



# THE GUARDIAN



A Publication of the Commercial Vehicle Safety Alliance  
and the Federal Motor Carrier Safety Administration

Volume 9, Issue 4

Fall 2003



## What We face Today and in the future

By CVSA President  
Peter Hurst

To say these are busy times would be an understatement. Each day, CVSA members, associate members, CVSA staff and the thousands of CVSA-certified roadside inspectors face issues we never would have expected in previous years. The economy and security are examples of issues that are impacting commerce on our nations' highways and challenging the way we approach commercial vehicle safety and enforcement.

On the security front, we have been working diligently with our partners to resolve issues surrounding implementation of the USA Patriot Act. The TSA have responded by delaying the effective date of the regulations pertaining to background checks and endorsement of haz mat drivers until April of 2004. There still are outstanding operational, technical and funding issues, but we are pleased that both the TSA and FMCSA included us, and others, as this process moves forward. Our concerns are with uniformity and the need to make sure the regulation and policy implementation do not have an adverse impact on your ability to do your

*(Continued on Page 2.)*

## Partnerships at Work

By FMCSA

A rulemaking as far-reaching as the one on hours of service brings tremendous challenges with it.

Each federal and state motor carrier safety official must receive training concerning the new requirements. With eight months to get the job done, federal and state partners in motor-carrier safety have risen to the challenge and are working together to meet the January 4, 2004 compliance date.

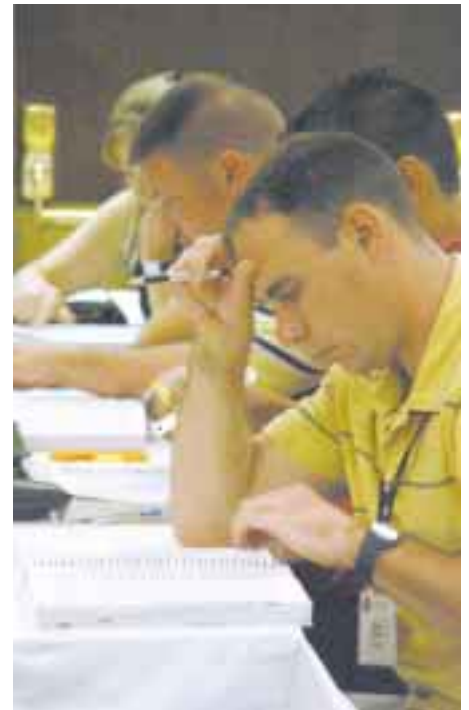
The Commercial Vehicle Safety Alliance is working diligently to help the Federal Motor Carrier Safety Administration and the States prepare for the enforcement of the new Hours of Service regulations.

As part of the planning process, FMCSA determined that the most effective method for delivering instruction is the train-the-trainer approach. This involves federal and state instructors. They currently provide classroom instruction nationwide, educating safety investigators, auditors, and roadside inspectors. That project is more than halfway complete.

The hours-of-service course materials were developed and instructors now are being trained in record time under the guidance of FMCSA's International Motor Carrier Learning and Development Division (IMCLD). CVSA committees, combined with the FMCSA's IMCLD staff, have updated the Hours of Service training curriculum for the North American Standard Training Program. IMCLD has provided Hours-of-Service In-Service/ Refresher training for all of their Part A instructors.

There are 155 federal/state instructors involved in training approximately 8,800 students. The project completion date is December 31, 2003.

The FMCSA takes this opportunity to thank its State partners and CVSA for their time, diligence, and expertise in this important training project.



*Hours of Service training session at the 2003 North American Inspectors Championship.*

Published by:  
Commercial Vehicle  
Safety Alliance

1101 17th Street, NW  
Suite 803  
Washington, D.C. 20036

Phone: 202-775-1623  
Fax: 202-775-1624  
[www.cvsa.org](http://www.cvsa.org)

Dedicated to government and  
industry working together to pro-  
mote commercial vehicle safety  
on North American highways.

#### HEADQUARTERS STAFF

Stephen F. Campbell  
*Executive Director*

Paul M. Bomgardner  
*Director of Administration*

Richard D. Henderson  
*Director of Government Affairs*

Vu T.H. Nguyen  
*Director of Marketing & Technology*

Stephen A. Keppler  
*Director of Policy & Programs*

Loretta G. Bitner  
*Director of Driver Programs*

Collin B. Mooney  
*Director of Training Programs*

Iris R. Leonard  
*Administrative Coordinator*

Larry D. Stern  
*DOE Program Director*

Andrea K. Barnold  
*Accounting*

Rita H. Bontz  
*Communications Consultant*

For comments, suggestions or  
information, please e-mail us at  
[cvsahq@cvsa.org](mailto:cvsahq@cvsa.org).

## President's Message

job in a timely, efficient and effective manner.

We have asked the U.S. Congress to remove a provision in the FY 2004 Transportation/Treasury Appropriation Bill that would exempt the utility power companies from the Hours of Service Regulations. We have petitioned FMCSA for rulemaking actions regarding your concerns on registration enforcement and language proficiency of commercial drivers. We have been working tirelessly with FMCSA and other organizations in the U.S., Canada and Mexico to smooth the transition to the new Hours of Service and Cargo Securement regulations. Through our Cooperative Agreement with FMCSA, we have been able to provide additional training and other resources.

We also have been working with the U.S. Congress and others on the pending reauthorization of the Transportation Bill to make sure we represent your program and funding needs for the next six years. As part of this work, we have joined a coalition of organizations that include AAMVA, AASHTO, CVSA, GHSA and IACP to help advance our common safety

goals. Also, we have been working with TSA and encouraged them to be more active in CVSA activities. They have expressed a continued commitment to being involved.

We currently are working with the U.S. Army at Fort Bragg Military Base where there is a project under way to establish a commercial vehicle inspection program that follows the North American Standard for inspecting the commercial vehicles arriving and departing from that installation. Their goal is to adopt the same rules and regulations our members follow. Fort Bragg officials met with North Carolina State Police, FMCSA and CVSA representatives to develop their implementation plan.

As we tackle the issues and challenges, it is imperative that we work together. The CVSA leadership is listening. We need your knowledge and input on these issues. Our ability to work on your behalf is limited only when people do not share their thoughts, ideas and suggestions. If you have a question, concern or suggestion, I encourage you to contact your Regional President or one of the CVSA international officers.

## Jurisdictions Combine Resources to Build Joint-Use Inspection Facilities

By Steve Callahan, Alberta Transportation, Inspection Services

With the success of Inspection Services joint-use initiatives with Montana and Saskatchewan, there is an opportunity to develop a similar program between the governments of British Columbia and Alberta. We are working toward establishing a joint use Inspection Station or Weigh Scale, on or near the border between the two provinces. Negotiations are going very well and the two provinces are close to signing a Memorandum of Understanding (MOU).

The MOU is intended to formally establish a funded joint project between the two provinces to determine the costs and potential cost savings of a joint use facility. This will create synergies that will allow process streamlining and also will contribute to the economic growth of both provinces.

The timing is right for this, as B.C. needs to replace its Golden Inspection Station and we need to replace our Jumping Pond Inspection Station. A location somewhere on the Trans Canada Highway is being discussed, probably in the Kicking Horse Pass area.

We will be looking at the staffing of this facility as we progress with the project. We can assure you this will not mean any downsizing. You will be kept up-to-date on every step of the process and any input you have will be greatly valued.

Alberta and B.C. represent a significant portion of Canada's population and economic activity. The two provinces have a combined population of more than seven million people, or about one-quarter of Canada's total population. Three of the six largest cities in Canada are in Alberta and B.C. The two provinces produce almost \$300 billion worth of goods and services per year, or about one-third of all goods and services in Canada.

We are very proud of our successes with Montana and Saskatchewan's joint-use facilities and we look forward to developing and harmonizing our efforts with the potential joint-use facility with British Columbia.

# Mexican Federal Motor Carrier Transportation Activities

By Gerardo Michel, Mexico Representative to CVSA and Director of Supervision, Federal Motor Carrier Transportation General Directorship, SCT, Mexico

The Secretariat of Communication and Transportation (SCT) through the Federal Motor Carrier Transportation General Directorship (DGAF) has implemented a special program in the entire Mexican Republic to increase highway safety by performing audits at facilities of permit-holders (SCT authorized carriers) transporting hazardous materials and waste. As a result, we have audited companies that undertake these activities in all the states of the Mexican Republic. Furthermore, we implemented another audit program to those permit-holders showing a record of higher rate of infractions due to violations to the laws and regulations of motor carrier transportation, and auditing among other:

- Insurance - current and appropriate coverage levels stipulated by the law;
- Driver Files - drivers have the appropriate license class for the service they operate and have the training certificates by an SCT authorized training center;
- Permit-holder having an accident registry and in the case of accidents has covered the settlements for injuries, debts, and material and environmental damages;
- Vehicle units have the appropriate registration permit issued by the SCT;
- In the case of hazardous materials transportation, permit-holder should comply with the applicable standards for this type of service during the operation.

In addition, we have intensified inspection operations at roadside to offer greater safety to federal jurisdiction roads and bridges users. To this end, the inspection criteria have been harmonized, so they can be enforced in a uniform manner. The inspection operations are directed to inspect one aspect of the operations, which are divided into:

- Safety: Inspection of vehicle physical-mechanical conditions, insurance and driver's license to be valid and current;
- Polluting emissions: Inspection of vehicle to comply with environment protection regulations;
- Hazardous materials: Inspection to ensure the transportation is made in compliance with the special regulation requirements, the appropriate driver license and the corresponding level of insurance; and
- Legal: Inspection verifies that the vehicle is properly registered and complies with all regulations and standards for the type of service being provided, that there is current insurance for the

appropriate level according to the service, and that the driver has a valid and current license.

Currently, we are performing inspection operations 24-hours a day, 5-days a week, at 10 important points in the Federal highway network. The result has been an increased level of compliance with the law and regulations by motor carriers.

Additionally, each Federal Motor Carrier Department field office, undertakes its own inspection operations according to their own work program.

The result has been an increased level of compliance with the law and regulations by motor carriers.

## Training

As a result of the training provided by the CVSA, we have established a training program with inspector courses. These courses train inspectors to enforce current motor carrier transportation standards as well as the physical-mechanical inspection according to the Mexican standard NOM068.

We are in the process of increasing the number of federal motor carrier inspectors from 240 to 335 this year in order to elevate our inspection force. We expect the authorization of resources in 2004 to continue increasing our inspection personnel.

## Data Exchange

Derived from commitments established by NAFTA and with the support from U.S. DOT and TML Information Services, Mexico developed an information system recording all the information on federal motor carrier transportation vehicles, permit-holders, drivers, infractions, inspections and accidents of Federal Motor Carriers, which is currently being accessed by FMCSA, primarily for driver license searches.

In the last Plenary Meeting of the NAFTA Land Standards Subcommittee, we asked U.S. authorities for reciprocal information access.

## Tendencies or Patterns Found in Highways Inspections

As a result of the different actions taken to fight compliance irregularities and strengthen highway safety, we have noticed that motor carriers tend to implement mechanisms that help them meet operation and safety requirements, which leads to increasing the level of compliance with the safety standards.

# A Motorcoach Industry Update

By Peter Pantuso, President, American Bus Association



You have seen our numbers before. Motorcoaches in the U.S. and Canada move more people annually than the airlines and AMTRAK — 850 million passengers each year. While we do not have exact figures in Mexico, we know that 95 percent of the population rides buses and motorcoaches regularly,

whether for commuting or intercity travel.

What we may not have talked about lately is the state of the motorcoach industry and its implications for law enforcement. The decline in leisure and business travel over the past three years has had an impact on motorcoach travel as it has on other modes — although not as severely. While airline passenger trips are thought to be down as much as 30 percent, motorcoach travel over the same period may be down as much as 20 percent.

Currently, a glut of excess used equipment exists in the market from those companies that could not sustain their business during difficult economic times or those companies that are tightening their belt to weather the cyclical storm. Like all storms, they have caused some leaking in the industry and good, reputable long-time operators are working to keep afloat and waiting for the calm. This is not unlike other cycles the industry has faced before. I am confident that it will be a better, stronger and more creative industry when the economy picks up again as it is beginning to. But in the meantime, we must be vigilant to ensure those companies operating under water are not below the radar when it relates to safety and security.



On top of the weak economy, motorcoach operators tell me that insurance rates have hit them harder than any one other change in the last few years. Not surprisingly the highest rates have hit those operators who have had the greatest number of incidents, and those who may lack adequate training and who may not have adequate safety programs in place. We understand that the enforcement community may not be able to perform compliance reviews on every company that operates in the industry due to sheer volume and lack of resources. However, state and local enforcement officials and organizations should be asking FMCSA and state legislatures for adequate funding to be certain those inspections can take place in the future.

Perhaps we have been a victim of our own successes and positive safety record and the result is a not-so-benign neglect. Recently, I have come across some "gypsy" operators who did not have adequate insurance, operating authority, driver documentation and other legal documentation that would allow them to operate legally. The only reason they continue to operate is because the gaps in the system at the federal and state levels allow it to occur.

There is little we can do at the ABA other than to inform the proper authorities when we are made aware of such operators. And, little by little, we are making strides in educating the public about hiring safe, quality operators. What we don't want to be is in a position to say is "we told you so" when an accident occurs. That's not much help when people are hurt and lives are ruined. What is needed is a unified effort in the reauthorization of TEA-21 to make sure the funding of federal, state, and local motor carrier enforcement programs are adequate to make sure an unsafe company is no longer permitted to operate.

# Region V Holds First Motorcoach Inspector Course

By Julius Debuschewitz, Manager, National Safety Code, Yukon

If you have always wanted to experience that slightly panicky feeling brought on by a touch of claustrophobia, but never had a chance to do so, I suggest you take a CVSA Motorcoach Inspector Course.

That is what I did recently in Calgary, Alberta. CVSA Region V held its first Motorcoach Inspector Course from September 16 to 18. At hand for the pilot course were 12 inspector students from Alberta, Saskatchewan and Yukon Territory, and five new instructors from Quebec, Ontario, Saskatchewan, Alberta and British Columbia. Collin Mooney, CVSA Director of Training Programs, joined the course as an observer.

The classroom session was highlighted by lively discussions, made all the more interesting

by the various levels of experience and jurisdictional backgrounds of both students and instructors. Those discussions often were continued at lunchtime and at supper, putting to rest the claim that CVSA inspectors are not a dedicated bunch.

Classroom sessions were held at the Coast Plaza Hotel & Conference Centre, where all but the local participants also stayed. The practical part of the course took place at Southland Transportation. The carrier had graciously agreed to lend a coach for the occasion and made all feel very welcome. Southland Transportation also was the location for both the written test and the practical examination, and one could hardly have asked for a better site.

This was a pilot course and, as was to be expected, there were a few glitches. These, however, were quickly remedied and their only legacy was a good handful of course change forms. What bothered me most was the apparent time pressure during the practical examination, a sentiment echoed by most other student inspectors. Nonetheless, we all survived that part, and I gather that the time allotted is standard across the US and Canada.

From a student's point of view, I think that the first Canadian Motorcoach Inspector Course was a resounding success. Thank you to Alberta Inspection Services for hosting the event, to the Saskatchewan Transport Compliance Branch for bringing along their ramps, and to Southland Transportation for supplying motorcoach, space, coffee and great donuts. Also, I must express my gratitude to those fellow students who graciously provided rides for us wheel-less out-of-towners.

If you have not done so already, I urge my fellow inspectors to take the Motorcoach Inspector Course. With any luck, your instructors will be as good as the ones I enjoyed. Certainly, you will learn a lot in a short time.

Now, if they could only build motorcoaches that are a little higher off the ground...

The first  
Canadian  
Motorcoach  
Inspector  
Course was  
a resounding  
success.





## Dreams do come true!

By Jeff Byers, Colorado Port of Entry

A long time ago, I was taught that if you want to succeed in life you must dream and set goals for yourself.

My dreams and goals were simple. I wanted to be the best inspector that I could be and I wanted to represent the State of Colorado at the North American Inspector Challenge.

This was no easy task in itself. Colorado has an extensive competition each year that resembles the competition at NAIC to determine who will represent Colorado. State awards are given to the 1st, 2nd, and 3rd place finishers. This was my third year competing at the state competition. After four days of intense competition, I had achieved one of my goals. I was selected as Colorado's inspector of the year and I was going to have the opportunity to compete at the North American Inspectors Competition.

I then turned my attention to this next level of competition and re-evaluated my goals. I felt good about my own knowledge and abilities and intended to do my best. But I knew this would be an intense competition among the best of the best. My goal, at this level, was to do well and bring back a trophy. If I could walk away from this competition with a trophy—any trophy—I would have felt that I had done well.

As they were announcing the awards on the last night of NAIC, my name was called up to receive the level 1—first place



trophy. I was happy. I had accomplished yet another goal. This was a dream come true and I didn't think it could get any better than this.

When they announced the High Points winner and Grand Champion, I was stunned to hear my name called again. To be recognized as one of the best in the field, among a group of such high-caliber individuals, is truly an honor.

So how did an ordinary Colorado roadside inspector manage to reach this level of achievement? First of all, I have to give credit to many, many people. This was certainly not my award alone. I would never have reached this level without the help of others. From my supervisors to my peers, from instructors as well as truck drivers, I have learned an abundance of information. Having the freedom to ask questions even when I should know the answer, and knowing that mistakes are a part of the learning process have given me the confidence that I don't have to be perfect to do well.

Second, learning is a never-ending process. Even after inspecting commercial motor vehicles for nearly seven years, I routinely encounter something new and different. No training can prepare an inspector for every possible situation he or she will encounter. No inspector has the regulations committed to memory. Even if they tried, the regulations are constantly being revised and updated. As a Level 1 instructor, I learn something new in virtually every class I teach!

# 2003 NAIC

The North American Inspectors Championship is organized by the FMCSA and the CVSA. The Championship's theme is performance, education and uniformity. The NAIC is the only event dedicated to recognizing and rewarding commercial vehicle inspector excellence.

The annual competition is held in conjunction with the American Trucking Associations' Truck Driving Championship.

*Congratulations to all!*

## 2003 GRAND CHAMPION

Jeff Byers, Colorado

## HIGH POINTS WINNERS

CDN: Maurice Steen, Alberta

MEX: Jacobo Garcia-Arias, SCT

US: Jeff Byers, Colorado

## LEVEL I INSPECTION WINNERS

1st Place: Jeff Byers, Colorado

2nd Place: Lorie Floyd, Wisconsin

3rd Place: Eric Vatour, Ontario

## MOTORCOACH INSPECTION WINNERS

1st Place: Eric Sundby, Minnesota

2nd Place: Brian Bonness,  
North Dakota

3rd Place: Gary Peace, Ohio

## HAZMAT/CARGOTANK INSPECTION WINNERS

1st Place: Eric Sundby, Minnesota

2nd Place: Ivy Wood, Louisiana

3rd Place: Darren Wright,  
Washington

## JOHN YOUNGBLOOD AWARD WINNER

(chosen by peers)

Jay Thompson, Arkansas



**NEW FOR 2004!  
NORTH-AMERICAN  
STANDARD  
OUT-OF-SERVICE  
CRITERIA  
HANDBOOK &  
PICTORIAL  
EDITION**

**FEATURES:**

- Includes 2004 Out-of-Service criteria in easy to use handbook size
- Updated to include an extensive collection of color photos

Contact CVSA at 202-775-1623 or visit [www.cvsa.org](http://www.cvsa.org) to order!

## Maryland State Police Launches Special Activities to Heighten Security and Safety

The Maryland State Police recently launched a new section to heighten security and safety through a variety of tasks and assignments that revolve around safe and secure surface transportation in the state. The new Transportation Security Section has a highly-trained accident investigation team that works in correlation with federal, state and local agencies and private industry. First Sergeant Douglas Morris, a 20-year veteran of the Maryland State Police, is the Section Commander.

The Section has a variety of tasks and assignments that include—but are not limited to—

- Conducting inspections on commercial vehicles hauling hazardous material, especially those traveling in heavily populated areas;
- Responding to all commercial vehicle crashes that have fatalities and handling the detailed investigation and subsequent reconstruction.
- Responding to and investigating all fatal accidents that pass a set criteria for investigation.
- Assisting in the credentialing of more than 30,000 Maryland licensed-hazardous material commercial vehicle drivers.
- Conducting investigations, gathering intelligence and conducting surveillance operations focusing on illegal hazardous materials haulers and cargo theft rings.
- Tracking and interdicting suspicious cargo, commercial vehicles, drivers and passengers..
- Monitoring access to high-interest locations and interacting with company security officers, facility security officers and relevant federal, state and local agencies.

The members of the Transportation Security Section also will continue helping with the successful Maryland Highway Watch Program.

## Operation Cody Aimed at Preventing Aggressive Driving

From July 1-13, Interstate 40 from Asheville, North Carolina to the Tennessee line was the scene of a concerted enforcement effort to crack down on aggressive drivers and enforce the traffic laws with zero tolerance for dangerous driving. Typically, I-40 is one of the heaviest traveled corridors in North Carolina. There were 215 crashes on that corridor last year — up from 97 in 1998.

During the 13 days of Operation Cody, more than 3,400 violations were cited by nearly two dozen troopers and members of the Patrol's Motor Carrier Enforcement Section from the surrounding areas. The highway patrol cars were equipped with dual antenna radars that have the ability to clock vehicles as they approach a trooper. A helicopter from the patrol's aviation unit flew above the highway and radioed violations to the troopers on the ground.

As a further effort to enhance safety, a "Child-Safety-Seat Check" was conducted on July 12 in conjunction with Operation Cody. Certified safety technicians were available to inspect and properly install child-safety seats at no charge.

Operation Cody was named for Cody Alexander, the 3-year-old son of Anthony Cogdill, a 32-year old State Highway Patrol Trooper who had been killed on I-40 when his patrol car was "rear-ended" by a tractor-trailer. The funding for Operation Cody was provided by the Federal Motor Carrier Safety Administration through the Motor Carrier Safety Assistance Program

Although Operation Cody had special meaning because of Officer Cogdill's death, the North Carolina Highway Patrol conducts these types of operations on a regular basis to reduce the safety hazards associated with overly aggressive driving. The FMCSA's North Carolina Division will continue working with the State Highway Patrol to reduce crashes and fatalities.

### CVSA Launches New Online Safety Forum.

<http://members.cvsa.org/forums>

**Free Member Benefit!**

**Sign up today!**



# Congratulations to the following FMCSA Administrator's Award recipients:

## Administrator's Award for Superior Achievement

---

George Alan Brooks, Montgomery, AL  
Darin G. Jones, Olympia Fields, IL  
Carol L. Mandera, Helena, MT  
David B. Martin, Austin, TX  
Steven M. Piwowarski, Augusta, ME  
Natalia B. Ray, Washington, D.C.  
James O. Simmons, Washington, D.C.

## Safety Investigator of the Year

---

Michael D. Foley, Raleigh, NC

## Safety Investigator Superior Achievement Award

---

Sharon P. Cravalho, Honolulu, HI

## Strides for Safety Award

---

Missouri Division:

Joseph R. Boyd, Robert D. Burke, William D. Coleman, James D. Dearing, Janet M. Etling, John N. Farrell, Kendra S. Holmes, Timothy J. Knoll, Hope L. Maddox, Glennon W. Musial, Michael C. Nighbert, Mark K. Teel, Leslie J. Vanbelkum.

## Service for Safety Award

---

Lisa M. Harris, Washington, D.C.  
Teresa Harris, Raleigh, NC  
Michelle Randle-Mitchell, Ontario, CA

## Colleague Award

---

Anna M. Beever, ESC, Baltimore, MD  
Retta M. Besse, Washington, D.C.  
Ruth A. Bullen, Washington, D.C.  
Doresa Y. Fears, SSC, Atlanta, GA  
James G. Lampert, Washington, D.C.  
Leatrice Lee, Washington, D.C.  
Elsa V. Moncivais, Austin, TX  
Mark W. Palmer, Indianapolis, IN  
Kathleen M. Ray, Washington, D.C.  
Pedro R. Sierra, Brownsville, TX  
Danny L. Swift, ESC, Baltimore, MD

## Safety Achievement Award

---

Edward F. Dunne, Washington, D.C.  
Oscar M. Gonzalez, Otay Mesa, CA  
Scott P. Valentine, Washington, D.C.

Explosives Strike Force Team:

Robert J. Brown, WSC, San Francisco, CA  
Arthur L. Fleener, Ames, IA  
LeeAnn Jangula, Bismarck, ND  
Jeffrey P. Jensen, Bismarck, ND  
William W. Moravec, Pierre, SD  
Terry G. Pollard, Lincoln, NE

Non-federal government employees:

Daniel A. Cushing, MCSAP Coordinator,  
ND Highway Patrol  
Joshua E. Cushing, Motor Carrier Inspector,  
ND Highway Patrol  
Michael J. Argall, Lieutenant, Cass County Sheriff's Office  
Timothy J. Vreeman, Reserve Deputy,  
Cass County Sheriff's Office

## Diversity Champion Award

---

Jane F. Bates, Providence, RI

## HQ Employee of the Year

---

Florian F. Chess, Washington, D.C.

## New CVSA Associates

ChamberMate Tools  
Environmental Systems Products Holdings  
Hendrix and Dail, Inc.  
Hugg Manufacturing, Inc.  
James W. Flett Co. Inc.  
Kal Trucking, LLC  
Kresky Signs, Inc.  
Precision Flatbed Carriers  
Radio One Trucking, Inc.  
Registrar of Imported Vehicles  
Smithfield Foods  
Surelock, LLC  
Transport Data Systems, Inc.  
Unitil/Fitchburg Gas and Electric

## 2003 CVSA Sponsors

### Benefactor

American Trucking  
Associations  
FedEx Corporation  
Randall Publishing  
U-Haul International  
XTRA Corporation

### Platinum

Coach USA  
Exxon/Mobil  
Great West Casualty  
Company  
Intercomp Company  
J.J. Keller & Associates, Inc.  
Loadometer Corporation  
Quality Distribution, Inc.  
The Besl Transfer Company  
Transport America  
Yellow Transportation, Inc.

### Gold

A & R Transport, Inc.  
ABF Freight System, Inc.  
Ace Doran Hauling & Rigging  
American Bus Association  
Battelle  
Daecher Consulting Group,  
Inc.  
Fort Meyer Construction  
Corporation  
Greyhound Lines, Inc.  
HELP, Inc.  
Intermodal Association of  
North America  
International Road Dynamics  
IRIS - Infra Red Inspection  
System Ltd.  
Labelmaster  
Landstar System, Inc  
Maine Motor Transport  
Association, Inc.  
McKinzie & Associates LLC  
Meritor WABCO  
Motor Freight Carriers  
Association  
National Tank Truck Carriers,  
Inc.  
Ohio Trucking Association  
Ontario Trucking Association  
Peter Pan Bus Lines  
Prevost Car, Inc.  
Roadway Express, Inc.  
Schlumberger Technology  
Corporation  
Specialized Carriers &  
Rigging Association  
(Continued on page 11.)

## Motorcoach Safety Seminar Draws Large Group of Attendees

A recent day-long Safety Seminar for the bus industry drew more than 55 attendees. The seminar was held at the Fox Bus Lines terminal in Millbury, Massachusetts and was hosted by the New England Bus Transportation Association (NEBTA), the Massachusetts State Police, the Federal Motor Carrier Safety Administration, and the Massachusetts Department of Telecommunications and Energy (DTE).

The seminar included classroom presentations and “hands on” Level 5 CVSA inspections. Mike Sharff, NEBTA President and Brian Cristy, Director of the DTE Transportation Division gave the welcoming remarks. Richard Bates, FMCSA State Director, discussed DOT compliance reviews and the SAFESTAT scoring system. Lt Scott Szala from the MSP Commercial Vehicle

A better  
understanding  
of the field  
investigators’  
duties was  
evident.

Enforcement Section discussed the increased awareness of driver-caused crashes and traffic enforcement for commercial motor vehicles. Chris Crean, Director of Safety, Peter Pan Bus Lines, who explained the changing duties of safety directors into areas of training, security, and liability prevention, also emphasized the need to be proactive to limit crashes and liability claims.

Following the classroom presentations, the DTE’s field inspectors conducted Level 5 CVSA inspections on two buses. For many of the attendees, this was a “first time event” as a Van Hool and an MCI Motorcoach were lifted overhead. A better understanding of the field investigators’ duties was evident. The participants expressed their enthusiasm for the seminar as a way for government and industry to work together to improve commercial vehicle safety and reduce crashes.

## Nationally Recognized Highway Safety Advocate Dies

Linda Householder, who was well-known for developing a national safety program called “Sharing the Highways,” passed away recently after suffering from cancer for four years.

Linda began more than two decades of safety advocacy after spending several years as a cross-country truck driver with her husband, Steven. Recognizing that many automobile drivers did not know how to share the road with larger vehicles, she embarked on a plan that led her to promoting highway safety to people of all ages including youngsters (who, in turn, influenced their parents) and high school students who would soon be driving automobiles. She also provided outstanding leadership through involvement with senior citizen groups, corporations, law enforcement agencies and many others as she taught how to drive safely around commercial vehicles.

Linda was one of the safety experts who participated in the Federal Highway Administration’s 1995 National Truck and Bus Safety Summit and she worked with the National Safety Council and others in promoting sharing-the-road education campaigns.

Her efforts spread throughout the country and beyond. In 1997, she received the prestigious Administrator’s Public Service Award from the U.S. Department of Transportation. She also was honored by Australia’s Queensland Department of Transport for her work with that agency.

# Utah Implements a Quality Assurance Program

In 2003, the Utah Highway Patrol implemented a Quality Assurance Team, QUATE for short. This Team has been organized to verify that roadside inspectors continue to follow the North American Standard Inspection process. It also is a way to ensure that the uniformity of the inspection process is maintained throughout the state of Utah. "We all benefit from a comprehensive and objective review," states Randy West, one of nine QUATE Team members.

Currently, 150 of the 175 Utah CVSA certified inspectors have gone through the program. The remaining inspectors will have participated in the process by the end of December. The reviews are non-punitive in nature and focus on strengthening the entire roadside inspection process. Those who have participated in the process to date have found it to be very beneficial, and comments have generally been very positive. These reviews help individuals maintain their level of professionalism, in addition to providing documented data relating to their job performance.

Utah has already seen the benefits of this program. Fewer regulatory codification mistakes

are being made on inspection reports, and the number of inspections failing to be uploaded to the SAFER System has decreased dramatically. Utah plans to continue with the QUATE Process on an annual basis. For more information, email Randy West at [rwest@utah.gov](mailto:rwest@utah.gov)

## Utah QUATE Members

Randy West  
Todd Curtis  
Scott Robertson  
Kerry Kendall  
Randy Dalton  
Rick Oaks  
Tamy Scott  
Dave Guest  
Brad Clayton

## Sudden Death of CVSA RAD Instructor

We are saddened by the sudden death of Jim Luman on September 24. Jim had checked himself into the hospital for a bleeding ulcer on September 1 and was, from all indications, on the mend when he experienced a burst aneurysm in the brain on Sunday the 21st and slipped into a coma. He never regained consciousness and, with no brain waves, was declared dead on the 24th.

The family advised there would be no viewing or funeral and anyone who wishes to donate towards a memorial could send their donations to the National Juvenile Diabetes Foundation (Jim's grandson has juvenile diabetes). Cards or other expressions may be sent to Jim's wife, Susan Luman at 732 Timberline Dr. Villa Hills, KY 41017

Jim retired from the Illinois State Police where he headed its first Commercial Vehicle Unit. He was a long time, active member of CVSA, serving as President, contractual employee, and very good friend. After retiring from the State Police, Jim instructed at a number of CVSA Level I and Level VI Inspector training classes for the inspection of radioactive materials. He was recognized as an effective instructor and the attendees came to know him for his expertise and as a great friend who extended himself to all. CVSA and especially the RAD Inspection Unit. We express our sympathy to the Luman family.

## 2003 CVSA Sponsors *(Continued from page 10.)*

Truck Renting and Leasing Association  
Watkins Motor Lines, Inc.  
Zonar Systems, LLC

### Silver

Academy Bus Companies  
AIG Consultants, Inc.  
Brown Line, Inc.  
Foundry Service Corporation  
Greyhound Canada  
Transportation Corporation  
Groendyke Transport, Inc.  
HazMat Environmental Group, Inc.  
Kinard Trucking, Inc.  
Massachusetts Motor Transportation Division  
Midwest Specialized Transportation, Inc.  
Nebraska Trucking Association  
Premier Manufacturing Company, Inc.  
PRIME, Inc.  
T.F. Boyle Transportation, Inc.  
Transport Service Co.  
Transportes Inter-Mex SA de CV  
Tri-State Expedited Service, Inc.

### Bronze

Arizona Motor Transport Association  
C.R. England, Inc.  
Central Transport International, Inc.  
Columbia Association  
Dana-Suttles  
Fikes Truck Line, Inc.  
Hitchcock Bros., Inc.  
Independent Truckers & Drivers Association  
K & B Summers, Inc.  
Manfredi Motor Transit Company  
Motor Transport Association of CT, Inc.  
Peasley Safety Consulting, LLC  
S-J Transportation Company  
Suttles Truck Leasing  
Tankstar USA, Inc.  
TanTara Transportation Corporation  
Trans-Bridge Lines, Inc.  
Warren Transport, Inc.  
Weaver Brothers, Inc.

# Calendar of Events

2004 COHMED Conference  
**January 11-15, 2004**  
Hyatt Regency Islandia  
1441 Quivira Road  
San Diego, CA 92109

2004 Annual Conference  
**April 3-8, 2004**  
The Peabody Hotel  
3 Statehouse Plaza  
Little Rock, AR 72201

2004 Operation Airbrake  
May (unannounced)

2004 Roadcheck  
**June 1-3, 2004**

2004 North American  
Inspectors Championship  
**August 16-22, 2004**  
Salt Lake City Marriot City Center  
220 South State Street  
Salt Lake City, UT 84111

2004 Fall Workshop  
**October 23-28, 2004**  
John Ascuaga's Nugget Hotel  
1100 Nugget Avenue  
Sparks, Nevada 89431

2005 Annual Conference  
**April 16-21, 2005**  
Hyatt Regency Albuquerque &  
Albuquerque Convention Center  
3003 Tijeras NW  
Albuquerque, NM 87102



## Annual Conference Little Rock, AR April 3-8, 2004

We hope to see you at CVSA's Annual Conference in Little Rock, April 3 to 8, 2004. But you won't be the first important traveler to visit this beautiful state. These were the early ones: Spanish Explorer Hernando de Soto visited Hot Springs in 1541; French explorer Louis Joliet and Father Jacques Marquette traveled Arkansas in 1673 and French explorer Sieur de La Salle claimed Arkansas and the rest of the Mississippi Valley in 1682. You may not be an explorer, but you play an important role in improving highway safety.

PREST:STD  
U.S. Postage  
PAID  
Permit No. 970  
Baltimore, MD



1101 17th Street, N.W., Suite 803  
Washington, DC 20036  
P (202) 775-1623 F (202) 775-1624  
[www.cvsa.org](http://www.cvsa.org)