



THE GUARDIAN



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Views of the Past and a look at the future

On April 5, Peter Hurst, Director of Carrier Safety and Enforcement for the Ministry of Transportation in Ontario, Canada, will complete his one-year term as President of the Commercial Vehicle Safety Alliance and turn those honors over to First Lieutenant Paul Claunch of the Arkansas Highway Police.

As Peter began his year of CVSA Presidency, he expressed these thoughts when speaking before a group of transportation journalists: "We are facing changes that we had not expected. But we're dealing with them. As we face these and other challenges, our tradition will provide firm footing as we stretch, explore and probe to the edges of the envelope to find new ways to advance our cause — an environment free of commercial vehicle accidents and incidents."

As he prepares to leave the role of CVSA President, he expressed these thoughts: "I have worked with large trucks in one way or another since I began my career as a civil engineer in Saskatchewan in 1976. Understanding and working with the relationship between trucking and highway infrastructure and then motor carrier enforcement drove home to me the importance

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FMCSA R&T Forum features Stellar Program

By Victoria Chapman, FMCSA R&T Communications Advisor

The Federal Motor Carrier Safety Administration (FMCSA) Office of Research and Technology (R&T) recently held its 4th Annual Forum titled *FMCSA Research & Technology: Synergy in Partnerships* in conjunction with the Transportation Research Board's 83rd Annual Meeting. The Forum provided insights from top-level speakers and two sets of panelists on how to build public-private partnerships that involve government, academia and industry working together toward common transportation safety goals.

Mr. John Hill, FMCSA's Chief Safety Officer, presented the opening remarks to about 150 people in attendance. He noted FMCSA's mission is to support the President's top transportation priorities of safety and security by meeting its goal of reducing commercial motor vehicle crash fatalities on our nation's highways to 1.65 fatalities per 100 million miles of truck travel by 2008. He stressed the importance of government, industry, and public/private partnerships as a way to make our roads and commercial vehicles safer and to keep commerce and freight moving efficiently.

In his keynote address, Sam Bonasso, Acting Administrator of the Research and Special Programs Administration, gave his viewpoints on what he called "a topic dear to my heart"— public-private partnerships. He said he learned the value of public-private partnerships, early on, from working in the private sector. Mr. Bonasso noted that no single research entity possesses all of the required resources to meet all of its strategic goals and that partnerships are the critical key to expanding one's capabilities and resource pool, including funding.

Setting the stage for the two panel discussions that followed, Brigham McCown, FMCSA's Chief Counsel, reviewed the formal arrangements the government can have with third parties such as procurement grants, cooperative and grant agreements and the process that must be followed to do so. He also talked about ways the U.S. government can partner with outside entities where the tasks to be performed by each party are generally spelled out in a Memorandum of Understanding. He then reviewed the Standards of Ethical Conduct that apply to Federal employees and provided some general rules for a government agency to follow in forming these types of third-party relationships.

The panel sessions began with FMCSA subject matter experts on Panel I covering the Commercial Vehicle Information Systems Network, Electronic On-Board Recorders, CMV Medical Qualifications and Testing, and the National



Mr. John Hill, FMCSA's Chief Safety Officer, presented the opening remarks.

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Dedicated to government and industry working together to promote commercial vehicle safety on North American highways.

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President's Message

of trucking to our economy and way of life in North America and the need to balance that side of the equation with highway safety.

"I first became involved with CVSA as Saskatchewan's member of Region V in 1995. Due to a large turnover in membership resulting from retirements and organizational changes in many of the jurisdictions, I quickly became the "veteran" member and was elected Vice President of the Region. By 1997, I was President of the Region and took an active role in CVSA affairs.

"The strength of CVSA was apparent to me from the beginning. Ours is an organization that has broad-based membership from the enforcement community and regulators from across North America, substantial participation from the industry members we regulate and the ear of the Congress. It was clear that CVSA was the place to influence highway safety and to affect positive change. Our broad base and open and transparent process enables CVSA to develop standards and inspection practices that are at once effective and practical to those who must comply and to those who must enforce.

"The fruits of our collective labour bear witness. Since 1991 the Level I vehicle out-of-service rate during Roadcheck has dropped 24.7%, driver has dropped 10.7%. Over the same time frame the fatality rate for crashes involving commercial vehicles has dropped 28.1%. There are more than 10,000 certified CVSA inspectors across North America conducting commercial vehicle inspections using uniform inspection criteria. Federal funding for

commercial vehicle enforcement has risen from \$8 million at the inception of the Motor Carrier Safety Assistance Program in 1984 to nearly \$200 million in 2004. Commercial vehicle safety is profiled by CVSA's two signature events: Roadcheck and Operation Air Brake.

"This past year will probably go down as one in which industry and enforcement has had to deal with some of the most substantive rule making to impact the motor carrier industry: Hours of Service, Cargo Securement, New Entrants, the PATRIOT Act and the Highway Reauthorization legislation. CVSA has been actively involved in these regulatory and legislative matters on behalf of the membership.

"Formed in the 1980s, CVSA is a relatively young organization by most standards. Together, the members have established CVSA as the "go to" organization on motor carrier safety in Canada, the US, and Mexico. But there is much to do. We must seek out new members and continue to grow our organization to support the work that needs to be done. We must expand our horizons to include transportation security, which affects everything we do. We must help our members to deliver new programs and employ new technology to be more effective. And we must seek out new partnerships.

"But above all, we must do this while continuing to embrace our heritage as an alliance of commercial vehicle safety agencies and organizations. We must remain true to our core principals of uniform standards, inspections and training. It is my hope that our new Strategic Plan will provide a road map to guide that growth in an open and transparent manner to all members."

CVSA Scholarship Applications Due Soon

This is a reminder that each year the Commercial Vehicle Safety Alliance Academic Scholarship Program awards \$1,000 grants to two graduating high school students whose parent or legal guardian is a CVSA member in good standing. The grant program's selection criteria is tailored to recognize outstanding senior students based on their academic performance and extracurricular activities.

To apply for the scholarship, complete the 2004 Academic Scholarship Form available at http://cvsa.org/Scholarship/2004_Application.htm If you would like an application to be sent to you, contact Vu Nguyen at vun@cvsa.org or 202-775-1623 ext.108. June 1 is the deadline for submitting a 2004 CVSA Academic Scholarship application.

The Importance of the Out-of-Service Criteria

By CVSA Industry Member Brett T. Graves, Tyson Foods, Inc.

The Out-of-Service Criteria and protocols surrounding out-of-service orders should be strictly enforced if out-of-service defects are noted during roadside inspections. This statement may appear to be “old news.” However; the true significance of this statement is not clearly understood at times. From these experiences, I have learned the important role dedicated people in these occupations play in providing for the safety of the motoring public. Along the way, I also have recognized how important CVSA is to motor carriers, the enforcement community and the motoring public. As an officer conducting roadside inspections, I never truly understood who or what CVSA was or what it meant. Now the picture is clear, and I wish I had come to this level of understanding years ago.

In this article, I hope to address how critical adhering to the CVSA out-of-service guidelines is to motor carriers and to the credibility of CVSA and the enforcement community.

As an officer, I conducted a number of roadside inspections. I had the misfortune in placing a number of vehicles and drivers out of service. At that time, what I failed to understand was the importance of the Driver/Vehicle Examination Reports and how important those reports were to motor carriers. As an officer, I was concerned about numbers and being a “good neighbor” to those carriers based in close proximity of the inspection station. I eventually found myself violating the Out-of-Service Criteria by allowing vehicles to continue on to nearby repair facilities, even after I issued the out-of-service order. What I misunderstood was the problem I had created for those motor carriers, who in good faith, were making a concerted effort to comply with those regulations I was obligated to enforce. The action I took was also the same actions of many other officers. This action was not found in policy manuals or any other directives, but it was an unwritten “good neighbor” rule.

Now, as a Safety Manager for a motor carrier, I understand how important the Out-of-Service Criteria is and the repercussions resulting from allowing a vehicle to continue movement. I now review vehicle inspection reports, which at times indicate that the vehicle was placed out of service. On occasion, the inspecting officer allows the unescorted vehicle to be driven after that same officer has placed the vehicle out of service. This is same action I once took as a commercial vehicle enforcement officer. However, I now understand the risk I created for the motor carrier when I actually believed I was helping the motor carrier. I am now more familiar with the current federal compliance review process. I clearly realize that during compliance reviews, the burden of proof is on me to demonstrate when a vehicle is placed out

of service that the driver did not violate the out-of-service order and I did not allow or permit that to happen.

As a commercial vehicle enforcement officer, these repercussions are not understood at times. A cause of this could be linked to the lack of knowledge officers may have surrounding Federal or State Compliance Reviews. Consequently, conscientious motor carriers train their drivers, then monitor all out-of-service violations as they occur. Of greater concern to all and the credibility of the entire process, is the confusion in the driver’s mind when the driver is being given a written warning or terminated by a quality



carrier for breaking a company policy by violating an out-of-service order.

In closing, I would like to express that safety of the motoring public is a primary concern of safety professionals who work for motor carriers, as well as it is in CVSA and the enforcement community. Through the combined and coordinated efforts of industry and enforcement, the accomplishment of ensuring the safety of highways will be met. This is why the Commercial Vehicle Safety Alliance is in existence and how important the alliance between industry and enforcement has become.

I would encourage federal and state enforcement communities to involve industry members in training sessions. By doing so, enforcement personnel will gain additional insight regarding the importance of their role as a roadside inspector and their actions as a roadside inspector. In turn, industry members will gain knowledge of the total role of the enforcement processes and responsibilities of each state. By taking this additional step, the alliance and relationships between the enforcement community and the industry will become stronger, and the motoring public will be the beneficiary.

Reauthorization of TEA-21

By Peter Pantuso, President, American Bus Association



As everyone who has spent anytime in Washington, D.C. over the last two years knows, much of official Washington is consumed with the prospects of the passage of the reauthorization of TEA-21.

TEA-21 stands for “Transportation Equity Act for the 21st Century” that the Congress passed almost seven years ago.

The Act provided money, projects and new policies for building the nation’s transportation infrastructure and providing transportation services to the people of the United States. All who need or make their living providing transportation to the nation eagerly await the reauthorization of this Act.

The American Bus Association and its 3,400 members, no less than the rest of the public, want to see reauthorization as a reality. ABA and its members have worked each day of the last two years to put in the reauthorization bills programs that will aid our members in providing enhanced transportation services to the public. ABA has several items on its “wish list” for inclusion in the final bill. Many of our legislative requirements are a part of the Administration’s bill (SAFETEA) or a part of the Senate reauthorization’s bill (S.1072) passed recently by that body. Still others are embedded in the House’s reauthorization vehicle HR. 3550 or “TEA-LU,” which is short for the “Transportation Equity Act: A Legacy for Users.”

Chief among ABA’s list of legislative priorities is obtaining more money for wheelchair lift accessibility. The Americans with Disabilities Act (ADA) mandates that all motorcoaches be wheelchair-lift equipped by the year 2012. The ABA supports this goal but the goal requires that motorcoach operators pay the \$40,000 required to put one wheelchair lift on a motorcoach (and at the cost of two seats per bus). Most ABA members are small businessmen and women; the average ABA member has eight coaches. Thus, an outlay of \$320,000 is a significant one for all ABA members. To defray these costs the Congress, in TEA-21, funded a program under the auspices of the Federal Transit Administration, which provides grants to bus operators to help pay for wheelchair lifts. During the last year of TEA-21 this program was funded at seven million dollars, a sum that, by my calculation, has added 500 wheelchair lift equipped buses to the fleet over seven years. Not surprisingly, the program was oversubscribed each year and we need to do more. We have

asked for a significant increase of money for this fund.

One aspect of the Senate bill that ABA does not support is the easing of the charter bus rules in section 3022 of the bill. Under current law, providing charter service is reserved for private bus operators unless there is no “willing and able” private operator to provide the service. In that case, any operator may provide the service. Some publicly funded transit agencies are flouting the law and providing charter services without reference to the “willing and able” test.

Now those agencies want to enshrine their non-compliance in statute by allowing publicly funded agencies to provide charter service to “local governments” and “social service agencies with limited resources.” The problem is, of course, that these terms could be held to include schools, hospitals, universities, and senior citizens groups. These groups form the backbone of our members’ client base. To allow this weakening of the charter rules will be a devastating blow to ABA members and really puts into question the whole idea of the public arena not doing what the private sector can do well.

One provision in the Senate bill that ABA supports is the provision for an intermodal passenger facilities fund. S. 1072 provides \$75 million per year for a fund to help private and public entities build intermodal passenger facilities in the nation. The problem is visible in virtually every city and one example should suffice. Washington, D.C.’s Union Station is home to intercity rail, metro rail, metro bus, cars and tour buses. However, the intercity bus terminal is four long blocks to the east. The problems of coordination of service, ease and comfort of passengers that this separation engenders are apparent and solvable. The intermodal facilities fund will allow public and private entities to begin the process of assembling the resources needed to solve these problems.

These are only three facets of the transportation reauthorization bill important to the ABA and its members; there are others. ABA members are in the business of providing safe, efficient and cost effective transportation to the nation. ABA operators support TEA-21 reauthorization because transportation is the lifeblood of the nation. We all go to work, to school, on vacation, or to the doctor via transportation. Each year, 774 million of us do so by bus or motorcoach. ABA will continue the fight for reauthorization — not because the industry demands it — but because our people and the nation need it.

The American Bus Association and its 3,400 members
want to see reauthorization as a reality.

What Makes Operation Air Brake a Success?

By John Meed, Project Manager,
Saskatchewan Highways and Transportation

The Operation Air Brake campaign, like any other Selective Traffic Enforcement Program (STEP), gets its impact from a multi-faceted approach. It's important to reinforce the message by using Brake Check Days. It's also important to use public awareness initiatives, promotional give-away items, media spots and anything else that keeps the message of "Have you checked your brakes today" fresh in the driver's mind.

In Saskatchewan, we've used a number of items during the campaign that have helped us get the lowest out-of-service rate for brake defects in North America. Here are some ideas that may help you:

- Signs installed at every inspection station with the Operation Air Brake Logo, along with the message "Have you checked your brakes today?"
- Promotional items such as: key chains; pens; log book rulers; "Stopping Safely" and "What's Stopping You?" pamphlets and coffee mugs
- A special "Operation Air Brake" baseball cap produced for CVSA inspectors to wear during Brake Check days.
- Media spots announcing the Brake Check Day in the fall.
- Decals with the Operation Air Brake logo and the "Have you checked your brakes today?" message for drivers to put on their truck's door at approximately eye level.
- "Driver days" where enforcement staff met with drivers to discuss concerns and promote the Operation Air Brake message.
- A partnership with trucking lobby groups to co-sponsor some public relations activities (articles in their trade journals, information seminars, some promotional items were co-funded).

And, it's important to continually reinforce the message throughout the year — not just on the two Brake Check Days.



FEATURES:

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

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FMCSA R&T Forum

(Continued from Page 1.)

Commercial Vehicle Roadside Testing Lab. A group of diverse stakeholders representing industry, academia, the medical community, and trade associations spoke on Panel II. They were: Greg Larson, Chief, Office of Traffic Research for the CA Department of Transportation; Alex Guariento, Director of Safety for Greyhound in Dallas, TX; Ellison Wittels, M.D., Concentra Medial Center, Houston, TX; Tom Dingus, Director of VA Tech's

Transportation Institute, Blacksburg, VA; and Bob Clarke, President of the Truck Manufacturers Association in Washington, DC. Their presentations focused on the opportunities that arise from their perspective and experience when the public and private sectors come together to take advantage of the natural synergies that exist between them.

Border Inspectors Working Together

By Jose L. Cortez, Border Area Supervisor, World Trade Bridge, Laredo, Texas

Truck safety plays a major role in the heavy commercial traffic border areas adjacent to Nuevo Laredo, Tamaulipas, Mexico and part of the Mexican state of Nuevo Leon. In addition to FMCSA, other federal agencies contribute to national motor carrier safety along the Texas southern border region.



During this past year's Christmas Holidays, the U.S. Border Protection (Border Patrol) held an annual dance and reception that included the attendance of FMCSA border safety inspectors and families. During the reception, Border Patrol Inspectors and Senior Staff were recognized for providing support and contributing to highway safety by allowing FMCSA Border Inspectors to conduct operations and safety inspections at the IH-35 Border Patrol Checkpoint. This is one of the main corridors that connect to the national highway in Mexico located at

the U.S. and Mexican border cities of Laredo, Texas and Nuevo Laredo, Tamaulipas, Mexico.

In 2003, Border Inspectors from both federal agencies worked together to verify safety, hazmat and registration compliance. FMCSA Border Inspections Team Leaders Joe A. Cantu and Eziquio Saucedo, Jr. and Supervisor Jose L. Cortez routinely coordinated and scheduled inspection activities with the U.S. Border Protection (Border Patrol) Senior Commanding Staff. The Staff includes Chief Patrol Agents in charge and supervisors who are currently assigned to the Laredo Sector. Thanks to their support, enforcement actions have been taken against commercial vehicle drivers/carriers for failing to comply with safety, insurance and CDL requirements. Foreign motor carriers also have been cited for operating beyond the commercial zone and not having proper registration authority. Per current files and records produced by Border Inspectors Pedro Moreno and Isidoro Gallegos, during FY 2003, 692 enforcement cases were filed and \$ 2,158,400.00 U.S. Dollars in penalties were assessed. Relationships among the federal agencies in Laredo, Texas have been a great experience for FMCSA border inspectors and improve each year. Special thanks go to Mr. Ramon (Ray) Munoz, Texas Division Border Operations Supervisor for his support and guidance, Mrs. Gloria Saucedo (wife of Inspector Saucedo), who is a representative for the welfare and recreational activities with the U.S. Border Patrol in Laredo and to Mr. Dave Dodson, Texas Division Field Office Supervisor for providing award plaques presented to the local U.S. Border Protection (Border Patrol) staff and agents.

Appreciation Awards/Plaques were presented to — John W. Montoya, Chief Patrol Agent; George Gunnoe, Assistant Chief Patrol Agent; John Smietana, Assistant Chief Patrol Agent; Laura Vidal, Patrol Agent in Charge; and William J. Jenkins, Assistant Patrol Agent in Charge.

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Weigh-In-Motion Sites Good for Truckers and State Highways

Weigh-In-Motion (WIM) sites are now in use on some of North Dakota's major highways. The mobile weight enforcement devices are the latest example of new technology being put to use by the North Dakota Department of Transportation (NDDOT) and the North Dakota Highway Patrol. Four sites are now operating at an average cost of \$120,000 per site. Eight additional sites will go on line later this year. In the past, trucks had to stop at a fixed weigh station operation in order to be weighed. The WIM program gives truckers and the trucking industry the advantage of not having to pull into weigh stations, saving time and money.



As new technology is developed, it is incumbent on us to find the most efficient and effective means of protecting our highways," says Col. Bryan Klipfel of the ND Highway Patrol. "I feel that the use of mobile enforcement teams, coupled with state of the art technology such as Weigh-In-Motion sites, will improve the protection of highways in the state."

The 2003 Legislature called for a change in truck weight enforcement by having the NDDOT and Highway Patrol move away from fixed scales to mobile enforcement. WIM sites work by measuring the type, number of axles, and the weight of any vehicle as it passes over sensors built into a roadway. That information is sent electronically to a computer in a Highway Patrol vehicle. If a WIM site indicates the vehicle is overweight, the trooper may stop the vehicle and weigh it again using portable scales or a fixed-scale location. Information from WIM sites is also sent electronically to the NDDOT to help the department determine how to build and maintain state roadways more efficiently.

"Collecting traffic information such as traffic volume, vehicle type, the number of axles, and weight of a vehicle will provide the NDDOT with a road map of the traffic stream," said NDDOT Director Dave Sprynczynatyk. "This allows the NDDOT to better design highway infrastructure to meet the traffic demands."

Raising Money for a Worthy Cause

You're invited to take part in CVSA's Annual Charity Fund Raiser that will be held at the Annual Conference in Little Rock, AR.

Even if you don't have a lucky ticket in the drawings, you'll be helping raise money for the Special Olympics Arkansas. Previous CVSA Fund Raisers have provided more than \$5,000 for various causes.

Last year, more than 100 companies donated in excess of 125 individual prizes; including valuable die cast cars and trucks.

The prizes will be on display throughout the week of the Conference with winning tickets being drawn during breaks and receptions. If your organization or company does not have a model or can't locate one, contact Vu Nguyen at CVSA headquarters for a list of die cast model suppliers.

Special storage arrangements for the donations. Please send them no later than March 29, 2004 to the following address:

Special Olympics Arkansas

Attn: Shelly Yielding (CVSA Event)
2115 Main Street, N. Little Rock, AR 72114

New CVSA Associates

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The Inspectors' Corner

CVSA Develops "Training Tools"

The newly-developed "Training Tools" are training reference materials designed to help a variety of clients including on-road inspectors, instructors, mechanics, dispatchers, safety directors, drivers, shippers and top level executives of a transportation company. The training media is a variety of different forms. As noted in a previous issue of *The Guardian*, our In-Service/Refresher Training Series has been under continuous review to improve Volumes 1, Cargo Securement and roll out Volume 2, Hours of Service.

In this edition, we're focusing on training initiatives that CVSA has been exploring and enhancing based on what you have told us that you want to see in the field. "Training Tools" features a two-pronged approach. The first is web-based or electronic programs. The second is printed traditional training reference materials or "cheat sheets" that can enhance and improve an inspector's job while improving efficiency of trade and commerce and keeping safety a paramount importance.

The "Driver Log Application" file can be downloaded from the CVSA home page under eLearning — just register and log on to view "Training Tools." The "Driver Log Application" replaces an overhead projector while conducting Hours of Service (HOS) training. Using an electronic driver log drawing application, an instructor can create all the "what if questions" that arise during contentious HOS training.

Throw away your grease pencil and grab a laser pointer. The "Drawing Log Application" is an easy-to-use tool designed with a minimum of keystrokes to improve efficiency and avoids clumsy log grid drawings and made user friendly by using a PC and LCD projector, for crisp, clean and accurate projections. These are the five easy-to-use functions: an Undo button deletes your last entry; the Clear button wipes your screen clear. There's a Save option for those tricky, complicated questions that require further study and investigation; an associated Open function to review questions already posed; and an Exit function that allows you to continue your presentation. We also are exploring an HOS template designed within PowerPoint to allow an instructor to easily create HOS log grids for presentations.

Next, the "Cargo Securement Working Load Limit Calculator" (WLLC) allows you to assess the Aggregate WLL of a cargo securement system by selecting the tie-down type, size and numbers of tie-downs. It's an easy-to-use tool that includes a printed report with the driver's name, department or company logo. The measurable units can be adjusted from imperial measurements to metric conversions. This tool also provides data on the manufacturer's weight for 7,000 pieces of heavy equipment. We are working on the next generation of the WLLC that will include several more useable functions, such as a distinction

between a "Direct" and "Indirect" tie-down assemblies and binder and anchor point WLL ratings.

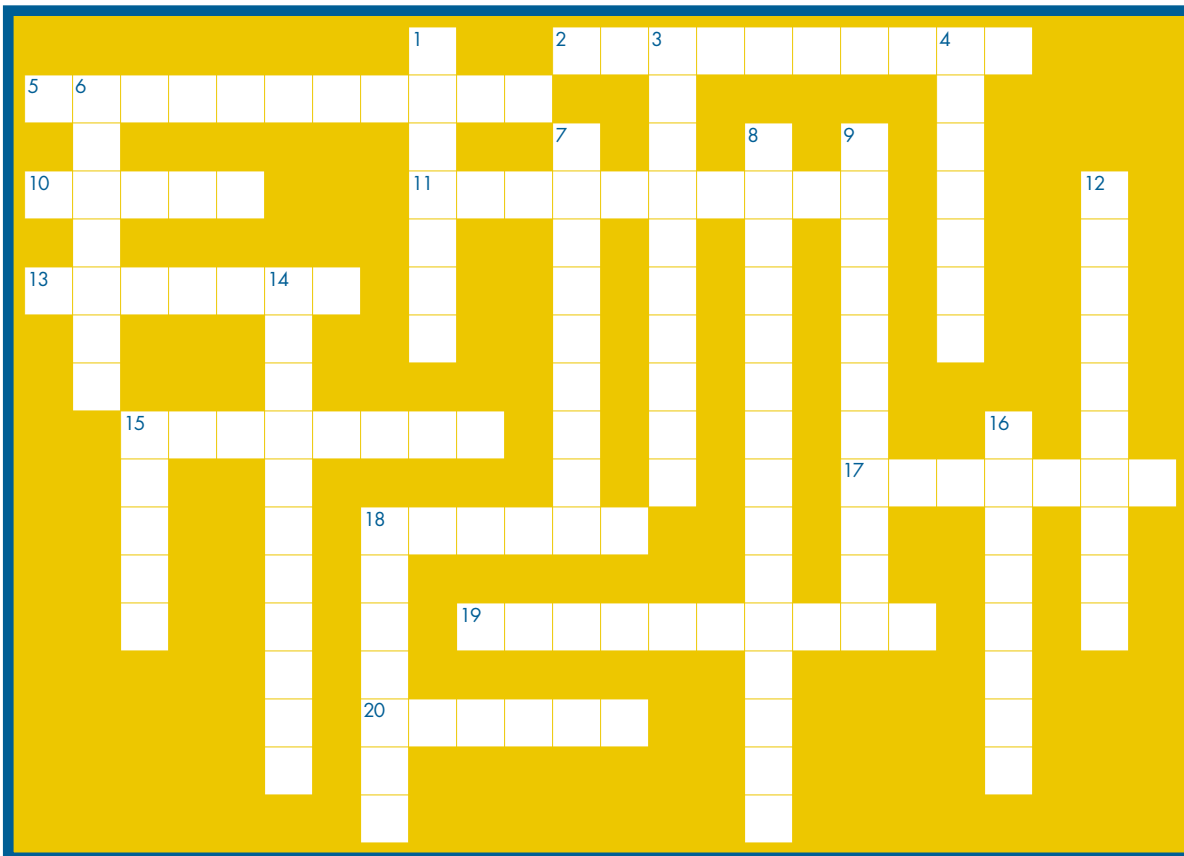
Another interesting program under development is the CVSA Out-of-Service Criteria (OOSC) Pictorial. This web-based pictorial library will have several easy-to-use navigational functions that may include short video files that can't be described in a still photo. This is the second phase of a three-step process for creating an OOS interpretation-training program to help everyone within the transportation industry. Phase one was the creation of the 2004 CVSA Out-of-Service Criteria Handbook and CDROM. The OOSC interpretive pictorial will be an interactive program to allow CMV inspectors, trainers, and mechanics etc. to submit and post OOS violation pictures or short video files to the CVSA online pictorial. Its goal is to be a collection point and library for OOS violation photos that may be used by all educators whether it is a state CMV training officer, a company transportation safety officer or a transportation consultant. Once pictures and videos are electronically submitted, they go through an internal approval process before posting to ensure accuracy and quality. This will avoid any unwanted, incorrect or poor photos. Phase 3 of the CVSA OOSC interpretive program is to create Volume 3, Out-of-Service Criteria of the In-Service/Refresher Training Series.

The last "Training Tool" initiative under development is the "Ask Driver Log?" an HOS training tool to help dispatchers, instructors, inspectors and auditors interpret the new HOS regulations in the U.S. and Canada. This program will allow you to input those "what if questions" type of scenarios (similar to the "Driver Log Application") that will provide a driver with how many hours they are eligible to drive and also give corrective action options once already in violation of the rules.

The final step is our traditional training print media, now designed in the form of cheat sheets and various types of reference materials such as guidelines. We have improved the North American Standard Inspection, Schematics for the Level I Inspection, Motorcoach, General HazMat/TDG, Cargo Tank/Bulk Packaging, CVSA Cargo Securement Tie-Down Guidelines, General HazMat Securement Guidelines, North American Cargo Securement Training Program and the 2004 Out-of-Service Criteria Pictorial Handbook and Pictorial Edition. Currently under development are the CVSA Uniform Weighing Procedures, CVSA Guidelines for the Movement of Oversize/Overweight Vehicles and an updated and more in-depth CVSA Cargo Securement Tie-Down Guidelines.

Stay tuned for more information on CVSA eLearning and the new Periodic Inspection Program (PIP).

Do You Know Your Motorcoach Inspections?



Across

- 2. If no other means is available, up to 100 pounds can be carried.
- 5. Obtain written authorization from the property owner/operator prior to conducting this type.
- 10. This component is often different than a truck, but has a similar engine cradle.
- 11. This short concealed component can be seen through the engine compartment.
- 13. Recommended to prevent braindamage when conducting inspections.
- 15. This component is normally concealed by the coach's belly pan.
- 17. Walk-Around-Driver/Vehicle Inspection.
- 18. North American Motorcoach Inspection.
- 19. This should be used if repair facilities are recommended.
- 20. Vehicle-only Inspection.

Down

- 1. Constructed of laminated safety glass.
- 3. Always inform them of the reason for inspection.
- 4. Must discharge at, or within, 15 inches of the rear of the coach for diesel systems.
- 6. This type almost always includes the passengers.
- 7. Placed on the glass portion (window) of the passenger door as close to inspectors' eye level as possible.
- 8. The driver is not usually included for this type of inspection.
- 9. Must be of contrasting color and located to the rear of the driver's seat.
- 12. Must be free of cracks and other defects.
- 14. You must check this if a leak is suspected.
- 15. It must be free of holes or openings.
- 16. Driver/Credential Inspection.
- 18. Special Inspection.

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Specialized Carriers &
Rigging Association
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Commercial Driver's License Reviews in 2004

Fifteen states will undergo a review of their Commercial Driver's License (CDL) Program by the Federal Motor Carrier Safety Administration in 2004. This is the beginning of a new cycle for these reviews. What does this mean for your agency? The answer to that question depends on what role your agency has in the overall CDL Program within your state.

If your agency is responsible for issuing CDLs, your agency will host the review and have a leading role. Your designated contact person will receive information from your FMCSA Division Administrator that will detail what type of documentation is required and which other agencies should be involved. It's extremely important that the contact person act upon these requests in a timely manner. Give the other agencies, and your own staff, adequate time to prepare. As with almost every endeavor, preparation is a key component for success.

If your agency is the lead Motor Carrier Safety Assistance Program (MCSAP) agency, a MCSAP sub-grantee, and/or perform traffic enforcement on commercial motor vehicle operators, you may be asked to participate in the review. At least one or more agencies that perform on-road enforcement of the FMCSRs will be asked to take part in the review. If you receive this request, don't simply send the first person who is available. Remember, this review is not being performed solely on the licensing agency. It is a review of the CDL program for the entire state. Your agency's role and responsibilities also are under scrutiny. Your representative should be able to articulate what your policies and procedures are at the roadside, at the barrack, in headquarters, and in the courts. Send someone who has "been there and done that."

The MCSAP agency(s) should become involved for more than just the above stated reasons. FMCSA has developed and begun to implement a similar review program for the MCSAP grantees. This is an excellent opportunity to observe and participate in the process without being the lead agency. Use this as a learning experience to prepare for your program review.

A representative from the judiciary in your state will be asked to participate and to provide the policy, procedures, and structure used to process citations that law enforcement issues to CMV operators. This link between roadside and the licensing agency is essential to a successful CDL program. Despite current outreach efforts, the role of the judiciary in safety is still not fully understood by many of the court personnel. For this reason it is imperative that the judicial representative participate in as much of the review as possible to fully understand the impact that the courts have on highway safety.

All participating agencies should take this opportunity to improve the interagency relationship between the CDL players within the state. Whether or not you already have a good working relationship, are trying to establish a better one or want to revitalize an inactive one, this is an excellent opportunity for someone within your agency to get an enhanced understanding of your state's CDL program. Request that your representative be able to participate beyond simply their agency's areas of responsibility. The knowledge he or she will acquire during the three day review may provide insights that will improve the state's overall CDL program.

These States are scheduled for reviews in 2004: Colorado, Hawaii, Indiana, Michigan, Minnesota, Mississippi, Missouri, North Carolina, North Dakota, New Mexico, Ohio, Oklahoma, Oregon, Washington, and Wisconsin.

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component for success.

FMCSA Conducts Stakeholder Forums

By Victoria Chapman, FMCSA R&T Communications Advisor

The Federal Motor Carrier Safety Administration is undertaking an on-going campaign to invite stakeholder input in the development of its research agenda. FMCSA sponsored two 2003 stakeholder forums to initiate the effort. One was held in Denver in November and the other in Baltimore in December.

These forums were specifically designed to solicit input for consideration for the fiscal year 2006 research agenda. More than 80 attendees were stakeholders who represented motor carrier and motor coach companies, insurance companies, state enforcement and regulatory agencies, safety advocacy groups, academia and private sector consulting firms and vendors.

Attendees identified crash factors affecting commercial vehicle safety and recommended more than 125 specific research initiatives to address these factors. By far, the most frequently cited safety factors were driver-related issues.

Some of the specific topics recommended for research include:

- Adequacy of biannual physicals for older commercial drivers;
- Capability of states to effectively and accurately share commercial driver data between jurisdictions;
- Driver experience impact on commercial vehicle safety;
- Standards for the development and use of driver simulators;
- Certification for commercial drivers to operate in unique and/or challenging terrains (i.e. mountains);
- Improvement of visibility of commercial vehicles;
- Impact of work zone layout on commercial vehicle safety;

A final report on the results of forums has been published and distributed. Copies are available on the FMCSA home page, keywords Research and Technology.

FMCSA will continue to seek stakeholder input through additional forums that will be held annually.

Crossword Answers



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(Continued from page 10.)

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Calendar of Events

2004 Annual Conference

April 3-8, 2004

The Peabody Hotel

3 Statehouse Plaza

Little Rock, AR 72201

2004 Operation Air Brake

May (unannounced)

2004 Roadcheck

June 8-10, 2004

June 7, 2004 - Media Kickoff

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 Operation Air Brake

September 1, 2004 (announced)

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



*Looking Forward to Seeing You at
CVSA's Annual Conference
in Little Rock, Arkansas
April 3-8, 2004*

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