator reviews and approves all grant award recommendations.

FMCSA's grant review process is continually improving to ensure fairness and compliance with all statutes, regulations and policies.

Keeping the American people safe on our nation's roadways is a critically important role. FMCSA recognizes the important part state partners serve in this process and thank you for your continued service to the public. ■



FMCSA Cargo Tank Manufacturer Enforcement Activities

By **Suzanne Rach**, General Engineer, Hazardous Materials Division, Office of Enforcement, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Based on recent cargo tank manufacturer investigations, FMCSA plans to continue its heightened focus on cargo tank manufacturing facilities as part of the agency's mission to ensure highway safety.

While most readers are aware that the Federal Motor Carrier Safety Administration (FMCSA) inspects motor carriers to enforce the safety and hazardous materials regulations, many may not be aware that the agency is also responsible for ensuring hazardous materials cargo tanks are built and maintained in accordance with the U.S. Department of Transportation (DOT) hazardous materials regulations (HMR).

During recent field investigations, FMCSA inspectors discovered and reported issues concerning DOT specification cargo tanks. Although none of the issues or defects rose to the level of an imminent hazard, FMCSA initiated several voluntary recalls and enforcement cases as a result. These issues prompted FMCSA to look further into the DOT specification cargo tank manufacturing processes utilized by its registered cargo tank manufacturers.

During inspections of cargo tank manufacturers in 2010, FMCSA discovered that some of the manufacturers were not building these tanks in compliance with the HMR. FMCSA discovered that cargo tank manufacturers were generally aware of the need to construct cargo tank pressure vessels – cargo tanks with working pressures greater than 15 psig, such as DOT 4075, 4125 and MC-3315, pursuant to the American Society of Mechanical Engineers

(ASME) codes. These manufacturers, however, were often unaware of the additional HMR requirements 49 CFR part 178. As a result, FMCSA uncovered a variety of issues with conformance to both the HMR and the ASME code in the manufacturing process.

Of the various manufacturing violations discovered, the most common violations were the company's failure to adequately train its hazmat employees, followed by using employees who lacked required qualifications. The most common manufacturing violation was manufacturing specification cargo tanks without complying with the regulatory accident damage protection requirements.

With assistance from FMCSA hazardous materials specialists and program managers and engineers from the VOLPE National Transportation Systems Center, FMCSA compiled the following list of commonly-found HMR violations during inspections of cargo tank manufacturers:

- Absent or inadequate mounting pads when welding appurtenances to the wall of the cargo tank
- Items extending outside of the overturn protection
- Tanks with split rear-end protection lacking the required sacrificial device outboard of a shut-off valve

- Improper methods of attachment of the accident damage protection devices
- Not designed or approved by a design certifying engineer (DCE)
- Changes not approved by a DCE
- Improper welds
- Insufficient venting
- Failing to demonstrate that all piping, valves and fittings on a cargo tank are free from leaks
- Manhole assemblies not meeting labeling and/or certification requirements

While a number of these violations are not detectable during a roadside inspection, inspectors are nevertheless encouraged to report possible non-compliance to FMCSA's Hazardous Materials Division.

FMCSA set up a dedicated email address for submitting cargo tank issues: fmcsa.cargotank@dot.gov.

When submitting information, please provide as much detail as possible, including pictures of the alleged non-compliance.

Based on these recent cargo tank manufacturer investigations, FMCSA plans to continue its heightened focus on cargo tank manufacturing facilities as part of the agency's mission to ensure highway safety. ■



FROM THE DRIVER'S SEAT

We Can Be the Accountable Drivers the Motoring Public Expects

By **Scott Woodrome**, FedEx Freight

I decided early in life that I wanted to become a truck driver. But, one of my biggest challenges was revealing that decision to my parents. They were both teachers and thought I would follow the same career path. They certainly did not expect me to come home one day and announce that I was going to become a professional truck driver.

For a few weeks, I felt like I needed to hide my decision from them and approach my parents with caution. In a vacuum, a parent should be excited that their child has a dream and a plan to reach that dream. But for someone going into truck driving, life didn't exist in a vacuum.

For the longest time, I've tried to understand why I felt like hiding my aspirations from my parents. I think it all comes down to the perception of the industry. The perception that truck drivers are not accountable and professional. The minute I joined the industry and became a truck driver, I decided that I wanted to help change that perception. To me, it all comes down to personal accountability, which I believe has a major impact on safety.

The trucking industry – specifically drivers – is like a puzzle with 3.4 million pieces. The puzzle can be almost finished but if we can't fit in those last few pieces, the puzzle is incomplete and our reputation suffers. The vast majority of the drivers in our industry present themselves as professionals, but I want the public to know that we are all highly-trained, safety-first professional drivers who care about our families, our companies and the communities we serve.

To me, that safety and professionalism starts the night before I am set to drive. It means exercising, eating a healthy meal and getting plenty of rest. My family understands that and supports me because they know that I'm proud of the work I do each day and see the connection between health, rest and safe driving. They get some peace of mind knowing that I've taken care of myself and will be an alert driver ready to make important, quick decisions on the highway the next day. Having a stable routine takes discipline, and I'm fortunate to have a support system around me that holds

me accountable. Our families are invested heavily in highway safety.

Waking up in the morning and having a plan in place is critical. We all need to get up and be excited to complete a full pre-trip inspection – after having a healthy breakfast and maybe even doing some exercises. Cutting corners on the pre-trip is unsafe and irresponsible, and it's unacceptable to be tired from the night before. I'll repeat the mantra of this article – discipline and accountability are key.

Once we've completed the pre-trip and we're confident that it's time to start the day's work, we must turn our undivided attention to the safe-driving skills that we are all well trained in. I won't get into the details of safe-driving skills, but I will add one element of our jobs that impacts safety: professionalism.

The way we treat the people we come into contact with during the workday (and afterwards) contributes directly to safety. Looking sharp, speaking clearly, having a positive attitude and addressing people respectfully all play into how the motoring public sees us and reacts to large trucks. If a truck driver is respectful to the cashier at a local restaurant, that cashier is more likely to be respectful to the next truck he or she sees on the road later that afternoon. Instead of cutting off a truck or tailgating, that driver may consider maintaining adequate space and following distance. I think the way we treat the rest of the motoring public can have a profound impact on safety. The more that people like us and appreciate what we do, the less likely they are to perform dangerous driving maneuvers around us.

Demonstrating a high level of professionalism and a safe-driving mentality gives drivers confidence and promotes a better attitude in each of us. It might sound cheesy, but "delivering a smile" to everyone we meet is one of the best ways to promote our industry and show pride in our career. We can all be accountable truck drivers and ambassadors for the industry. Piece by piece, we're getting closer to completing the puzzle and showing the next generation of professional truck drivers a beautiful image of this rewarding career. ■

Demonstrating a high level of professionalism and a safe-driving mentality gives drivers confidence and promotes a better attitude in each of us.

CVSA's New Strategic Plan

A Look Toward the Future



CVSA is proud to share its new strategic plan with its membership, its stakeholders and the general public. The CVSA strategic plan sets the priorities and future direction of the organization.

It focuses energy and resources, strengthens operations, and ensures leadership, staff, members, industry and other stakeholders are working toward common goals. The goals and objectives outlined in the Alliance's strategic plan help not only to guide the decisions and actions that shape this organization, but also to assess success and progress.

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Background

The last CVSA strategic plan was developed in 2004, with an update in 2010. Realizing the need to identify future directions and priorities for the organization, CVSA initiated a strategic plan review process in January 2015. An environmental scanning phase was carried out in February and March 2015, involving a document review, membership survey and interviews with government and industry stakeholders.

During the 2015 CVSA Workshop, the executive committee reviewed the environmental scan, generated ideas and discussed possible future directions for the organization. In July and August 2015, a discussion paper reflecting the emerging plan was distributed to the membership for input. At the 2015 CVSA Annual Conference and Exhibition, the executive committee revised the plan based on feedback received from the membership and identified specific strategies for moving forward.

In February 2016, the executive committee approved the strategic plan and implementation process. The implementation process was presented to the lead agency contacts at the 2016 CVSA Workshop.

The strategic plan will be presented to the membership in attendance at the general session of the CVSA Annual Conference and Exhibition on Sept. 19, 2016.

You can download your copy of the strategic plan from the CVSA website at www.cvsa.org.

Strategic Goals and Objectives

CVSA's new strategic plan combines its goals, objectives, strategies, mission, vision and core values to set forth a clear and concise guide for the future of the Alliance. CVSA's programs and services are the embodiment of those guidelines.

Enhance Programs and Services

We are always working to assess and improve our programs and services. As set forth by our strategic plan, we aim to enhance our programs and services by ensuring uniform, consistent and reciprocal application of the North American Standard Inspection Program, the foundation of this Alliance.

In addition, to maintain the high standards required of CVSA-certified inspectors, we will continue to create and promote accountable and effective online training and certification programs and resources. Our inspectors are constantly challenging themselves and looking for ways to improve their skills and inspection processes. CVSA wants to ensure we capitalize on that zest for improvement by offering the tools necessary for commercial motor vehicle safety personnel to make our roadways a safer place, all while improving their knowledge and aiding their professional growth.

Understanding and appreciating the importance of technology, CVSA also aims to support and enable member use of technology in enforcement, and we will work with other agencies and organizations to improve data quality, collection and analysis capabilities.

Expand Communication and Outreach Activities

The Alliance will expand communication and outreach activities by improving the quality, relevance and timeliness of information available to our members. Our email blast system enables us to assess user data about the information most useful to our members, allowing us to better focus on the information you want to know.

In addition, we have revamped our website, based on visitor analytics, to make the most accessed pages and information easier to find. A new section devoted exclusively to inspections was created, making all inspection information and resources available in one section of the site, making it a one-stop shop for all things inspection-related.

The Federal Motor Carrier Safety Administration has dubbed this year as the "Year of Partnerships." Here, at CVSA, we fully support that effort and are doing our part to further that designation. We will continue to foster existing and establish new partnerships and alliances supportive of CVSA's mission. Making our roadways a safer place cannot be accomplished by just one organization or one industry. It takes cooperation and coordination by all transportation safety individuals, agencies and organizations.

Expand Advocacy and Outreach Initiatives

As a leader in commercial motor vehicle safety and enforcement, we work closely with the federal government to provide guidance and feedback on commercial motor vehicle

The strategic plan was presented to jurisdiction representatives at the CVSA Workshop in Chicago.





training, certification, legislation, regulations and other policy. With the strategic plan as our guide, the Alliance will continue to develop and implement an aggressive legislative/regulatory strategy that improves CMV safety and increases international regulatory harmonization and/or reciprocity.

We will also improve member and stakeholder awareness and engagement by continuing to provide regulatory and legislative updates and offer transparency as it relates to the Alliance's policy positions.

Leadership Composition

Starting Oct. 1, 2016, you may notice a change in the organization's leadership structure. The structure was changed to better align with how the leadership composition already functions in practice.

The body of leadership individuals that will head this organization will be referred to as the CVSA Board of Directors. There will be 18 members of the board: the president, vice president, secretary, three immediate past presidents, regional presidents and vice presidents, and the local member president and vice president.

The CVSA Executive Committee will still exist but will now consist solely of CVSA's three international officers: the CVSA president, vice president and secretary.

The regional and committee structure will remain the same. There are five regions representing areas of the United States, Canada and Mexico. Each region has a president and vice president. Each committee has a chair, vice chair and secretary.

CVSA offers a number of opportunities for motivated individuals to step into leadership roles within the organization. We encourage anyone interested in pursuing a leadership position to contact us (at cvsahq@cvsa.org or 301-830-6143) to express your desire to serve.

Development and Implementation Committees

With our new strategic plan in mind, the organization's leadership re-assessed each of CVSA's committees to ensure they were meeting the goals and objectives set forth for the future

of the organization. The decision was made to create two new committees to meet the growing needs of our membership of enforcement personnel and industry representatives. The two newly created committees are:

- Enforcement and Industry Modernization Committee
- Policy and Regulatory Affairs Committee

The Enforcement and Industry Modernization Committee will identify technological advancements that can be leveraged to improve commercial motor vehicle safety by enhancing the performance, quality and uniformity of commercial motor vehicle inspections and transforming enforcement-related activities. This committee will be the home for electronic inspections, as well as inspection, driver and vehicle technology discussions. Technological developments will be leveraged to anticipate, prepare for and address advances in technology.

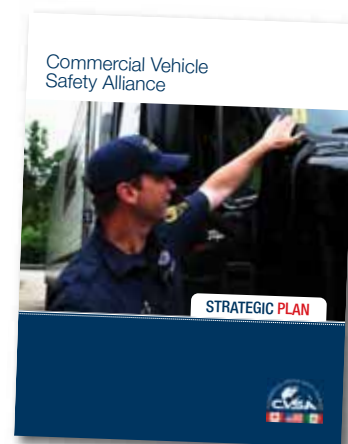
The Policy and Regulatory Affairs Committee will develop the Alliance's policy positions and implementation strategies for the agency/department leaders responsible for the coordination and oversight of commercial motor vehicle safety and enforcement programs. It also serves as a forum for international regulatory harmonization discussions. The Program Initiatives Committee (PIC) has been sunset; however, the Policy and Regulatory Affairs Committee will now address many of the issues, topics and discussions that previously took place in PIC.

To learn more about the two new committees and CVSA's existing committees, or to join one of our committees, visit www.cvsa.org/committee/committees.

In Closing

The rollout of a new strategic plan is a significant event. In order for the strategic planning process to be successful, the Alliance needs your support. The strategic plan is an ongoing process that allows the organization to proactively adjust to changing conditions in transportation safety. CVSA hopes to have your support as we incorporate the goals and objectives of the strategic plan into the culture and structure of the Alliance. ■

The new strategic plan provides transparency regarding the Alliance's goals and objectives and the future direction of the organization. Download a copy of the new strategic plan from the CVSA website at www.cvsa.org.



CVSA Announces Six 2016 College Scholarship Recipients

CVSA awarded six \$500 scholarships to deserving high school graduates to attend the college of their choice. Erin Sumfleth will attend the University of Rochester in New York; Taylor Jarrett will attend Texas State University; Jasper Winters will attend the University of Washington; Alexis Miller will attend Northern Arizona University; Allison Rivett will attend the University of Saskatchewan; and Desiree Schippers will attend Kansas State University.

As North America's leading commercial motor vehicle safety organization, CVSA's annual scholarship award program is a key component of the Alliance's outreach initiatives. The scholarship award program is competitive in its selection criteria, uniquely tailored to recognize outstanding high school seniors. Scholarship recipients are selected by weighing a strong combination of academic performance, volunteer work and extracurricular activities.

"Our six scholarship winners clearly demonstrated tremendous academic achievement as well as involvement in extracurricular activities and commendable volunteer work throughout their high school careers," said CVSA Executive Director Collin Mooney. "We are proud to provide college scholarships to these exemplary young adults, furthering their education in the fields of their choice."

CVSA was able to award six scholarship winners with \$500 each thanks, in part, to a generous donation by Smart Safety Services LLC.

Information about the 2017 scholarship program will be announced in early 2017. ■



Taylor Jarrett, daughter of Commercial Vehicle Enforcement Ofcr. Scott Hayney of the Lewisville (Texas) Police Department, plans to pursue a degree in nursing. In high school, Taylor was on the school

dance team, in the band and part of the color guard. She participated in her school's health science program and performed hospital rotations, as well as ride-outs with the fire department.

"I have also volunteered numerous times at Denco 9-1-1 District, participating in events that promote public safety and education," said Taylor. "I also worked part time at an assisted living community."



Allison Rivett, daughter of Glen Rivett, an investigator with Saskatchewan Commercial Vehicle Enforcement, will pursue her bachelor of science degree at the University of Saskatchewan. Allison has been involved in dance since the age of three.

Allison said, "Being involved in dance has allowed me to experience many things, including being part of a large production group that performed shows on two cruise ships. I have been involved in community activities like Arts Without Borders, YOU CAN FREE US, and various fundraising events due to my connection to dance."



Erin Sumfleth, daughter of New York State Tpr. Teresa Sumfleth, was ranked second in her class. She was student council member, treasurer and, ultimately, president. She was also treasurer and secretary in the National Honor Society.

Erin was in many clubs and activities throughout her high school years, including band and jazz band, the musical production club, drama club and science club. Erin also volunteered at the Delaware Youth Center, American Youth Soccer Organization, Catholic Youth Organization, St. George's Catholic Church and the Girl Scouts.



Daughter of Lt. David Miller of the Nevada Highway Patrol, **Alexis Nikole Miller** represented her high school as a varsity athlete in soccer and track. She volunteered at the Marvin Moss Fall Festival, the Food Bank of Northern Nevada and at local middle school track meets. Alexis also organized a food drive for a local elementary school and volunteered to clean city parks and rivers. Alexis will attend Northern Arizona University.



Daughter of CVSA Level I Inspector Andrew Schippers of the Kansas Highway Patrol Motor Carrier Safety Alliance Program, **Desiree Schippers** was a member of many clubs and organizations in high school, such as the student council, drama, forensics and yearbook. Along with these activities, Desiree enjoyed competing in cross country and softball. Utilizing her leadership on the softball team, Desiree organized and executed a fundraiser to raise money for multiple sclerosis (MS) awareness. Her team was able to raise more than \$6,000 over two seasons to fund research and assist MS survivors. Outside of school, Desiree worked at Prairie Senior Living Complex and plans to use her experience at the nursing home to propel her into a career as a physician's assistant. This fall, she will attend Kansas State University to major in human health and nutrition with a minor in creative writing.



Jasper Winters, whose father Roger Hoe drives a propane truck for Amerigas, graduated from high school as salutatorian with a GPA of 3.97 and plans to study genetic engineering in college. Jasper volunteered at Colville Valley Animal Sanctuary, and was a member of the National Honor Society and National Society of High School Scholars.

Jasper said, "I love to read and write, and study new things. I quite enjoy useless facts, especially those that can be inserted into otherwise normal conversations on a regular basis, because without a little fun, life is not worth living."



Schneider's Bob Wyatt is CVSA's 2016 International Driver Excellence Award Winner

CVSA is proud to announce the winner of its 2016 International Driver Excellence Award (IDEA), Bob Wyatt of Schneider, who has driven for 51 years and nearly 5 million miles without a crash.

Launched in 2015, IDEA recognizes individuals who go above and beyond the performance of their duties as a commercial motor vehicle driver, distinguishing themselves conspicuously and beyond the normal call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

The son of a professional truck driver, Bob developed his love of life on the road from his father. Reflecting on his career, Bob says, "When I first started driving, I was nervous and didn't want to mess up. Each year that went by, though, I banked the things I learned and I kept going – and I kept learning. After this many years on the road, I just know what I have to do and I do it. God blessed me with a natural talent and love for driving, and for that I am thankful."

Although he's had the chance to drive for other divisions of the company over the years, Bob chose to stick with over the road. "I just always wanted to run long," he explains.

In submitting Bob's nomination, his nominator noted that Bob is a willing ambassador for Schneider and the industry. He is willing to share his expertise and tips to help drivers be safe and successful.

Bob Wyatt is Schneider's most decorated driver. He is the only driver in the company's 80-year history to receive both Schneider's 40-Year Consecutive Safe Year Driving Award and the 4 Million Safe Miles Award. He is also a Schneider Haul of Fame inaugural inductee. In addition, Bob is featured in Schneider's recently published company history book, "Leap of Faith."

"Bob's accumulated 4.8 million miles over his amazing 41-year career at Schneider isn't the most special thing about Bob," said Schneider President and CEO Chris Lofgren. "What stands out to me is his commitment, interest in people and his terrific sense of humor."

When he's not on the road, Bob enjoys the simple pleasures in life, like taking long walks with his dog, spending time with his wife and children, and attending church regularly.

"Bob Wyatt constantly does what is right. He plans his trips meticulously and doesn't allow himself to be rushed," said Don Osterberg, former Schneider senior vice president of safety, security and driver training. "He maintains constant situational awareness and anticipates what other drivers will do before they do it. He drives defensively and shares his considerable insights and wisdom with other drivers in a positive and constructive way."

"We, at CVSA, cannot be more proud to announce Bob Wyatt as this year's winner of the International Driver Excellence Award," said CVSA President Maj. Jay Thompson with the

Arkansas Highway Police. "We are so impressed by his spotless record of 51 years of safe driving, his unwavering, long-term commitment to public safety, his proactive approach to growth and learning, and his willingness to engage with leadership to be a catalyst for industry improvement. We are truly honored to select Bob Wyatt to receive the 2016 International Driver Excellence Award."

Bob Wyatt will be presented with his award on Sept. 19, 2016, at the CVSA Annual Conference and Exhibition in Little Rock, Arkansas.

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

To learn more about the IDEA program, visit www.cvsa.org/program/programs and click on "International Driver Excellence Award."

The 2017 IDEA nomination form will be posted in early 2017. ■



Commercial Vehicle
Safety AllianceCVSA RELEASES ITS
FY2015
ANNUAL
REPORT

To ensure transparency in our goals and progress, and in an effort to share our accomplishments, CVSA provides an annual report to the public.

The latest edition of the annual report is for the Alliance's fiscal year 2015, which encompasses Oct. 1, 2014, to Sept. 30, 2015.

The annual report contains information on advances in safety, outreach efforts, training and certification, and the organization's growth and development, along with financial information.

To download your copy of the annual report, visit www.cvsa.org.

CVSA Attends the 2016 "Be Ready. Be Buckled."
Safety Belt Art Contest Awards Ceremony

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

As an active member of the Federal Motor Carrier Safety Administration's (FMCSA) Commercial Motor Vehicle (CMV) Safety Belt Partnership, CVSA attended the 2016 "Be Ready. Be Buckled." student art contest awards ceremony at the U.S. Department of Transportation headquarters in Washington, D.C., on June 24, 2016.

U.S. Transportation Deputy Secretary Victor Mendez and FMCSA Deputy Administrator Daphne Jefferson awarded top honors in the 2016 "Be Ready. Be Buckled." student art contest to fourth grader Andy Chen and second grader Jessica Hong, both of East Brunswick, New Jersey.

"Although a record high 84 percent of commercial motor vehicle drivers are using safety belts, we want that number to be 100 percent," said CVSA Executive Director Collin Mooney. "CVSA's involvement with the CMV Safety Belt Partnership demonstrates our ongoing commitment to the education of drivers and motor carriers on the life-saving value of simple safety belt usage."

The annual "Be Ready. Be Buckled." student art contest is organized by the CMV Safety Belt Partnership, which includes CVSA as well as more than 30 government agencies and private organizations. The contest is open to students in kindergarten through sixth grade who have a sponsor in the commercial truck and bus industries.

"This one simple step – buckling up every trip, no matter how short the distance – is the first line of defense in protecting against injury in the case of a crash," said Deputy Secretary Mendez. "Whether you are a parent, a caregiver, a friend or a colleague, it is your

responsibility to ensure that every passenger riding in your vehicle securely fastens his or her safety belt."

"Safety belts save lives and their use by drivers has steadily increased during the past decade. That is great news because it means that every day more and more people are returning home to their loved ones," said FMCSA Deputy Administrator Jefferson. "We want the protection of a seat belt applied to every passenger riding in a large truck. It can be the one thing you do that saves your life in a crash."

Below is a list of the 12 students whose artwork will be featured in the "Be Ready. Be Buckled." art contest calendar, which will be released in fall 2016:

- **Grand Prize Winner: Andy Chen** – Fourth grade from East Brunswick, New Jersey
- **Grand Prize Winner: Jessica Hong** – Second grade from East Brunswick, New Jersey
- **Benny Chen** – Second grade from East Brunswick, New Jersey
- **Jessie Chen** – Second grade from East Brunswick, New Jersey
- **Heather Li** – Fifth grade from Orlando, Florida
- **Meaghan Li** – First grade from Orlando, Florida
- **Aldrick Liu** – Fifth grade from Edison, New Jersey
- **Aaron Pan** – Third grade from Edison, New Jersey
- **Sai Raval** – First grade from Edison, New Jersey
- **Adam Sommo** – Second grade from Metuchen, New Jersey
- **Noah Sommo** – Fourth grade from Metuchen, New Jersey
- **Helen Zhang** – Sixth grade from Mountainside, New Jersey ■



CVSA's 2016 Operation Safe Driver Week is Oct. 16-22

In 2014, large trucks and buses were involved in 3,978 fatal crashes and 88,000 injury crashes.

Law enforcement agencies throughout North America will engage in heightened traffic safety enforcement and education aimed at combating unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger-vehicle (car) drivers as part of CVSA's Operation Safe Driver Week, Oct. 16-22, 2016.

Unsafe driver behaviors by CMV drivers and passenger-vehicle drivers continue to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes. CVSA's Operation Safe Driver program was created to help to reduce the number of crashes, deaths and injuries involving large trucks, buses and cars due to unsafe driving behaviors. During Operation Safe Driver Week, there will be increased CMV and passenger-vehicle traffic enforcement.

Examples of unsafe driver behaviors that enforcement will be tracking throughout Operation Safe Driver Week are speeding, failure to use a seatbelt while operating a CMV or in a passenger vehicle, distracted driving, failure to obey traffic control devices, traveling too closely, improper lane change, etc.

Operation Safe Driver Week is sponsored by CVSA, in partnership with FMCSA and with support from industry and transportation safety organizations, and aims to help improve the behavior of all drivers operating in an unsafe manner – either by or around commercial motor vehicles – and to initiate educational and traffic enforcement strategies to address those individuals exhibiting high-risk behaviors.

To find out about Operation Safe Driver Week enforcement events going on in your area, contact the agency/department responsible for overseeing commercial motor vehicle safety within your jurisdiction.

For more information about CVSA's Operation Safe Driver Program or this year's Operation Safe Driver Week, visit www.operationsafedriver.org. ■

CVSA Launches New Website

On June 27, 2016, CVSA launched its brand-new website. Based on website analytics, the site was completely redesigned to make the most accessed pages and information easier to find. The new site is more user friendly and the navigation is more intuitive.

The website address is still the same – www.cvsa.org. Please take some time to look around the site and familiarize yourself with the new layout.

There is now a new section of the site (the "Inspections" tab) devoted exclusively to inspections, providing important information not only for inspectors but for any individual seeking more information on inspections.

When most organizations launch a new website, they tend to add much more information. We've done the opposite. We know your time is limited and you don't want to spend it sifting through extraneous information to find what you want. Based on the analytics, we removed pages, information and documents that weren't being accessed or used. We've re-written content to be more concise and to the point. We want to ensure the information on our site is targeted, succinct and useful. If it wasn't, we removed it.

The site is also responsive, which means that no matter what device you're viewing the website – whether it's a smart phone, laptop, desktop, tablet or any other electronic device – the site will adjust to be viewable and navigable on that device.

The website homepage will continue to display important news, updates and information specific to law enforcement and industry. And you'll still find the information and resources you've always relied on CVSA to provide.

We hope you will enjoy the new website. We believe we have created an improved online experience with improved information, functionality and navigation. ■



CVSA Kicks Off International Roadcheck Three-Day Enforcement Event on June 7 in Maryland



On June 7, 2016, CVSA held a news conference and inspection demonstrations at the West Friendship (Maryland) Weigh Station and Inspection Facility to kick off 2016 International Roadcheck.

International Roadcheck is an annual 72-hour event when federal, state, provincial, territorial and local inspectors throughout North America conduct comprehensive commercial motor vehicle and driver inspections aimed at saving lives on our roadways. The special emphasis for this year's International Roadcheck was tire safety.

Remarks were delivered by Collin Mooney, Executive Director, Commercial Vehicle Safety Alliance; Dr. Robert Molloy, Director, Office of Highway Safety, National Transportation Safety Board; Blair Anderson, Deputy Administrator, National Highway Traffic Safety Administration; and Scott Darling, Administrator, Federal Motor Carrier Safety Administration.

To learn more about International Roadcheck and to view the results from this year's campaign when it becomes available, visit www.roadcheck.org.



FMCSA Administrator Scott Darling talks about the partnerships among organizations, enforcement, agencies and the industry, all with the goal of reducing the crashes, fatalities and injuries on our roadways.



CVSA Executive Director Collin Mooney welcomes everyone to the kickoff ceremony for the 2016 International Roadcheck three-day inspection blitz.



Pictured left to right: Dr. Robert Molloy, Director, Office of Highway Safety, National Transportation Safety Board; CVSA Executive Director Collin Mooney; Blair Anderson, Deputy Administrator, National Highway Traffic Safety Administration; and FMCSA Administrator Scott Darling.



Dr. Robert Molloy, NTSB's director of the Office of Highway Safety, has a clear request: to make our roadways so safe that he and his agency are put out of business.



Capt. Michael Gelormino of the Maryland State Police signs the tire safety board.



NHTSA Deputy Administrator Blair Anderson talks about the importance of tire safety, which was the focus of this year's International Roadcheck.

New COHMED Leadership Member Gains New Perspective

By **Tpr. Daniel Voelker**, *National Training Center Master Instructor, Hazardous Materials Response Unit, Arizona Department of Public Safety*

My first experience with the COHMED Conference was in 2013 in Biloxi, Mississippi. Thinking back to that experience, I was excited because I was finally rubbing shoulders with other people who are enthusiastic about hazardous materials regulations. I truly enjoyed meeting enforcement personnel and members of industry from different jurisdictions who are committed to making sure hazardous materials are transported safely in North America. The training that was provided was top notch and I remember a region leader taking me under his wing and showing me the value in the COHMED Conference experience.

In 2016, in San Antonio, Texas, I was voted in as the vice chair for Region IV. Having attended the COHMED Conference for the three previous years, I thought I had a good understanding of what was involved with putting together a successful conference. I was really wrong.

This year, I learned that locations for COHMED Conferences are planned out several years in advance so that the CVSA staff has time to work out contract agreements with the venues. The leadership aggressively works out details for the next year's COHMED

Conference, just as the current conference is ending.

I also learned that the work involved with running a program like the COHMED Conference was not quite as surprising as the cost involved in holding such a conference. Now that I am aware of the costs, the first thing I am going to do is give a lot more genuine thanks to all of the sponsors that allow our conferences to occur. Without them and their generosity, we couldn't hold the COHMED Conference every year.

There are several projects in production and conferences are attended by the leadership throughout the year. During conferences, each member of leadership (if not teaching a class) has assigned duties of introducing instructors, manning the greeting desk, collecting rosters and holding meetings. All of these activities are done on a voluntary basis so that everyone can have a worthwhile experience when they arrive.

When you are a COHMED Conference attendee, there are a lot of dedicated people working in the background, and there are extremely generous sponsors that are there to ensure you have a positive training and networking experience. ■

Mark Your Calendar for CVSA's 2017 Meetings and Events



2017 Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

Jan. 23-27, 2017

*Marriott Savannah Riverfront
Savannah, Georgia*



2017 CVSA Workshop

April 23-27, 2017

*Hyatt Regency Atlanta
Atlanta, Georgia*



2017 North American Inspectors Championship (NAIC)

Aug. 7-11, 2017

*Hyatt Regency Orlando
Orlando, Florida*



2017 Annual Conference and Exhibition

Sept. 17-21, 2017

*Yukon Convention Centre
Whitehorse, Yukon, Canada*



Order complimentary copies of the

COHMED Conference Brochure

CVSA has a COHMED Conference brochure available to you, free of cost. Just let us know how many copies you'd like and where you'd like your copies sent and we'll ship them to you. To request complimentary copies of the brochure, call 301-830-6147 or email carlises@cvsa.org.



INSPECTOR'S CORNER

Testing the Potential of Wireless Roadside Inspections

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

There are arguments for and against WRI, but the best part about it all is that it gets people talking about CMV safety.

I hope that, by now, everyone knows how much I love the marriage of technology with enforcement. It makes our jobs easier and allows us to be more thorough and efficient.

I was lucky enough to be asked to participate in a study project for the Federal Motor Carrier Safety Administration (FMCSA) and Oak Ridge National Laboratory (ORNL). The project is for wireless roadside inspections (WRI) of commercial motor vehicles (CMVs). It was only a matter of time before we would have the ability to have the CMVs let enforcement personnel know something is wrong or, more importantly, when all is good.

A WRI takes the information entered by the driver into the CMV and checks the vehicle's and carrier's credentials, hours of service, driver qualifications, etc. Basically, it does what we do daily during a Level III Inspection. I applaud FMCSA and ORNL for looking to the future and anticipating how the technology mandated by FMCSA could be used to further improve CMV safety and efficiency.

While WRI is in its infancy, I think it has awesome potential. I have already had a shift

verifying the information collected by the CMVs and transmitted to enforcement personnel. I believe, once the program is fully functional, the safety benefits and cost reductions for carriers could easily be measured. Being able to receive an inspection at highway speeds instantly instead of spending 15 to 20 minutes on the roadside with an officer has to be appealing to motor carriers.

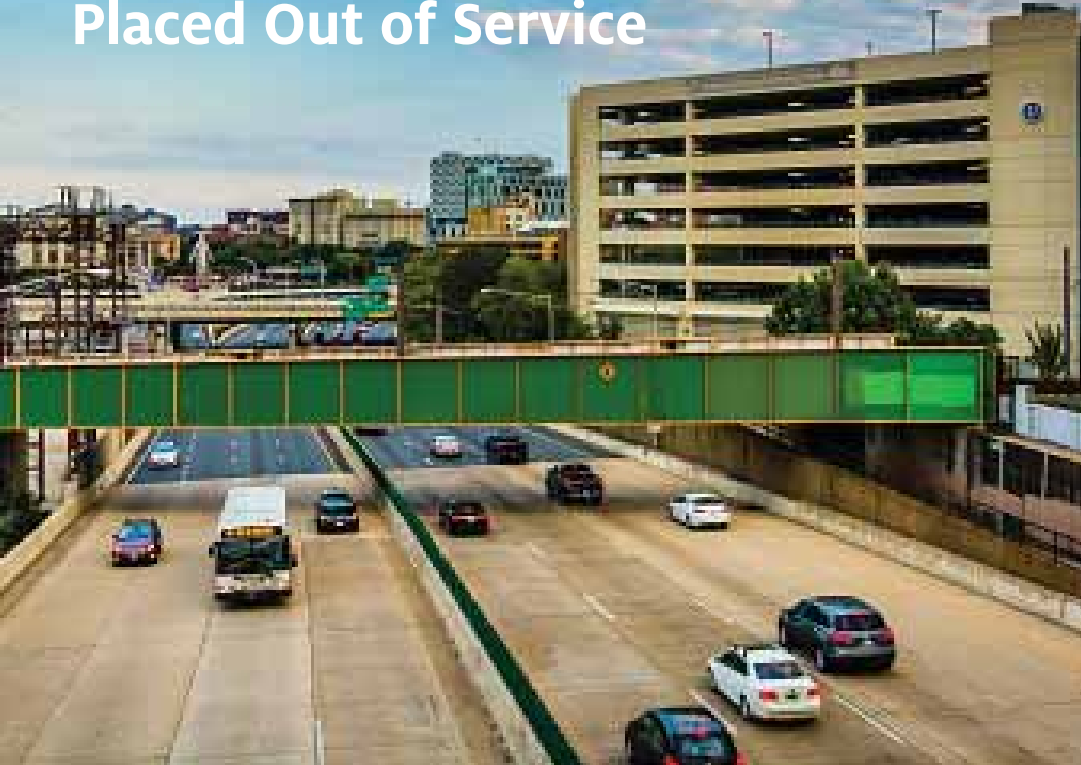
I always recommend that everyone do research and develop their own opinions. If you are involved in CVSA, whether through enforcement or carrier operations, do a quick internet search for WRI and study it. There are arguments for and against WRI, but the best part about it all is that it gets people talking about CMV safety.

As always, everyone please be safe out there and look out for each other. By the time this is printed, I will have been replaced by the NAIC 2016 Grand Champion. I am honored to have been asked to write my thoughts out for "Guardian" magazine. This year has been awesome. ■



REGION I

One-Quarter of Commercial Motor Vehicles Inspected on One-Day Enforcement Blitz on Maryland's Capital Beltway Were Placed Out of Service



On May 14, 2016, a combined law enforcement commercial motor vehicle enforcement initiative in Maryland's Prince George's County involved the inspection of more than 400 vehicles with 25 percent placed out of service for a variety of violations.

Assisted by personnel from seven different police agencies, troopers, truck inspectors and cadets from the Maryland State Police Commercial Vehicle Enforcement Division conducted one of their largest inspection operations of the year. Commercial motor vehicles on I-495/95 were directed into the parking lot at FedEx Field where county and state truck inspectors conducted a variety of safety and equipment inspections, as well as weight checks.

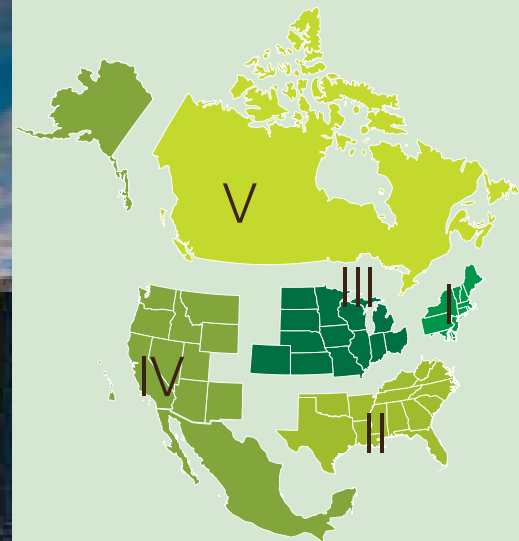
438 commercial motor vehicle inspections were conducted.

- 27 vehicles were placed out of service for tire violations

- 86 were placed out of service for a variety of other violations
- One was found to be 24,000 lbs. overweight
- 115 traffic citations were written
- 251 warnings were issued

Assisting police departments included the Maryland Transportation Authority Police, Prince George's County Police Department, Montgomery County Police Department, Howard County Police Department, Calvert County Sheriff's Office, Greenbelt Police Department and the Maryland Department of the Environment.

In addition to Maryland State Police Commercial Vehicle Enforcement Division personnel, assisting state police units included the Special Operations Division K-9 Unit, Criminal Enforcement Division, Tactical Medic Unit, Forensic Sciences Division, and the Maryland Coordination and Analysis Center. ■



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

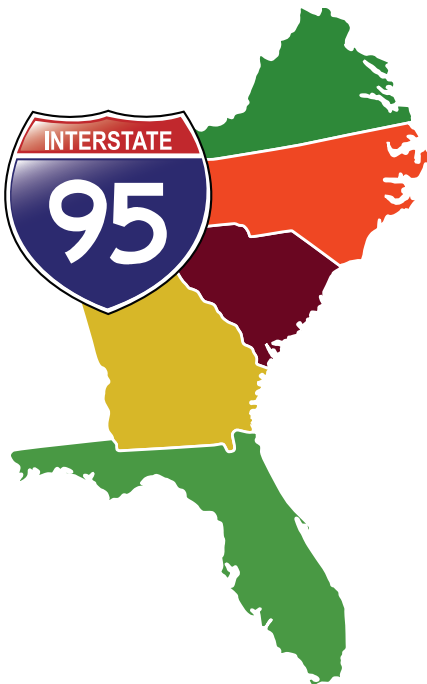
Operation Safe DRIVE March Enforcement Summary

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

Regions I and II conducted an enforcement wave from March 22-24, 2016. The member states that participated were Maryland, Virginia, North Carolina, South Carolina, Georgia and Florida. The effort spanned across interstate highways I-95, I-85, I-75, I-20 and I-10.

This multi-region effort emphasizes the strong cooperative relationship among member jurisdictions and demonstrates the partnerships members have built collaborating together to prevent crashes.

The purpose of the Safe DRIVE wave is to provide visibility and enforcement directed at high-crash "hot spots" on our roadways and throughout the interstate system in an effort to prevent crashes. Studies have shown that high-visibility enforcement creates the benefit of diffusion, meaning high-visibility cues not only reduces traffic violations and crimes on the corridors of the enforcement, but also creates a reduction in adjoining geographic areas and corridors. ■



I-95 OPERATION DRIVE ENFORCEMENT SUMMARY

CMVs Inspected	803
Out-of-Service Drivers	60
Out-of-Service Vehicles	164

CMV Driver Traffic Enforcement Violations

Warnings	516
Citations	395

Non-CMV Driver Traffic Enforcement Violations

Warnings	54
Citations	72

I-75 OPERATION DRIVE ENFORCEMENT SUMMARY

CMVs Inspected	531
Out-of-Service Drivers	34
Out-of-Service Vehicles	73

CMV Driver Traffic Enforcement Violations

Warnings	88
Citations	325

Non-CMV Driver Traffic Enforcement Violations

Warnings	199
Citations	585

I-85 OPERATION DRIVE ENFORCEMENT SUMMARY

CMVs Inspected	641
Out-of-Service Drivers	29
Out-of-Service Vehicles	140

CMV Driver Traffic Enforcement Violations

Warnings	1,393
Citations	103

Non-CMV Driver Traffic Enforcement Violations

Warnings	12
Citations	20

I-10 OPERATION DRIVE ENFORCEMENT SUMMARY

CMVs Inspected	193
Out-of-Service Drivers	21
Out-of-Service Vehicles	35

CMV Driver Traffic Enforcement Violations

Warnings	4
Citations	40

Non-CMV Driver Traffic Enforcement Violations

Warnings	213
Citations	239

I-20 OPERATION DRIVE ENFORCEMENT SUMMARY

CMVs Inspected	415
Out-of-Service Drivers	40
Out-of-Service Vehicles	41

CMV Driver Traffic Enforcement Violations

Warnings	91
Citations	185

Non-CMV Driver Traffic Enforcement Violations

Warnings	8
Citations	9

Florida Highway Patrol and Florida Trucking Association Team up to 'Share the Road'

By Capt. B. Ezra Folsom, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

On April 19, 2016, the Florida Highway Patrol teamed up with the Florida Trucking Association for "Share the Road" transportation safety educational events at eight Hillsborough County high schools as well as Lake Wales High School in Polk County.

This is an annual event in which Florida Highway Patrol's Office of Commercial Vehicle Enforcement and the Florida Trucking Association (FTA) work together to spread the message of sharing the road with large vehicles.

A video presentation was made to driver's education classes (1,158 students), along with discussions. Students then ventured outside to the static display and had the opportunity to sit in the driver's seat of a truck-tractor semi-trailer combination vehicle. From the driver's seat, students could see the blind spots truck drivers deal with every time they drive. These future drivers were encouraged to give these trucks plenty of room and to avoid those blind spots. ■



Tpr. Walkens William and members of the FTA's Florida Road Team.



Tpr. Walkens William and members of the FTA's Florida Road Team explain the blind spots of a large commercial truck to a group of students at Durant High School in Plant City, Florida.

REGION II

Florida Highway Patrol Teams with Industry for Panel Discussion of ELDs at NTTC Meeting

By Maj. Derek Barrs, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

On June 16, 2016, Capt. Buchanan Folsom and Maj. Derek Barrs of Florida Highway Patrol's Office of Commercial Vehicle Enforcement attended the National Tank Truck Carriers (NTTC) association meeting in St. Petersburg, Florida.

Tom Cuthbertson, vice president of regulatory compliance for Omnitrac; John Bowlby, director of safety and H/R for Carbon Express Inc.; Griff Odgers, senior vice president of safety and risk management for Andrews Logistics; and Maj. Barrs were part of a panel discussion on the new electronic logging device (ELD) rule.

There were more than 100 motor carrier safety officials from all across the United States in attendance for the panel discussion, which lasted more than an hour and a half.

At the end of the panel discussion, Capt. Folsom and Maj. Barrs spoke with several Florida carriers and ELD providers, all of whom are welcome as partners as the Florida Highway Patrol takes steps to educate and train its commercial vehicle enforcement members on the usage of ELDs.

The ELD mandate is now in its beginning phase, with final implementation set for December 2019. Florida Highway Patrol will work with its trainers on the development of ELD training for its members in the field to ensure consistency in its education and enforcement efforts. ■



Arkansas Holds Press Conference for 2016 International Roadcheck



The Arkansas Highway Police (AHP) and the Arkansas Trucking Association (ATA) held a news conference on June 7 for the first day of CVSA's International Roadcheck. Arkansas is the home state of current CVSA President Maj. Jay Thompson of the Arkansas Highway Police.

"Our effort is to ensure that commercial vehicles are compliant with the rules and regulations to ensure safe travel on the roadways," said AHP Chief Ron Burks.

"We stand with the highway police in the enforcement efforts to keep our highways safe through programs like Roadcheck," added ATA President Shannon Newton.

"The trucking industry's workplace is on our nation's highways, and we are committed to keeping them safe for everyone we share the road with," said David O'Neal, director of safety services for the ATA. "Inspections help us remember that commitment every day."

Inspectors conducted compliance, enforcement and educational initiatives targeted at various elements of motor carrier, vehicle, driver and cargo safety. Inspections started at 6 a.m. Tuesday, June 7, and lasted through 6 a.m. Thursday, June 9.

During International Roadcheck, Arkansas Highway Police primarily conducted North American Standard Level I Inspections. This year, International Roadcheck had a special emphasis on tire safety, including tread depth, air pressure, visible bulges and overall condition.

All commercial motor vehicles were required to roll through checkpoint areas; however, only obvious violations and random vehicles were selected for inspection. ■

REGION II

Texas Department of Public Safety Commercial Motor Vehicle Inspections Topped 7,790 During International Roadcheck



The Texas Department of Public Safety (DPS) inspected 7,795 commercial motor vehicles as part of International Roadcheck 2016, a North American inspection initiative held annually aimed at enhancing commercial motor vehicle safety. The three-day inspection effort spanned from June 7-9, and included DPS commercial vehicle enforcement troopers, specially trained highway patrol troopers and civilian inspectors.

Approximately 22.5 percent (1,751) of the 18-wheelers, buses and other commercial motor vehicles inspected were placed out of service for a variety of safety violations until

appropriate repairs could be made. Issues with brakes and defective vehicle lighting were among the most common infractions that led to out-of-service violations.

Additionally, drivers were checked for compliance with state and federal laws, and 224 drivers were placed out of service. Among the violations were failing to have the proper type of driver license for the vehicle being driven, improper logging of duty time and driving over the maximum number of hours.

In all, DPS issued 1,972 citations and more than 20,446 warnings. ■



Join a CVSA Committee

From cargo securement harmonization to information technology, CVSA offers a committee for you. Our committees are open to all CVSA members. To find out more about each of our committees, visit www.cvsa.org and click on "Committees."

Once you've found a committee that interests you, log in to your CVSA account to join and you're all set.

REGION II

Laredo International Roadcheck



Photo by Joe L. Cortez, Border Inspector Supervisor, World Trade Bridge and Lincoln-Juarez Bridge, Federal Motor Carrier Safety Administration, U. S. Department of Transportation.



New Inspector Hits the Streets in Bexar County in South Texas

By Rosanne Hughes, Change Management Specialist, Bexar County Sheriff's Office, Texas

Living and working in South Texas, Deputy Eric Sedillo has seen his share of vehicle collisions over the years. Living at the confluence of major roadways such as Interstate Highway 10, Interstate Highway 35 and U.S. Route 281, the Bexar County Sheriff's Office (BCSO) law enforcement officer responded to many incidents involving commercial vehicles.

"It takes a long time to clear a crash scene with a commercial vehicle," Sedillo said. "I wanted to have a better understanding of how we can make things safer for everyone – those in the trucking industry and the motoring public."

After roughly seven months of studying and testing, Sedillo became certified as a North American inspector for the agency in February 2016. He completed his initial 32 inspections with a certified inspector three months later. He was quick to thank his supervisors for giving him the ability to study and train in preparation for the exams.

"There's so much to learn, and if you're not immersed in it, it's very difficult to understand it all," Sedillo said. His traffic unit is full of books, even now, he added.

"You have to be able to inspect a log book and know how many hours that driver can be on duty and how many hours he can legally drive," he said.

While conducting one of his first inspections, Sedillo discovered the driver of the commercial truck was falsifying his log books.

"I stopped a driver to inspect his vehicle and asked to see his log book, medical card and driver's license," Sedillo said. "He handed me his log book, and I looked up and saw additional loose log book pages on his dashboard."

When the deputy asked the driver what they were, the driver told him they were "mistake pages." Further investigation revealed the driver was attempting to keep two different log

books to hide more driving hours. The one he was hiding indicated he had more driving hours than he wanted to report.

"When I asked him to explain this to me, he said, 'Okay, okay, you got me. It's a false log.'"

Making sure drivers of commercial motor vehicles are complying with regulations is in everyone's best interest – even those in the trucking industry.

Having an inspector at the Bexar County Sheriff's Office has been an asset to the agency, and also to the surrounding region as well. Sedillo said he regularly receives calls from other agencies regarding commercial motor vehicles.

"This just adds one more level of safety to the motoring public in our county," he said. "We've always been able to enforce state traffic laws,

Continued on next page

Continued from page 29

but now we'll be able to enforce federal regulations as well. Before, we could not place a commercial vehicle or its driver out of service; but now, we can."

Sedillo said drivers of commercial motor vehicles have a great responsibility as they travel the nation's roadways.

"The multitasking that goes on is intense for these drivers," he said. "They have to anticipate everything before it happens, such as a traffic light changing, and they need to have the time and distance to be able to stop safely. With all of that multitasking, any kind of driver fatigue is critical. If you don't follow the federal regulations of when to take a mandatory break or off time, that's when crashes can occur."

Enforcing weight restrictions is a safety factor as well, but something else is affected, according to Sedillo. Driving overweight commercial vehicles also impacts the nation's infrastructure and damages roads, which leads to increased maintenance costs.

For Sedillo, whether motorists are commercial truck drivers or the vehicles that surround them, safety comes first.

"I look at everyone out there on the roads and think of my family," he said. "My family drives on these roads. I would hate for something to happen to one of them because of driver fatigue or a vehicle maintenance issue. The most important thing is that all drivers are able to travel safely." ■



REGION II

Florida Highway Patrol and FMCSA Hold Joint Inspection Detail

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

The Florida Highway Patrol and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) held a three-day joint enforcement detail May 10-12 at the Port of Jacksonville in Florida. Eighty-two inspections were conducted. Nineteen commercial motor vehicles were placed out of service, one driver was placed out of service. ■



REGION III

South Dakota Highway Patrol Conducts Passenger-Carrier CMV Inspections at Mount Rushmore

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



From left to right: Sgt. Kelly Stern, Inspector Steven Walters, Manager Vicki Kracht, Inspector Fred Carlson, Tpr. Kevin Moser, Capt. John Broers, FMCSA Administrator Scott Darling, Master Inspector Phillip Lentz and Master Inspector Andrew Stapleton.

As part of the U.S. Department of Transportation's Federal Motor Carrier Safety Administration's (FMCSA) Passenger Safety Initiative, the South Dakota Highway Patrol conducted "Operation Liberty" July 18-30, 2016. Inspectors and troopers gathered near Mount Rushmore to inspect passenger carriers that deliver guests to the national monument. There is a mix of carriers that service that area, from national tour companies to local carries that conduct short area tours around Mount Rushmore and the Black Hills of South Dakota.

Joining South Dakota staff was FMCSA Administrator Scott Darling. In his first trip to South Dakota as administrator, Administrator Darling observed several motorcoach inspections and spoke to the motorcoach drivers and enforcement personnel from South Dakota and the National Park Service.

During the two-day operation, 20 motorcoaches were Level I or Level II inspected. Only one coach was found with critical inspection item violations and was placed out of service. All the drivers inspected were found to be fully qualified and in compliance with the regulations.

The inspection detail was conducted without passengers even noticing. After dropping off passengers, the motorcoaches were escorted to a nearby parking lot for inspection while the passengers enjoyed the monument. The passenger carriers and enforcement personnel were confident the visitors to the state were being transported safely by qualified drivers and well-maintained equipment. ■

Indiana State Police Graduates Four Motor Carrier Inspectors

In May 2016, the Indiana State Police (ISP) Commercial Vehicle Enforcement Division (CVED) welcomed four new motor carrier inspectors (MCI) to its ranks.

The four MCI recruits began their training on Feb. 8, 2016 and concluded with the academy graduation at the Indiana State Police Commercial Motor Vehicle Enforcement office in Indianapolis on May 6, 2016.

During the academy, the MCI recruits received training in multiple disciplines including first aid, defensive tactics, hazardous materials, communications, post-crash inspections, emergency vehicle operations and firearms familiarization. ISP motor carrier inspectors are civilian employees who work closely with troopers. The recruits also study Indiana state commercial motor vehicle traffic law as it relates to size, weight, fuel tax, International Registration Plan (IRP) and certifications related to federal motor carrier safety regulations.

On May 9, 2016, the probationary motor carrier inspectors reported to their assigned scale facilities to begin the 90-day field training process. At the successful completion of their field training process, they were issued a motor carrier inspector vehicle.

"We are very pleased to welcome these gentlemen to the Indiana State Police Motor Carrier Enforcement Division," stated Maj. Mike Eslinger, commander of the CVED. "The motor carrier inspector's work is a vital link in the everyday duties of the CVED to ensure the legal and safety compliance of the commercial motor vehicle traffic in Indiana."

The motor carrier inspectors are:

- **Herbert L. Duensing**, assigned to Lowell District scale facilities
- **Richard V. Lute**, assigned to Lowell District scale facilities
- **Michael T. Osborn**, assigned to Putnamville's scale facility in Terre Haute
- **Patrick J. Riggleman**, assigned to Putnamville's scale facility in Terre Haute.

For more information on the Indiana State Police motor carrier inspectors, visit www.in.gov/isp. ■

Michigan State Police Welcomes 13 New Officers

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

We are very excited to welcome 13 new members of the 20th Motor Carrier Officer Recruit School (MCORS) to the Michigan State Police Commercial Vehicle Enforcement Division.

These new officers completed 20 weeks of intense training at the Michigan State Police Training Academy, graduating on Feb. 26, 2016. They completed 957.25 hours of training to include criminal law and procedure, defensive tactics, firearms, first aid, hazmat response, patrol techniques, physical training, precision driving, report writing, water safety, size and weight enforcement, and Federal Motor Carrier Safety Administration North American Standard, Parts A and B.

Congratulations to the 13 newly appointed members of the 20th MCORS. ■



REGION III

Michigan and Wisconsin Complete Joint Education and Enforcement Detail Along Border Counties

By **Sgt. Timothy Austin**, *Motor Carrier Enforcement Section, Wisconsin State Patrol*

On May 11, 2016, Michigan State Police and Wisconsin State Patrol completed a joint education and enforcement detail along the border counties of Menominee, Michigan, and Marinette, Wisconsin. This is the second year that the agencies have partnered along the rural border, having first come together in the fall of 2014. The efforts allow the agencies to share information with carriers who operate across the border areas between the two states.

The initiative came from an idea brought forward by Wisconsin State Patrol Inspector Corey Dahl and Michigan State Police Motor Carrier Officer Jennifer Stolberg. They had previously worked jointly on other issues, and felt that an increased partnership between the states would help with both education and enforcement.

Since then, Michigan and Wisconsin officers have participated in details such as the one on May 11 and at trade shows and fairs such as the Great Lakes Logging Exposition. The partnership continues to grow, with further events planned for the rest of 2016. ■

REGION III

Indiana Department of Transportation Gathers Overweight Vehicle Data as Part of Enforcement Pilot Program

As vehicle weights increase, the impact on pavement and bridge conditions increases exponentially. One 80,000-pound truck can cause as much pavement damage as 9,600 cars.

Under a pilot program, the Indiana Department of Transportation (INDOT) will leverage a commercial enforcement platform to gather information about overweight commercial vehicles traveling Indiana's highways, providing specific data for INDOT to recommend legislative changes to modernize the state's overweight vehicle enforcement program. The pilot program is a collaborative effort between INDOT, the Indiana Department of Revenue and the Indiana State Police.

Weigh-in-motion sensors (WIMS) will be embedded in the pavement along I-94 in northwest Indiana to allow INDOT to measure the gross vehicle weight and axle weight of vehicles moving at highway speeds. INDOT will use camera technology in tandem with weigh-in-motion sensors to create virtual weigh stations. License plate images will be captured from potentially overweight vehicles. Drivers deemed to have disregarded the conditions of their permit would be mailed a violation.

The Joint Transportation Research Program will review the results of the pilot program to validate the accuracy of the sensors and INDOT plans to use the results to recommend legislative changes.

The technology to be used in the pilot is similar to what is used for open road tolling systems planned for the Louisville-Southern Indiana Ohio River bridges.

The Overweight Vehicle Enforcement pilot program will enhance the state's efforts to preserve road and bridge conditions and improve motorist safety. Additionally, modernized enforcement of vehicle weight limits ensures a competitive playing field for businesses that desire to follow state permit rules for overweight and oversize vehicles.

To view the full press release, visit www.in.gov/indot/3415. ■



Wisconsin State Patrol and Michigan State Police complete a joint education and enforcement detail along the states' borders.

REGION IV

REGION V

Sandia National Laboratories Gives College Students the Opportunity to Learn about Commercial Transportation as a Career

Sandia National Laboratories in New Mexico invited San Juan Community College students to visit its laboratory to talk about transportation as a career. Visitors were educated on driver safety and sat in a truck's cab to find out what it's like in the driver's seat of a large commercial motor vehicle. They also received handouts and brochures on driving safely, avoiding distractions and the dangers of impaired driving. Approximately 60 students visited the truck. ■



Inspection Photos



A bad tire. Photo by Ofr. Sheldon Barteaux. Whitehorse Weigh Station, Yukon, Canada.



Broken axle mount on a trailer. All tires and wheels were removed from the axle. Photo by Ofr. Sheldon Barteaux. Whitehorse Weigh Station, Yukon, Canada.



Broken main leaf (spring). Photo by Ofr. Sheldon Barteaux. Whitehorse Weigh Station, Yukon, Canada.



Leaking wheel seal. Photo by Ofr. Michael Kasprzak and Ofr. Sebastien Nadeau. Whitehorse Weigh Station, Yukon, Canada.



Inspections on April 22, 2016, at Airport Road southbound and the Highway 407 overpass. Photos by Cst. Gord Middleton, Ontario, Canada.

Inspection Photos



The defects were found on the same pole trailer (including that wheel seal leak). Photos by Ofr. Michael Kasprzak and Ofr. Sebastien Nadeau. Whitehorse Weigh Station, Yukon, Canada.



Missing auxiliary steering box. Photos by Ofr. Michael Kasprzak. Cassiar Junction Weigh Station, Yukon, Canada.



Cracked brake chamber. Photo by Ofr. Brett Barteaux. Whitehorse Weigh Station, Yukon, Canada.

Steering New Driver Behaviors with Wearable Technology

By Rhonda Yost, Vice President, Safety and Compliance, PGT Trucking Inc.

Wearable technology may be in its early stages, but it can still deliver valuable insights today.

After more than 20 years with PGT, I moved into the role of vice president of safety and compliance. I have watched the industry evolve and appreciate the tools and practices that impact the direction and measurement of safety policy of our fleets. It's my job to ensure both accountability and safety improve. We strive to build a safety culture that's apparent everywhere in the organization in order to shift focus to safety improvement and create changes in culture consistent with our mission, "Safety is Everyone's Job – All the Time."

The same time I assumed the top safety role, a local Pittsburgh start-up company came to our offices to describe a new technology for driver safety. Specifically, they showed us a Bluetooth headset with sensors embedded inside to track a driver's head motion to detect mirror-checks, head-bobs and fatigue in real-time.

More importantly, the company demonstrated an intelligent feedback loop where drivers automatically receive active coaching if those rates decline. We talk a lot about continuous process improvement at my company. Wearable technology fits that goal by bringing full transparency to driver behaviors minute by minute, mile by mile.

A feature was created in the wearable technology based on the FMCSA's guideline for commercial drivers to check mirrors every 5-8 seconds. A live graph is provided in the driver app that clearly shows the driver if their mirror-check rate is in or out of the 5-8 second green target band. The app also has a live gauge measuring alertness for the past two minutes and a gauge showing the overall day score for the driver's behaviors.

We know that right mirror checks are important, not only for traffic safety but also

for securing and surveillance. Based on this specialized need, a program was created to quantify driver behavior and improve right-side mirror habits. Right-side mirror-checks are now broken out as well as a plot of the ratio of rights to lefts.

Even our most experienced drivers are surprised by their right-to-left ratio. Drivers will say, "I never realized just how much more I check my left side." The baseline fleet average hovered slightly below 2-to-1 (or 0.44). Using concrete behavior measurements, we folded right-side mirror-checks into our rewards program. Now, our drivers are acutely aware of right-side surveillance and we are seeing adjusted behaviors closer to 0.55 or slightly more than 2-to-1.

Another compelling aspect of an app-connected smart headset is the ability to communicate with drivers. We are working on a feature for dispatch to text drivers and have the app convert the message to speech using Siri or Google Now to speak work-related communications directly to drivers. We can also leverage this same feature to manage our driver policies. For example, we can set system triggers to communicate in clear sentences if a driver were to go over X speed for Y minutes. We believe wireless hands-free communication is an important safety consideration and wearable technology helps us understand and manage this aspect of driving and do it safely and efficiently.

Wearable technology may be in its early stages, but it can still deliver valuable insights today. Data is sent from the headset 50 times per second, so there is near constant data availability. Just over the past year, we've witnessed the system mature to where we can now compare drivers, spot trends and measure our fleet against other similar fleets. We are experimenting with looking at the data

from a highway perspective. If a stretch of road or a clover-leaf has been crossed a thousand times, the system can automatically flag and communicate to a driver if he or she is 30 percent outside the behavior baseline for that particular maneuver.

Wearables may be in the proving stage, but we find the human data to be very informative by itself, and even more interesting when aired with truck-based sensors such as speed, headway and hard-braking. The fact that the driver behavior data is 100 percent transparent helps win driver support and lends itself to rewards and gamification.

One of the safety tools in which we invested is Smith System training. All of our drivers are certified in Smith Systems' "The 5 Keys to Safety" regardless of experience level. Interestingly, every driver will raise their hand when asked if these defensive skills are important and if the 50-plus years and millions of miles that went into formulating these best practices are reliable and can help prevent accidents.

Now, we can take classroom learning and extend it and measure it directly in the truck. As a rollout strategy, we present the opportunity for drivers to volunteer for a smart headset right in the classroom. Drivers can walk out of Smith System training with the mobile-based tool and begin to measure and track their own behaviors out on the road, where it counts.

PGT's mission statement to leverage technology in pursuit of safety couldn't be truer today. The use of wearable technology to understand driver tendencies and pinpoint behavior improvement opportunities in real-time is a big safety advance that will likely impact other driver functions in the future. ■

Pilot Project Demonstrates Impact of Driver Safety Notifications in High Rollover Risk Areas

By **Brian Heath**, *President and CEO of Drivewyze*

“Commercial motor vehicle enforcement agencies realize they can positively affect changes in driver behavior by providing them safety notifications when and where they need them most.”

—Brian Heath, *President and CEO of Drivewyze*

Through a collaboration with six commercial motor vehicle enforcement agencies and one of the nation’s largest fleets, a new safety initiative was started that delivers real-time alerts to drivers through electronic on-board recorders (EOBRs) and electronic logging devices (ELDs) as they approach high-risk areas on interstates and freeways in six states.

The primary goal of the pilot project is to demonstrate the positive impact government agencies can have on driver behavior by sharing safety information exactly when and where it can have the biggest impact. The pilot project measures the effectiveness of the alerts, called Driver Safety Notifications. The audio and visual alerts are delivered to participating drivers using in-cab electronic onboard recording and logging devices loaded with Drivewyze, which also provides weigh station bypass and weigh-in-motion integration.

The process started by working with partner agencies directly to identify and analyze sites that experienced the highest incidence of truck rollover events. Once the site information was loaded into the service, the mobile application was updated with a new notification feature that automatically warns truck drivers as they approached 37 high-frequency rollover crash sites on interstates 24, 35, 75, 84 and 94, plus U.S. highways 51 and 54. The six states participating in the pilot are Kansas, Maine, Michigan, Minnesota, New York and Tennessee.

The project, using a data-driven approach, was divided into three phases. For the first phase, we established a driving behavior baseline using data from more than 15,000 trucks prior to delivering actual safety notifications to pilot participants. This allowed for a comparison of driver behaviors before and after the delivery of safety notifications, and the ability to measure the impact of the notifications on driving behavior.

During the project’s second phase, a group of 160 drivers chosen for the project received training on how Driver Safety Notifications works and what to expect. This group then had safety notifications activated during the remainder of the pilot.

For the project’s third phase, we measured changes in driver behavior and vehicle speeds for both groups using three critical evaluation criteria:

- Amount of deceleration that occurred as drivers approached the risk area
- Average speed they traveled through the risk areas
- Amount of acceleration as the drivers left the risk areas and began merging back into traffic in the connecting highway.

When we analyzed the results, we found statistically significant changes in driver behaviors and vehicle speeds. The most interesting statistic from the analysis showed:

There was a 4 percent reduction in their average speed from the point just before they entered the exit to the point where they re-entered the connecting highway.

That reduction in speed is most important in terms of the impact on centrifugal force as the truck travels through a curve. Centrifugal force is directly related to an object’s speed and a reduction in speed will reduce the potential of centrifugal force to act on a tractor and trailer as it moves through a curve. Reducing a vehicle’s speed will reduce the potential of centrifugal force to act on a vehicle therefore reducing the likelihood of a rollover event.

The results of this ongoing pilot project have been eye-opening for all parties. Our partner commercial motor vehicle enforcement agencies realize they can get drivers to reduce speeds in high-risk areas by providing them safety notifications when and where they’re most needed. Plus, carriers are seeing how they can use the data to identify high-risk events and the drivers who are candidates for individualized safety coaching. The ultimate goal is to reduce rollovers and the economic and human costs associated with these crashes.

We plan to expand the project by partnering with more states, adding more sites for notifications and bringing more drivers onboard. We will survey drivers on their experience with the notifications and review outcomes of individual driver coaching over the coming months.

This collaboration between government and industry shows that when we work together we can make a big difference. We are all proud of the fact that, last month, the Driver Safety Notifications pilot project initiative was named as a finalist for the 2016 national "Infrastructure of Things" Award issued by ITS America.

We are encouraging more states to participate in this important project, which is provided at no cost to participating agencies. Interested agencies are welcome to reach out to me directly or send an email to info@drivewyze.com. We invite you to join together and offer drivers from across the country a national safety notification network that can improve safety, reduce crashes and, ultimately, save lives. ■



ITS America recognizes Drivewyze Driver Safety Notifications as being one of the most advanced transportation projects in the transportation and technology industry. The organization named the real-time in-cab safety alerts as one of three finalists for the "Infrastructure of Things" category of its "Best of ITS Awards."

ITS America Names Driver Safety Notifications as Finalist for Annual Award

Drivewyze's Driver Safety Notifications pilot project initiative was a finalist for the national "Infrastructure of Things" Award issued by ITS America.

The pilot project involves delivering real-time in-cab safety alerts called Driver Safety Notifications to truck drivers as they travel in high-risk areas on interstates and freeways across six states. The project measures the effectiveness of safety notices delivered using appropriately enabled in-cab hardware to participating drivers.

The notifications warn truck drivers as they approach 37 high-frequency rollover crash sites on highways in Kansas, Maine, Michigan, Minnesota, New York and Tennessee. ITS America chose the project as a finalist under the "Infrastructure of Things" category.

"We're excited about the possibilities that this service has for further enhancing the safety of commercial truck drivers and the motoring public," said Brian Heath, president and CEO of Drivewyze. "The success of these notifications has encouraged other state agencies to look at establishing Driver Safety Notifications at high-risk locations in their jurisdictions."

"Our state agency partners have played a critical role in the realization of this pilot project," Heath added. "Commercial motor vehicle enforcement agencies realize they can positively affect changes in driver behavior by providing them safety notifications when and where they need them most." ■



Truckers Drive Your Top and Bottom Line by Hauling Hazmat

By **George P. Kongalath**, CEO, *Ideabytes Inc.*

A rose by any other name is still as sweet, wrote Shakespeare. By the same token for a trucker, a load is still a load whether it is hazardous materials (hazmat) or normal goods.

Realistically speaking, most companies shipping goods by trucks do not just ship hazmat. In all probability, the hazmat segment averages about 10 percent of the goods hauled on the highways around the world.

After talking to many drivers and companies across the United States and Canada, the chorus that was repeated most often was that they were overwhelmed by the intricacies of the regulations that govern the transport of hazmat. Many a driver has complained of getting expensive violations that resulted in a loss of revenue and hours spent in the legal system trying to prove that the violation was incorrectly issued.

When stopped at weigh stations for inspections, hazmat loads can cause delays of an hour or more while the officer determines whether the loads are compliant to the regulations. Bottom line: When a driver is rolling with a laden trailer, they are earning money. Violations and inspection delays cut deep into income and profitability.

What does a trucker or a trucking company have to do to haul hazmat and have a positive experience both financially and operationally? The answer to this question is the use of tools to assist the company and the driver to ensure 100 percent compliance to the regulations. Cellular data service and Wi-Fi have been key enablers for application developers to create intuitive tools that the workforce can use to validate that the loads they are hauling are compliant with the transportation regulations.

At an inspection station, when an inspector sees placarding for hazmat, more often than not, they will ask to see the manifests for the load. The driver promptly presents the officer a sheaf of papers, some unfortunately are barely legible. So here is the first simple yet important rule: Ensure the paperwork carried is legible.

If the loads belong to multiple classes, the inspector has to evaluate whether or not the segregation and placarding rules have been applied correctly. The trigger for the officer to inspect the paperwork closely starts with the shipping document. If it does not have the UN number, proper shipping name, packing group, net quantity of hazmat and packing listed in sequence, that is a red light.

Tools such as web-based applications, when used by a consolidating facility, can generate

a summary manifest which lists each of the loads correctly and the required placarding.

The input to any system is the declaration, and many do not meet the requirements laid out by the regulations. So how does a trucking company get the shipper to issue correct documentation? Refusing the load is not the answer, as it will just blacklist them. A web-based application may be the answer. The system requires no IT support and works on the web – so any web browser on a PC, laptop or tablet works just fine. Declarations generated by the system are accurate and repeatable.

Given this is in place, it now becomes the driver's responsibility to ensure the loads are compliant. How does a driver who loves the road and has little interest in regulations achieve this? The answer can again be found in the form of a web-based application into which the driver can input the UN number listed in the declaration. The driver can verify that the proper shipping name matches the documentation, and enter the number of packages and the net hazmat weight. The application then displays the placarding required based on the cumulative load on the truck. If loads are incompatible because of segregation rules, the driver is advised not to accept the load. Based on the cumulative loads, a 1 gallon can of paint can trigger the display of a placard. The application helps the driver stay compliant when picking up the loads from a facility.

In addition, the application also carries the Emergency Response Guidebook (ERG) which complies with the regulation that requires the ERG be at arm's length in the cab.

Now that the paperwork is compliant and the loads are properly placarded, the driver has two more responsibilities. The first is to check that the loads are in good shape, inspect the drums to ensure they are not corroded, the packages are not split or leaking, and have the certification stamp. Unless the declaration states that the loads are exempt from certified packaging, it is mandatory to have the certification stamp and the primary and secondary class labels (if it applies) on every package and on the four sides of an over-pack.

The last step is to correctly block and brace the loads. Hauling hazmat requires extra attention that the loads are properly blocked and braced. This step can save your life and the lives of others in a collision or rollover.

Wishing all the drivers who keep our economy on the move, safe trucking. ■

After talking to many drivers and companies across the United States and Canada, the chorus that was repeated most often was that they were overwhelmed by the intricacies of the regulations that govern the transport of hazmat.

Best Practices Basics for your Pre- and Post-Trip Inspections Plan

By Fred Fakkema, Vice President of Compliance, Zonar



Pre- and post-trip inspections are perhaps the easiest step toward better fleet efficiency. When done correctly, these (approximately) 15-minute inspection walk-arounds ultimately help lower the number of Compliance, Safety, Accountability (CSA) violations and improve maintenance and safety levels for fleets of all sizes and types. So why isn't there 100 percent compliance across fleets already?

Pre- and Post-Trip Inspection Required (Sometimes)

Current Federal Motor Carrier Safety Administration (FMCSA) rules state that drivers are only required to submit pre- and post-trip inspections when defects are found. If none are identified, drivers aren't required to report in. As is often the case, if it's not required, it doesn't happen. With attrition rates skyrocketing, many fleets are simply hoping that drivers are meeting FMCSA requirements for their inspections. However, the safety of our drivers and our fleets should not be left to chance.

The value of electronic pre- and post-trip inspections goes beyond avoiding CSA maintenance violations; it enables drivers to identify and address maintenance issues before they become larger issues. This proactive process can increase your vehicle uptime and become a financial incentive for both fleet owners and drivers.

Mastering the Tools of the Trade

All pre- and post-trip inspections should be documented to provide drivers and owners the best opportunity to monitor the fleet, and

identify and address potential issues before they become significant ones. Wouldn't all of the additional paperwork make things less efficient? Standardized electronic forms combined with wireless technologies like radio frequency identification (RFID) tags and connected mobile devices increase timeliness, accuracy and accountability, while reducing the amount of paperwork involved for drivers.

This may require a change, but once the teams are comfortable with their inspection toolbox and the pre-/post-trip process, and have experienced the resulting benefits – such as less time filling out forms, more accurate reporting and fewer violations – they'll need less convincing.

Take a weigh station, for example. It is there to essentially make sure all of the commercial motor vehicles on our roads are compliant with federal and state standards. When trucks are pulled over, most of the time, it is for easily visible defects items – violations or defects that could easily have been identified and addressed through proper pre- and post-trip inspections. One at a time, these may not seem like a big deal. However, all of these small violations add up quickly to have a big impact on a fleet's CSA scores, and could have a broader impact on the fleet's performance and safety.

Pre- and post-trip inspections are more than just adhering to another regulation. They equip drivers and operators with the information they need to proactively manage their equipment and their team efficiently, and provide a safe working environment for the teams. ■

The value of electronic pre- and post-trip inspections goes beyond avoiding CSA maintenance violations; it enables drivers to identify and address maintenance issues before they become larger issues.

How to Get Started

Here are a few things to keep in mind.

Best Practices Checklist:

Tools:

- Electronic-based reporting system
- RFID tags
- Mobile devices for scanning, reporting
- Reporting workflow solution and database

Inspection:

- Multi-point inspection training
- Tools training

Verification:

- Reporting workflow solution and database

Fasten Your Seat Belt | Technology Takes the Driver's Seat in Fleet Safety and Management

The Advent of Cloud Technology Now Has the Right of Way

By Tommy Johnson and Mark Walton, Co-founders, Gorilla Safety

Technology applications are everywhere, and with each passing day, we hear about another app that does this, that and the other thing. It's no surprise that the advent of the cloud has paved the way for improving and simplifying many modern-day tasks.

Now, technology and mobile apps are making their entry into the fleet safety and management arena, coming at us with full force. Cloud-computing is now causing this massive paradigm shift throughout the fleet industry, demonstrating the many ways to better prevent crashes and manage vehicles in the event a crash does occur. This has the power to truly alter the safeness of our nation's roadways.

When it comes to combating issues relating to traditional concerns about proper vehicle maintenance and the effect this has on the safety of any type of fleet, not to mention the time consumption involved in this paper-laden process of yesterday, the new apps of today are incomparable. Fleets are now able to reduce workload, increase efficiencies and improve overall performance through integrated systems and simplified processes.

These seamless tools, capable of integrating various aspects of vehicle maintenance and crash reporting processes, are rapidly surfacing, and these novel solutions now possess a range of capabilities that have the ability to get vehicles back on the road more quickly and safely.

Technology and mobile apps offer a checks-and-balances system for easily managing fleets. The deployment of electronic methodology is fast and furiously enhancing fleet performance and improving productivity by:

- Tracking intricate details relating to accidents, repairs, status and much more
- Influencing CSA scores used to monitor vehicle safety and positively impacting them
- Reducing fines and citations
- Preventing mistakes and accidents
- Improving overall safety

Electronic-based crash intelligence — which provides fleet managers access to real-time, on-site investigation and reporting after a crash — is also reshaping how vehicles are managed and maintained. Applying crash intelligence technology-based protocols allow fleet managers to accurately be informed, in real-time, of the details surrounding a loss and also afford fleets the opportunity to report a crash to their insurance company in minutes. Insurers are quickly able to integrate adjusters to the investigation of a claim, allowing fleets to reduce the total cost of a claim. This intelligence, combined with the use of electronic daily vehicle inspection reports (eDVIRs) that can track repairs, is now enabling trucks to return to the road faster.

Some of the most exciting new technologies on the market offer fleets the opportunity to automate antiquated paper processes. Many

fleets still provide drivers a Ziploc bag with a camera and crash summary form to complete at the time of a crash. Fleets also rely on written DVIRs and hope the mechanic not only can read and not lose the DVIR but that he actually repairs the vehicle before it's placed back in service. Those days are over. The mobile apps available today have the ability to guide users throughout the crash management and repair tracking process in real time, and contain features such as, but not limited to:

- Real-time investigation, crash recount and instant data collection on the site of a crash
- Uploading of photos and [voice] record testimony of incident via Smartphones on the scene
- Delivery of crash reports and alerts in real time
- Automatic delivery of crash summary reports to other parties involved, such as attorneys, insurance companies, etc.
- eDVIRs that send electronic repair status notifications and alerts to mechanics, management and support staff
- Closed-loop eDVIRs that create work orders between drivers and mechanics; once repaired, they are given back to the driver for confirmation of repair completion in real-time
- Roadside DOT inspection that allows drivers to present logs and electronic documents to DOT officers

When it comes to combating issues relating to traditional concerns about proper vehicle maintenance and the effect this has on the safety of any type of fleet, not to mention the time consumption involved in this paper-laden process of yesterday, the new apps of today are incomparable.

- Confirmation that drivers properly complete daily inspections by using a built-in management notification tool that automatically activates when inspection is incomplete or performed improperly
- Preventive maintenance work orders that are automatically created for mechanics using mileage or date range

Gathering crash-related evidence in real-time, on the scene, paints a more accurate picture about what exactly occurred. For example, the appropriate gathering of evidence can lower this staggering industry statistic: while 80 percent of accidents involving professional drivers are not their fault, 80 percent still pay out on claims. For every day that it takes to file a claim, costs rise nearly 4 percent. Fleet management technology is not only enhancing safety but is significantly helping control costs.

Today, there are many key facets related to successful fleet safety and management that may be performed electronically, such as:

Log Books/Reporting – Automated log books record and track hours of service (on- and off-duty time and sleep patterns) for compliance with DOT regulations, and the presence of an electronic logging device (ELD) tracks driving time and ensures compliance with the Federal Motor Carrier Safety Administration's December 2017 regulations.

eDVIR and Closed-Loop Inspections – Automated eDVIRs can automatically create electronic work orders for a mechanic if a defect is found by a driver during an inspection. Repair status notifications/alerts are sent to mechanics, management and support staff to ensure repairs are on track. Closed loop eDVIRs can follow a DVIR from the driver to the mechanic, and back to the driver for confirmation of repair completion assuring compliance. Electronically storing inspections allows drivers to present eLogs, eDVIRs and electronic documents to a DOT officer, demonstrating that open items have been completed.

Confirmation Inspection/HR Automation Technology – Most importantly, there is technology available in the marketplace today that confirms drivers actually completed a proper daily inspection and is a gate keeper for tracking and alerting when inspections are incomplete or performed improperly. Through automation, it is able to create training or reprimand HR documents for a driver that does not meet inspection guidelines. A fleet manager is able to, at the click of a button, automate HR processes.

Maintenance Records Tracker – Full repair tracking functionality, including automatic scheduling of repair requests and initiation of work orders based on driver, mechanic and/or manager input, are part of the benefits of today's technology. Receipts, repair history and status, signatures and sign offs are all able to be stored and tracked in apps, getting vehicles back on the road faster and safer.

Performing these functions electronically is impacting and mitigating escalating costs while promoting safety. Adopting fleet management technology for functions once only possible through paper can reap several key results, including:

- You can differentiate your fleet from the competition.
- Accurate tracking of electronic vehicle inspection reports ensures safer vehicles and gets them back on the road faster.

- Fines resulting from improper driver inspections can be avoided (out-of-service inspections, roadside repair costs, mechanic's fees).
- Mechanic feedback and status reports can be incorporated to better manage the repair process, ensure follow through, track receipts, monitor history, obtain signatures, sign offs and approvals, etc.
- Employees are able to return to work faster after crash recovery.
- There is a reduction in equipment down-time.
- Crash prevention rates increase.
- Manager time is freed up to devote to other priorities.
- Liability claims may be dramatically reduced.
- Clean and simple record-keeping is easily attainable.
- Operations run more smoothly and seamlessly.

It is only a matter of time when paper will no longer be part of the fleet management process. Until then, as we look ahead to technology penetration within the fleet safety and management industry, we should use these changing times as an opportunity to tighten our safety belts and enjoy the ride – but only once we've appropriately harnessed the power of today's revolutionary fleet management cloud solutions. ■



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.](http://www.cvsa.org)

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

New Mexico Hosts Level VI Inspection Class

By **Dolores Baca**, WIPP Coordinator, New Mexico Department of Public Safety

The New Mexico State Police recently hosted a four-day Level VI basic certification class in Albuquerque, New Mexico. Twenty-one commercial vehicle enforcement personnel attended. The course provided personnel who currently held CVSA Level I certification and hazardous materials inspections training with the opportunity to advance their inspections skills to that of a Level VI inspector.

Certified Level VI inspectors conduct inspections of shipments of transuranic (TRU) waste and highway route controlled quantities (HRCQ) of radioactive material. New Mexico is home to the Waste Isolation Pilot Plant (WIPP) and two national laboratories. The Level VI Inspections process is an important part of ensuring New Mexico's roads stay safe during the transport of radioactive materials.

The state of New Mexico encourages its commercial vehicle enforcement officers and inspectors to participate in this rigorous course. Currently, the state of New Mexico has 72 certified Level VI inspectors in the Commercial Vehicle Enforcement Bureau.

The Level VI course requires a thorough knowledge of the North American Standard Inspection criteria. All inspectors must complete a 28-hour Level VI Inspection of Radioactive Shipments course approved by CVSA. It includes "hands-on" inspection of a vehicle, including a survey for radiation. For this class, a WIPP truck was available to the students so they could practice a simulated radiation survey. WIPP truck drivers were present and honored to be part of the examination process of the course.

The written exam, which is approved by CVSA, requires a 90 percent score or higher to pass the course.

This course was taught by Reggie Bunner of the West Virginia Public Service Commission and J.R. Lewis of the Federal Motor Carrier Safety Administration. Both are top-notch and nationally recognized instructors who have an established working knowledge base. They are the best in the nation.

Carlisle Smith, the CVSA director of hazmat programs, is the lead instructor of the Level VI Inspection course. As the director of the CVSA Level VI Program, Carlisle is fortunate to have an outstanding team of Level VI national instructors.

Congratulations to all and many thanks to our instructors. ■



Level VI Class 157 Held in New Braintree, Massachusetts

CVSA held its 157th Level VI Basic Certification Class at the Massachusetts State Police Academy in New Braintree, Massachusetts June 13-16, 2016. In attendance were 14 MCSAP hazardous materials specialists representing the states of

Massachusetts, New York and Connecticut. Also in attendance was one representative from Boyle Transport. CVSA national instructors were Tpr. Tony Anderson from Idaho State Police, Sgt. Tom Fuller from the New York State Police and CVSA Director of Hazmat Programs Carlisle Smith. ■



CVSA National Instructor Tpr. Tony Anderson provides instruction to his students on the TRUPACT II shipping casks and the transuranic waste that they will carry.



CVSA National Instructor Sgt. Tom Fuller (left) provides guidance on the proper technique to conduct a radioactive package survey.

Level VI Training Schedule

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

2016 Level VI Basic Certification Classes

- **Sacramento, California**
Nov. 7-10, 2016
- **Shelton, Washington**
Nov. 28-Dec. 1, 2016

2017 Level VI Basic Certification Classes

- **Savannah, Georgia**
COHMED Conference (*eight-hour refresher only*)
Jan. 23, 2017
- **Knoxville, Tennessee**
March 20-23, 2017
- **Pearl, Mississippi**
April 3-6, 2017
- **North Carolina**
May 2017
Exact location and date TBD
- **Albany, New York**
June 20-23, 2017 (Tuesday – Friday class)

Any jurisdiction interested in Level VI training or with the available facilities to host a Level VI class is asked to contact CVSA Director of Hazmat Programs Carlisle Smith at 301-830-6147 or at carlises@cvsa.org.

Arkansas Highway Police Hosts 155th CVSA Level VI Certification Class

The Arkansas Highway Police hosted the 155th CVSA Level VI certification class March 14-17, 2016, in Little Rock, Arkansas. CVSA President Maj. Jay Thompson of the Arkansas Highway Police provided his staff with inspirational advice and guidance prior to and during the class.

Instruction was provided by CVSA National Instructors Rion Stann of the Pennsylvania State Police, Rob Rohr of the Public Utilities Commission of Ohio and CVSA Director of Hazmat Programs Carlisle Smith.

The class was a great success with all students scoring above the 90 percent minimum passing grade. Maj. Thompson and his staff were gracious hosts throughout the week. ■



National Instructor Rion Stann (right) provides package survey instruction to the Arkansas Highway Police.



Arkansas Highway Police MCSAP inspectors take their final exam.

HEPA Filters Installed at Los Alamos National Laboratory

The U.S. Department of Energy’s (DOE) Office of Environmental Management (EM) and contractor Los Alamos National Security LLC (LANS) recently completed installation of high-efficiency particulate air (HEPA) filtration systems to remediating nitrate salt (RNS) drums.

The HEPA filters will eliminate pressure buildup within the drums, which are located at Los Alamos National Laboratory (LANL) in New Mexico. In the unlikely event a filter becomes clogged, a pressure relief disc will operate to release pressure.

“Ensuring RNS drums are in the safest possible configuration is our top priority. We are confident that this additional layer of defense for RNS drums will prevent a radiological release similar to what occurred at the Waste Isolation Pilot Plant (WIPP),” said Doug Hintze, manager of the Los Alamos Field Office.

The procedure for adding the filters was completed in carefully planned stages, the last of which involved installing the devices to the lids of the RNS drums over the course of several days.

After the radiological event on Feb. 14, 2014 at WIPP, DOE scientists from several national laboratories conducted extensive experiments and modeling studies to determine what caused the RNS drum to breach. These investigations revealed an incompatible mixture of nitrate salts and an organic absorbent created conditions that resulted in an exothermic reaction that led to a drum breach and radiological release.

As part of this research, two additional parameters were determined to be critical to control an unwanted reaction: temperature and pressure. The information gained from scientific experiments and associated research have helped DOE and LANS develop robust measures for safe storage of the RNS drums located at LANL.

Since the WIPP event, comprehensive measures have been employed to ensure the RNS drums remain at a safe temperature. Additionally, in the summer of 2015, LANS installed a supplemental cooling system in the climate-controlled structure where the RNS drums are stored. The temperature of the RNS drums are monitored and inspections are conducted daily.

A plan for the treatment of the RNS drums is being developed. After the drums are treated, they will be ready for shipment off-site.

This article was previously posted on the U.S. DOE’s Environmental Management webpage. ■



This HEPA filtration system was installed on the lids of the RNS drums.

Level VI Public Outreach Program Activities

CVSA’s Level VI Public Outreach Program attended the U.S. DOE Waste Management Symposium in Phoenix, Arizona, March 6-10, 2016; the U.S. DOE’s National Transportation Stakeholders Forum (NTSF) in Orlando, Florida, June 6-9, 2016; and the International Hazardous Materials Response Team Conference in Baltimore, Maryland, June 16-19, 2016.

Look for the CVSA Level VI public outreach schedule for federal fiscal year 2017 to be posted soon on the CVSA Level VI Inspections page. ■



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