



THE GUARDIAN



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Communication and Outreach to Receive Immediate Attention

By CVSA President

Paul Claunch

I am genuinely excited about having the opportunity to serve as President of the Commercial Vehicle Safety Alliance until April 2005. Several times recently, friends and acquaintances who are unfamiliar with CVSA have asked me why I decided to run for an office that will take a great deal of my time and also will demand time away from home.

The answer is very simple. It's because our organization's work is all about people's ability to drive from Point A to Point B in one piece, and that's very well worth the time. That may be a rather crude way to characterize commercial motor vehicle safety, but when you think about it, it is just that straightforward. And that is why I am so fortunate to begin my term immediately after the recent revision of the Alliance's strategic plan. The plan maps out several down-to-earth approaches that will ultimately accomplish improvements in that "Point A to Point B" thing!

In looking at the new plan, I noted two components that I believe warrant attention this year. The first is *communication*. I know that it is a wide-ranging topic; but it
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FMCSA focuses on Inspecting Cargo Tanks Transporting Hazardous Material During the National Tank Check Initiative

By: Danny Shelton, Transportation Specialist,
Hazardous Materials, FMCSA

The Federal Motor Carrier Safety Administration's (FMCSA) National Tank Check Initiative during Roadcheck June 8-10, 2004. It is the time of year when FMCSA and many of its hazardous materials (HM) safety partners place special emphasis on the safety of vehicles transporting large amounts of HM. FMCSA encourages all of its partners to join in this effort. HM carriers are asked to remind their drivers of the importance of being aware of their surroundings, the importance of wearing their safety belt, and the high center of gravity demonstrated by cargo tanks, and the subsequent instabilities that can occur by sudden unplanned movements.

One need only to ask the local government and industry leaders of Baltimore; Bridgeport, (CT); and Tampa what can happen when a cargo tank is involved in a crash. You will hear a common theme: total disruption to the transportation system. However, in hazardous materials incidents that occurred in these cities, and others similar to these, investigations have not revealed serious violations of the Federal Motor Carrier Safety Regulations (FMCSR) or Hazardous Materials Regulations. The FMCSA Inspection Selection System, which places emphasis on the inspection of vehicles transporting HM, would, in most cases, not have selected the vehicles involved for a Level I inspection.

Overall, the safety record of the cargo tank industry is good and statistics have shown that there is less likelihood of discovering an out-of-service violation on a cargo tank motor vehicle, verses other types of commercial motor vehicles. However, the consequences of a transportation incident involving a cargo tank transporting hazardous materials can be highly disastrous, resulting in road closures, delays,
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President's Message

should not be ignored or caught up in red tape so as to impede our progress in improving commercial vehicle safety and security throughout North America. I know there are processes and procedures to be followed, but I truly cannot see us accomplishing a single important task if we refuse to talk to each other or share important information in a timely manner regardless of the amount of red tape involved. How do we explain to someone's family that their relative did not make it to Point B because those responsible for commercial motor vehicle safety would not talk to each other?

I hope anyone who reads this article and has a stake in safe commercial motor vehicle travel will commit to developing and implementing methods of getting pertinent information to people either inside or outside their group or agency. While I think CVSA staff has done a remarkable job in this area, I will be asking them to use all communication means necessary to make certain all officers and inspectors are kept abreast of current events and the latest enforcement techniques.

The second component that warrants immediate attention is *outreach*. We will not influence a single issue if we do not strive to bring others to the table. To attempt to bring about a significant reduction in fatalities and injuries without hearing from everyone who is interested would constitute nothing more than wasted time and effort.

In my view, we are obligated to take advantage of the untapped knowledge of those who have the potential to contribute new and innovative ideas. As mentioned earlier, our recently revised, member-driven strategic plan speaks clearly to this, and all indications are that CVSA's continued effectiveness hinges on an aggressive outreach initiative coupled with highly developed and valuable member servic-

es. That initiative is being developed by CVSA's Headquarters Staff and will involve several uniquely experienced Alliance members.

While there are many other facets involved in the Alliance's day-to-day functions, I think you will agree the two I have outlined can provide the foundation needed for future successes.

Again, I am extremely excited and honored to serve this year. I hope *everyone* will feel free to *communicate* with the Executive Committee and staff as important CMV safety topics and ideas arise.

On April 7, 2004, First Lieutenant Paul M. Claunch, an Assistant Commander of Special Services with the Arkansas Highway Police (AHP), began his one-year term as President of the Commercial Vehicle Safety Alliance. He succeeds Peter Hurst, Director of Carrier Safety and Enforcement for the Ministry of Transportation in Ontario, Canada, who had served as CVSA President since April 2003.

1st Lt. Claunch, a 29-year veteran in law enforcement, has held both patrol and investigative positions with municipal and county agencies and began his state career in 1980 as a highway patrol officer with the AHP. He also held an assignment in the State Programs Division of the Federal Highway Administration's Office of Motor Carriers in Washington, D.C. to provide a "state" perspective to the various federal safety programs relative to commercial motor vehicles and the enforcement of the Federal Motor Carrier Safety Regulations. An active CVSA member since 1989, he served two terms as a regional president before being elected as an international officer in 2001.

1st Lt. Claunch attended the University of Arkansas in Little Rock and is a graduate of the School of Law Enforcement Supervision and the FBI National Academy in Quantico, Virginia. He and his wife, Marie, live in Little Rock.

FMCSA Focus on Cargo Tanks

(Continued from Page 1.)

injuries and fatalities.

FMCSA is striving to convey to the cargo tank industry that safety means compliance with FMCSRs and the Hazardous Materials Regulations. Safety goes beyond the carrier following hours-of-service regulations, maintenance regulations or other commercial motor vehicle compliance issues. It takes the complete

package — properly maintained equipment, properly trained and physically alert drivers and a management team committed to making sure employees practice safety and come home to their families every single day.

Remember: Recognize The Hazard;

Understand The Defenses; Act In Time

Washington State Patrol is Making a Difference in Promoting Safe Travel of Commercial Vehicles

A thorough analysis of collisions involving Commercial Motor Vehicles (CMV) and passenger vehicles found that 76 percent of fatality collisions involving CMV's are caused by the passenger vehicle. The National Highway Traffic Safety Administration (NHTSA) says, about 66 percent of all traffic fatalities annually are caused by aggressive driving behaviors such as passing on the right, running red lights and tailgating. The Washington State Patrol recognizes the majority of truck drivers are professional and takes pride in their efforts to remain collision free.

In response to this statistical evidence showing a need for more focus on aggressive driving, the Washington State Patrol started an Aggressive Driver Apprehension Team (ADAT) program in their Commercial Vehicle Division (CVD).

Understanding the importance of education on the roadways, the Division's management worked with the field force by soliciting input in developing the ADAT program. In May 2003, CVD positioned the first ADAT vehicle out on the road. This vehicle was designed to blend into ordinary traffic while observing, recording, and enforcing traffic laws in high volume as well as high impact areas.

The vehicle uses quality technology to ensure accurate data and enhance the trooper's ability to promote safe driving through enforcement and education in regards to aggressive driving. This technology includes:

- Stalker Radars that are integrated into the onboard computer system register speeds on digital display allowing troopers to identify multiple lanes and target specific high speed vehicles from stationary, moving, front, or rear positions.
- A SecureEye digital camera system enabling the user to view and record violations at all times, even at night. The always run mode is invaluable when questions of any type of profiling exists.
- An on-board computer system, which works at high speeds, allowing troopers to upgrade and enhance video storage capabilities for effectiveness and efficiency while allowing for future technological advancements.

The success of this one vehicle in increasing public safety is shown through these statistics:

	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan
Total contacts	46	61	48	120	118	69	53	59	41
Contacts affecting trucks	21	36	28	45	48	34	19	20	33
Road Rage Stops	0	1	1	0	1	0	0	0	0
Citations for negligent driving - 2nd degree	14	16	15	23	17	7	11	9	8
Citations for reckless driving	1	0	3	1	0	0	0	0	1
Citations for speed	22	28	23	59	46	38	20	12	18
Warnings for speed	24	24	20	1	9	15	19	17	18
Citations for following too close	8	9	8	34	26	9	1	5	5
Warnings for following too close	26	26	22	1	6	8	21	29	16
Citations for unsafe lane change	5	3	2	5	3	7	0	1	3
Warnings for unsafe lane change	27	36	24	2	8	8	19	17	19
DWLS	3	6	4	4	1	3	3	0	4
Warrants	2	1	0	1	0	3	3	1	1
Misdemeanor drugs	0	0	1	2	0	1	0	0	0
Seatbelts	0	0	0	0	0	0	0	0	9
Total Violations	245	330	256	263	255	150	196	160	246

“Our continual partnerships with Commercial Vehicle Safety Alliance, Federal Motor Carrier Safety Administration and the Washington Trucking Associations in educating drivers and the public on commercial motor vehicle safety are essential in decreasing aggressive driving on our roads,” said Chief Lowell M. Porter. “The success of CVD's ADAT program shows the Washington State Patrol's commitment to the safety of commercial motor vehicles and the public.”



Because of this success, the Commercial Vehicle Division received Federal Grant funding to purchase an additional eight unmarked Chevrolet Tahoe's. These vehicles were distributed in March 2004 to facilitate state-wide exposure in each of the eight Washington State Patrol Districts. These nine vehicles will continue to focus on aggressively driven commercial vehicles, as well as those passenger cars that are driving aggressively around commercial vehicles. This enhanced effort will continue to educate all drivers on the significance of sharing the road and importance of recognizing the no zone areas on trucks, ultimately increasing the safety on Washington's roads.

“Preventing aggressive driving in any form is ultimately staying focused on our goals of promoting safe travel of commercial vehicles on the State's highways,” said Captain Coral L. Estes. “By continuing to focus on this problem the Washington State Patrol anticipates a reduction in the number of collisions in high traffic volume areas and a reduction in the number of fatalities involving CMV's.”

According to U.S. News & World Report, commuters in one-third of the largest cities spent well over 40 hours a year in traffic jams. “We are continually collecting data to establish where these vehicles should be positioned throughout the State for ultimate effectiveness,” said ADAT Coordinator Sergeant Michael L. Rupert. “In turn, WSP hopes to prevent prolonged delays due to collisions and enhance freight mobility for the trucking industry as well as the motoring public.”

For further information on the Washington State Patrol Commercial Vehicle Division's ADAT program please call Sergeant Michael L. Rupert at (425) 649-4370.

A Primer on the Americans with Disabilities Act

By Peter Pantuso, President, American Bus Association



On July 26, 1990, President George H.W. Bush signed the Americans with Disabilities Act (ADA) saying, "Let the shameful wall of exclusion finally come tumbling down." Eight years later, on September 28, 1998, the Department of Transportation issued final regulations for the private, intercity, over-the-road bus industry.

ADA's goal, which ABA embraces, is to give persons with disabilities equal access to facilities and the transportation system. At this time, the Act and implementing regulations require that all over-the-road bus operators provide a lift-equipped bus on 48-hour notice. In addition, new buses purchased and leased by fixed-route bus operators, whether large or small, must be accessible, and large fixed-route carriers (over-the-road bus operators with gross annual operating revenue over \$5.3 million) must have 50% of the fixed-route portion of their fleet accessible by 2006, and 100% by 2012.

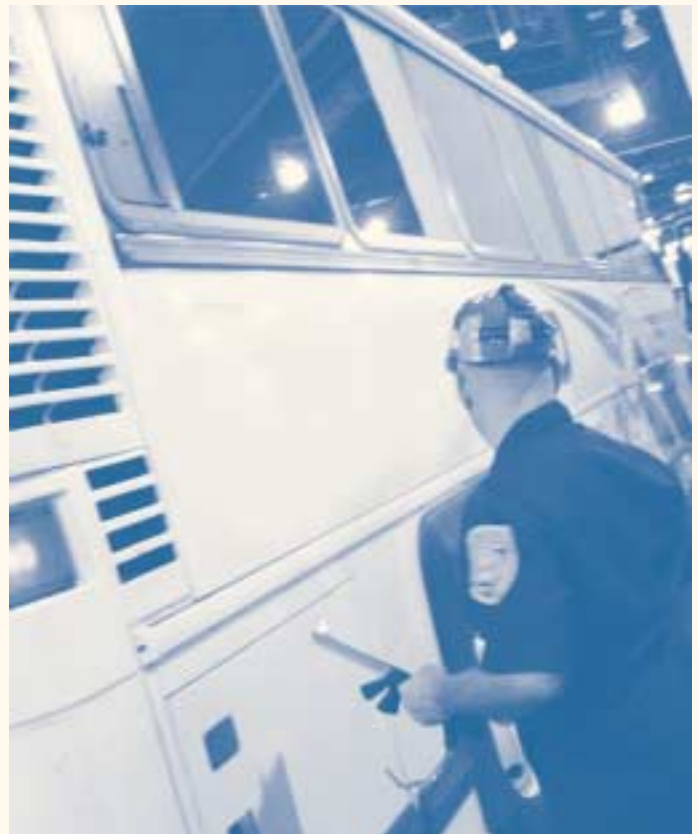
As a result, you will be seeing many more lift-equipped coaches, and many more customers using them. Over-the-road bus operators also must provide annual reports to DOT summarizing lift usage and the number of new and used buses that have been purchased during the year.

You may ask why we are telling you this — for one simple reason — evacuation procedures. Recently, the Bus Industry Safety Council developed a set of ADA Safety Tips and Evacuation Procedures for bus operators providing service to persons with disabilities. The suggestions, which can be found on ABA's website at <http://www.buses.org/safety/operationalideas.cfm>, are designed to help drivers and emergency responders when faced with evacuating an accessible motorcoach.

Because a MSCAP officer may be called upon to assist during such an emergency, we encourage you to take the time to examine these ideas — they may help save a life. The development of ideas and suggestions to enhance safety and security are a primary function of the ABA and the Bus Industry Safety Council, which consists of over 100 safety professionals from the bus industry and the enforcement

community. We are very pleased to note that many members of the enforcement community are active participants on the Council, including Tim Davis, Chairman of CVSA's Passenger Carrier Committee, Capt. Arther McFarland of the Mississippi Public Service Commission, Phil Hanley and Wes Barber of FMCSA, and Dan Commiato and Jane Bass of the Transportation Security Administration.

The input from these individuals is extremely valuable to our safety mission. In fact, we would like to have more CVSA members participate. Like CVSA, we believe that industry and enforcement working together will produce the best results. For more information on joining the Bus Industry Safety Council, contact Bill Mahorney of ABA's staff at 202-218-7246. The next Council meeting will be held in Dallas, TX, June 21-22. We'd love to see you there!



We encourage you to take the time to examine these ideas — they may help save a life.

FMCSA Issues State Hazardous Materials Program Model Guidebook

By: Michael Johnsen, Transportation Specialist, Hazardous Materials, FMCSA

The Federal Motor Carrier Safety Administration presented *The Guide for Building a Model State Hazardous Materials Program* at the January 2004 CVSA Conference on Hazardous Materials Enforcement Development Cooperative (COHMED). The Guidebook was derived from the State Hazardous Materials Compliance Effectiveness Study that was performed by the Battelle Memorial Institute on behalf of FMCSA.

The purpose of the Effectiveness Study was to review State HM compliance programs to identify outstanding, unique or otherwise notable initiatives and programs that could serve as a model for other states. This research was then used to create the Guidebook, which uses specific examples from other states' experiences. The examples are documented in the Effectiveness Study to provide fundamental program elements and program enhancements for the various parts of a State Hazardous Materials Program.

Some suggestions for enhancing a State HM Program include:

- *Facility Compliance Reviews:* Establish an HM cargo tank facility review program that is driven by performance data from HM roadside inspection activities.
- *Roadside Inspections:* Establish authority to search trucks to check for "hidden" HM shipments.
- *Permitting, Registration, & Routing:* Issue Routing Guides to carriers for each type of HM subject to routing.



FMCSA encourages you to review the Guidebook and the Effectiveness Study to identify ways to further improve the effectiveness of your State HM transportation safety program. The initiatives presented in the Guidebook can help increase the safety and security of HM transportation.

The Guidebook and the Effectiveness Study are available through the FMCSA Web site: <http://www.fmcsa.dot.gov/safetyprogs/hm.htm>. To obtain a hard copy of the Guidebook or a technical brief of the Effectiveness Study, or if you have questions, contact Michael Johnsen at 202-366-4111 (email: Michael.johnsen@fmcsa.dot.gov).

The Associates Corner

By Dale Goetz, Director, Safety, Health & Environment Yellow Transportation, Inc.

When I was asked to provide an article for *The Guardian*, this advertising line "This isn't your father's Oldsmobile" came to mind. The marketing group at GM wanted to say their Oldsmobile Division wasn't a dull line of plain cars that haven't changed for the past 15 to 20 years. Their plan was to create an interest that would cause buyers to take a look at their lineup and recognize they had made some exciting product changes. If the plan succeeded there would be more Oldsmobile owners.

At our annual Conference in Little Rock, the CVSA leadership group introduced the CVSA Strategic Plan — a well thought-out document stating CVSA's Mission, Vision, Values, and Strategic Goals. The plan provided an opportunity for some exciting changes. One of the changes was the addition of two new and very important committees — Transportation Security and Program Initiatives. With these new committees comes the

opportunity to involve more participants in our organization, thereby broadening our base of knowledge and resources.

We have the opportunity for continuous improvement of the products and services we provide our members. And we have the opportunity to expand our presence through our outreach as a "go-to" security resource for commercial vehicles. If CVSA succeeds in its plan, and I have no doubt it will, then we should grow our associate member committee.

That said: here's our challenge. Get the word out about the new opportunities at CVSA to those you know who are not now participants. Invite them to the fall workshop. Give them the CVSA website address and/or a copy of the DVD *Partners in Safety*. Explain the benefits of belonging to CVSA. In doing so, I believe we can say "this isn't our old CVSA."

U.S. Customs and Border Protection and FMCSA Partner to Improve Safety and Efficiency

By Jeff Hall, IT Project Manager, FMCSA

The U.S. Customs and Border Protection (CBP) and the Federal Motor Carrier Safety Administration are working together to improve truck and bus safety at the nations land borders. Using the Automated Commercial Environment (ACE)/International Trade Data System (ITDS), combined with the FMCSA Query Central system, federal inspectors will have the ability to identify and contain unsafe commercial motor vehicles and drivers before they reach U.S. roads and highways



FMCSA Administrator Annette Sandberg says, “Our partnership with ITDS and CBP will improve motor carrier safety and the efficiency of inspections at the Mexican and Canadian borders.”

FMCSA is working with ITDS and CBP to standardize and integrate data formats. In the Fall of 2004, FMCSA is projected to go on-line with ACE as its Automated Truck Manifest feature is launched in the first seven of the busiest land border ports.

By linking ACE with Query Central, CBP officers will know before a bus or truck reaches the primary inspection booth at a port of entry whether the vehicle and/or the driver is clear to enter U.S. roadways. Inspection personnel also will know whether they need to refer a vehicle or driver to secondary holding areas for further inspection. As a result, safe commercial vehicles and drivers will be allowed to proceed expeditiously through land border ports. This linking process identifies vehicles and drivers potentially at risk or posing a safety risk.

Query Central is an Intranet application that has been used by FMCSA for the past 18 months. It provides a single access point for multiple CMV safety-related data sources. These data sources are both internal and external to the agency. Originally developed for CMV inspections, compliance reviews, and safety audits, Query

Central's link with ACE/ITDS will automate the inspection selection process.

Among the databases, Query Central include:

- departments of motor vehicles for U.S. states and the District of Columbia through the Commercial Driver License Information System,
- the Mexican Licencia Federal Information System (for Mexican carrier and driver information),
- the Motor Carrier Management Information System (for general carrier data and to determine whether a carrier is under an out-of-service order),
- the Safety and Fitness Electronic Records System (for past inspections results),
- the Performance and Registration Information Systems Management Program (for the carrier's registration information), and
- other governmental databases affecting licensing and insurance.

The sharing of information between CBP and FMCSA is designed to operate as follows:

CMV carrier submits electronic manifest through ACE/ITDS, which sends manifest data to FMCSA, identifying the carrier, driver, and vehicle;

- FMCSA processes manifest data against multiple federal and state data sources to determine whether the driver and/or vehicle need to be inspected by FMCSA personnel;
- FMCSA sends a response through ACE/ITDS either clearing the operator or identifying problem areas;
- ACE notifies the carrier of the result and identifies specific issues. This gives carriers the opportunity to resolve any safety issues prior to arrival at the border; and,
- FMCSA inspects those drivers/vehicles that may pose a safety risk, when they arrive at the border.

Query Central will review manifest data to ensure the carrier possesses valid U.S. operating authority and minimum levels of required insurance, the vehicle operator holds a valid Commercial Driver's License or foreign equivalent with appropriate endorsements, the equipment shows a current CVSA inspection and whether FMCSA has issued any out-of-service orders against the carrier. If electronic data indicates drivers and vehicles meet these conditions and there are no other anomalies, they will be allowed to proceed unimpeded. If these conditions are not met, the vehicle or driver is referred to secondary holding areas for further inspection.

New Mobile Commercial Vehicle Inspection Unit in Two Alberta Districts

Alberta's Transportation Safety Service, Inspection Services Branch has developed and placed a new mobile unit in the Calgary District and Red Deer Districts. This unit is a T-300 Kenworth with a mobile office or command centre.

This new unit is moving Inspection Services into the future for joint usage of a mobile inspection unit that can meet all the needs of the Commercial Transport Industry when it comes to monitoring Weights for Infrastructure protection and meeting all the needs for safety inspections on Alberta Highways. Another aspect of this unit's flexibility is that it can be used with other departments, if required, in a disaster service capability.

The unit is equipped with LED emergency lighting that enhances officer safety on the highways and provides high visibility at roadside compliance checks. The unit's equipment provides quick and easy access to the Internet and to data bases for enforcement confirmation on carriers, drivers and equipment. The unit has a laptop computer (wireless connection) for internet access, a satellite dish for easy TV hook-up for live up-to-date information on disasters sites.

The fax and photo-copier provide the capability for quick and accurate information transfers and the computer system provides live time weight monitoring for weigh-in-motion sites in various high traffic locations on North/South trade corridor and various other highways in the Province. A new digital communication system (phone/radio) allows cost effective communication between officers, districts and regions throughout the Province. The system also will allow communication to Highway



Maintenance Contractors in the case of an emergency response (i.e. road closures) that is needed by Inspection Services.

This Mobile Commercial Inspection Unit can, and will, be used in Joint Enforcement Checks with Inspection Services, City Police Agencies, RCMP and County Officers that allow all officers to deal with commercial transportation in an effective and efficient manner. Inspection Services is working with all departments to support the "Alberta Advantage" and to provide "Safety on Alberta Highways" for everyone.

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Results of Commercial Vehicle Enforcement Blitz

The Indiana State Police, Ohio Highway Patrol and Michigan State Police saturated the Northeast Indiana, Northwest Ohio and South Central Michigan throughout the day. Ninety-seven (97) Motor Carrier Inspectors and Troopers from three states as well as Federal safety investigators with the Federal Motor Carrier Safety Administration conducted an enforcement blitz on Thursday, April 29, 2004 targeting unsafe commercial vehicles and drivers in the Tri-State area.

The 341 CMVs inspected resulted in 990 safety violations detected. Of the total violations 64 vehicles and 18 drivers were placed out of service for serious violations. There were 293 traffic citations issued on a wide variety of violations including unsafe equipment, overweights, and speeding. Additionally there were 263 warnings issued for violations.

In Indiana, a commercial driver exited his rig and started to walk his dog along a ramp south of Angola. Unknown to him his semi-tractor began to catch on fire due to an electrical problem inside the cab (which was completely destroyed). MCI Darryl Brane, who was in the area, notified the driver of the situation and contacted the local fire department. Their quick response prevented additional damages to the trailer.

In Michigan, one commercial driver was apprehended operating his commercial motor vehicle under the influence of alcohol.



Statistics indicate the following breakdown of crashes in 2003:

	Total CMV Crashes	# of People Killed in CMV Crashes	Injuries
Indiana	4,401	168	1,708
Ohio	4,576	134	2,821
Michigan	4,720	108	1,568

The primary focus of this project is for drivers and companies to seek compliance with the Federal Motor Carrier Safety Regulations to enhance the safety of all drivers on our highways and reduce deaths. Additional patrols will take place through the year.

University of Maryland Student Joins CVSA as an Intern



Dan Nguyen has joined the CVSA Headquarters team as an intern while attending school full-time at the University of Maryland, College Park, where he is a Junior Economics Major focusing on marketing and finance.

Although Dan devotes most of his time in class and studying for the 18 credits he is undertaking this semester, he says, "Graduation is just around the corner, and for me good grades are not the only things that are important. Being well-rounded and able to handle a good sized load is a critical part of the next step in my life." He jumped on the opportunity to work at CVSA in order to learn new skills in the business world.

Dan is the Vice President of Risk Management at his fraternity, Beta Theta Pi and has assumed responsibility as a key role member in keeping an 80-member organization safe and creating worthwhile experience for everyone. He finds his contagious

"outgoing nature" is an important quality when traveling around the world — his long term ambition. Other aspirations include successfully graduating from college and continuing to work toward financial and personal security. He loves playing all types of sports, staying active, and participating in all types of sailing.

This summer, Dan will continue his internship at CVSA's headquarters, where he is working on the ongoing clean-up of the Members data base and various other tasks around the office. Excited to be working at CVSA Headquarters, Dan has shown energy and a drive that can help promote CVSA's mission.

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Presidential Award Recipients



In his final moments as CVSA's President, Peter Hurst presented awards to the following individuals for their significant contributions to CVSA.



- Michael Christensen, an employee at the FMCSA National Training Center, was commended for his excellent work in coordinating and assisting the States, FMCSA and CVSA with training needs. Michael, who is a former Washington State Patrol Officer, was also commended for his practical approach on Hours-of-Service issues.
- Randy West, who is a CVSA Inspection Familiarization Instructor and also served as CVSA's Region IV President, was commended for playing a significant role in helping Michael Christensen develop the current North American Standard Part "A" course and for helping CVSA in its Hours-of-Service In-Service/Refresher Training Series and eLearning training program.
- Connecticut State Police Sergeant Donald Bridge Jr., CVSA Secretary/Treasurer and Chairman of the Driver and Traffic Committee, was commended for his strong leadership role in the implementation of the new Hours-of-Service rules. In addition to assisting the State of Connecticut during this process, he strived for what is best for CVSA. He also was recognized for his efforts to raise money for charities as sponsored at CVSA conferences.

Achieving Safety and Efficiency in Transporting Radioactive Materials

The ultimate goal of any safety program is a low number of accidents and incidents. Is that an achievable goal? Yes, it is!

The results of an excellent safety program conducted by the states, shippers, carriers and the DOE WIPP site have provided evidence that the current safety program can produce very low driver and vehicle out-of-service rates. Those results show a 91.5 percent rate of inspections with no violations. That is more than three times higher than the national average.

This successful safety program depends on the high, more strict inspection standards provided in the CVSA Level VI Enhanced North American Standard (ENAS) Inspection that the CVSA developed under a cooperative agree-

ment with DOE for use only on transuranic waste and highway route control quantities (HRCQ) shipments of radioactive materials.

One example of the stricter standards is that under the CVSA Level I inspection a vehicle is placed out of service if 20 percent or more of the vehicle's brakes or a combination of the brakes are out of adjustment. Under a CVSA Level VI inspection, the vehicle is placed out of service if any brakes are out of adjustment.

The goal is to have safe, uneventful shipments of radioactive material from origin to destination. The states, shippers and WIPP site can be proud of this excellent safety program that keeps driver and vehicle out-of-service rates very low.
(Continued on page 12.)

Catalina Navarrete Joins CVSA Headquarters Staff

Catalina joined the CVSA Headquarters Staff early this spring to take the position of Administrative Coordinator. Although she is a native of Ecuador, Catalina was living in San Jose, Costa Rica when she received a Bachelors Degree in Business Administration with an emphasis on International Business.

After receiving her degree, Catalina moved to the United States and settled in Philadelphia where she attended an Intensive English Language Program at Temple University. Her four semesters at the University included Advanced English Language, as well as courses in reading, writing and research methods.

In August 2001, Catalina began working toward a Masters Degree at George Mason University in Fairfax while working as a Graduate Research Assistant at the University's Fenwick Library. Also, during that time she completed Academic Internships at the Consulate of Ecuador in Washington, D.C. and at the Institute for Multi-Track Diplomacy in Arlington, Virginia. After receiving her Masters

Degree in August 2003, Catalina became employed at a residential properties settlement company in Fairfax for five months before joining the CVSA Headquarters Staff.

Catalina has this to say about working with the CVSA Headquarters Staff: "I am enjoying my job. One great thing about working at CVSA is the commitment I see employees have for their jobs here. It motivates me to do my part in this organization better every day. Also, to me it is very fulfilling to work for a non-profit organization."



Word Find Answers

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	N	N	C	M	O	E	O	C	T	K	D	T	A	E	D
2	I	S	O	A	E	I	E	V	D	E	C	A	L	A	L
3	S	Y	U	I	H	A	Z	M	A	T	C	O	T	T	M
4	E	R	T	C	T	C	R	C	A	I	R	A	O	A	B
5	S	N	O	I	T	C	I	D	S	I	R	U	J	M	E
6	E	P	F	T	M	E	E	B	I	A	D	I	C	K	F
7	A	A	S	O	C	R	C	P	R	E	F	L	R	K	M
8	T	S	E	E	R	E	O	N	S	A	I	E	H	A	C
9	B	C	R	D	K	C	P	F	A	N	K	V	T	N	S
10	E	M	V	S	R	A	E	S	I	I	E	A	Y	A	
11	L	E	I	V	E	I	R	M	N	N	L	L	S	H	D
12	T	X	C	A	R	D	V	B	E	I	U	P	D	I	A
13	C	I	E	C	N	A	N	E	T	N	I	A	M	S	N
14	N	C	E	H	C	A	O	C	R	O	T	O	M	O	A
15	R	O	A	D	S	I	D	E	I	F	I	T	R	E	C

- (H6, SE) (H12, NW) brakes
- (H6, SE) (H12, NW) brakes
- (O15, N) canada
- (O15, W) certified
- (H4, N) cmv
- (O15, NW) compliance
- (K1, SE) data
- (I2, E) decal
- (D9, SE) driver
- (A4, SE) enforcement
- (O6, S) fmcsa
- (E3, E) hazmat
- (K10, NW) inspection
- (J12, NW) inspector
- (M5, W) jurisdictions
- (L11, N) level1
- (M13, W) maintenance
- (B10, N) mcsap
- (B10, S) mexico
- (M14, W) motorcoach
- (C2, S) out of service
- (A15, E) roadside
- (I5, SE) safety
- (A5, S) seatbelt
- (J3, SE) truck
- (K12, NW) uniformity
- (C3, NW) us

2004 CVSA Sponsors

(Continued from page 10.)

Stopper and Associates
Watkins Motor Lines, Inc.
Zonar Systems, LLC

Silver

Academy Bus Companies
Ace Doran Hauling & Rigging
Brown Line, Inc.
Greyhound Canada
Transportation Corporation
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Group, Inc.
Hicklin Engineering
Lydall Transport
Midwest Specialized
Transportation, Inc.
Nebraska Trucking
Association
New Jersey Motor Truck
Association
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Company, Inc.
PRIME, Inc.
Rubber Manufacturers
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O'Neal Steel
Peasley Safety Consulting, LLC
Pitt Ohio Express, LLC
TanTara Transportation
Corporation
Texas Motor Transportation
Association
USA Truck, Inc.
Warren Transport, Inc.

Calendar of Events

2004 North American Inspectors
Championship
August 16-22, 2004
Salt Lake City, Utah

2004 Operation Air Brake
Announced September 1, 2004

2004 Fall Workshop
October 23-28, 2004
Sparks, Nevada

2005 COHMED
January 23-27, 2005
Fort Lauderdale, Florida

2005 Annual Conference
April 16-21, 2005
Albuquerque, New Mexico

2005 Fall Workshop
September 24-29, 2005
Biloxi, Mississippi

(Continued from Page 10.)

This helps lead to the low number of incidents (one non-chargeable accident and one incident) seen by the WIPP shipments during this time frame. The entities can be proud of the 91.5 percent rate of inspections with no violations. The WIPP shipments are one of the safest commercial truck shipments today.

As the data show, the highest percentage of violations is found at the point of origin sites; however, before the shipments leave they must be "defect free." This high level of safety should be expected and should continue with the point of origin CVSA Level VI inspections. Even though the CVSA guidelines say that once a shipment is inspected to the "defect free" level,

it doesn't need to be re-inspected to the same degree while en route. However, some states may still feel a need to do random CVSA Level I and Level VI inspections on en route shipments. By following the CVSA guidelines for Level VI inspections, the WIPP shipping campaign can continue to be one of the safest truck shipments on the nation's highways.

How did these standards come about? In 1986, the DOE Office of Civilian Radioactive Waste Management asked CVSA to enter into a cooperative agreement to develop inspection standards for transporting radioactive materials. Since then, the agreement was extended to conduct a pilot study to evaluate the soundness of the procedures, develop training curricula, conduct

training, perform inspections and generate statistical data on the inspections.

The final report on this phase of the Cooperative Agreement and the Pilot Study was issued in October 1999. The Cooperative Agreement continues to be extended and funded by DOE to provide inspector and industry training, compile and analyze inspection data and continue the CVSA Level VI inspection program. The CVSA/DOE Cooperative Agreement Interim Report was published in October 2002 and the CVSA/DOE Cooperative Agreement Interim Report-Updated on WIPP Shipments was published in April 2004. They are available on CVSA's website at www.cvsa.org or by contacting the CVSA DOE Program Director at larrys@cvsa.org.

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