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Acronym Definitions

ADS – automated driving system

CVSA – Commercial Vehicle Safety Alliance

CMV – commercial motor vehicle

ELD – electronic logging device

FMCSRs – Federal Motor Carrier Safety Regulations

HMRs – Hazardous Materials Regulations

HOS – hours of service

MCSAP – Motor Carrier Safety Assistance Program

MMUCC – Model Minimum Uniform Crash Criteria

About CVSA

The Commercial Vehicle Safety Alliance (CVSA) is a nonprofit association comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety.

Our mission is to improve commercial motor vehicle safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers.

CVSA has four membership types: state/provincial, local agencies, associate and federal.

- Class I Members – Our state/provincial agencies are represented by various departments of transportation, public utility and service commissions, state police, highway patrols, departments of motor vehicles and ministries of transport.
- Class II Local Members – Our local agencies are represented by city or municipal police departments.
- Class III Associate Members – Our associate members are companies, organizations, trade associations, trucking and bus companies, industry suppliers and vendors, training institutions, consultants, insurance companies, state or provincial trucking associations, and large and small fleet owners or owner operators.
- Class IV Federal Members – Our Class IV members are federal government agency representatives.

Our nearly 4,000 members are dedicated to transportation safety and are committed to helping the Alliance achieve its goals of uniformity, compatibility and reciprocity of commercial motor vehicle inspections throughout North America.

Mission, Vision and Values

Mission Statement

To improve commercial motor vehicle safety and uniformity throughout Canada, Mexico and the United States by providing guidance and education to enforcement, industry and policy makers.

Vision Statement

CVSA will be recognized as the North American leader in commercial motor vehicle safety and enforcement.

Organizational Values

- Integrity – Providing our members and partners with the basis for trust, accountability, transparency and respect.
- Professionalism – Consistently developing the highest level of competence, work ethic, responsiveness, openness to new ideas, efficiency and continuous self-improvement.
- Leadership – To inspire, influence, guide and support our members and partners in the pursuit of our mission.
- Teamwork – Valuing people working together to achieve common goals and partnerships to achieve uniformity and enhance our effectiveness.

Background

CVSA is a recognized leader in commercial motor vehicle safety. The Alliance brings together enforcement, industry and federal agencies to identify the best strategies for reducing the number of large truck and bus related deaths, injuries and crashes on our nation's roadways.

The CVSA Policy and Regulatory Affairs Committee serves as a forum for discussing the issues facing the commercial motor vehicle (CMV) community and developing the policy positions and strategies and will best advance the Alliance's goal of reducing CMV crashes and fatalities. All recommendations from the committee are reviewed by the CVSA Board of Directors.

The document is intended to serve as a resource for CVSA members and staff, as well as external stakeholders. These policies serve as the official positions of CVSA. It should be noted, however, that while not all policies are supported by every member jurisdiction; they do, by nature of the policy process, represent a consensus opinion of the state and provincial agencies responsible for the enforcement of CMV safety regulations in Canada, Mexico and the United States.

CVSA Standing Policies

Automated Driving Systems

CVSA strongly supports policies that encourage the deployment of safety technologies proven to improve CMV safety by preventing and/or mitigating the severity of crashes. As automated driving system (ADS) technology continues to emerge, it is imperative that federal agencies and lawmakers keep pace with technical developments by consulting with industry and the enforcement community to determine the necessary guidelines for safe operation on public roadways. In particular, a dialog with the enforcement community is needed on the requirements and capabilities of ADS to self-monitor vehicle systems' safety status and interact with law enforcement. With appropriate federal standards in place, proven ADS have great potential to increase roadway safety.

***Approved Sept. 27, 2018*

CMV Size and Weight Limits

While CVSA does not take a position on individual proposed changes to existing size and weight limits, CVSA recommends that changes to current CMV size or weight limits not be made without first considering several factors, where applicable:

- Whether or not subject vehicles are actually designed and manufactured to accommodate the additional weights they will carry;
- Whether or not the subject vehicles are being properly maintained, with particular attention paid to the wear and tear of the vehicles' mechanical and load bearing components;
- Whether or not any new vehicle configuration meets safety performance requirements for the roadways on which it is designed to travel, with consideration given to the possible impact to infrastructure and roadway design; and,
- Whether or not a minimum set of performance requirements should be established for subject vehicles.

***Approved Sept. 21, 2017*

Data Quality

Uniform, timely and accurate data is a cornerstone of the commercial motor vehicle enforcement program. Enforcement personnel, jurisdictions and federal partners use the information collected on a driver or motor carrier's safety profile to help identify unsafe drivers requiring intervention and to prioritize motor carriers for roadside inspections, safety audits and compliance reviews. Performance data from the commercial motor vehicle industry is used to identify trends and problem areas, and to craft enforcement and education initiatives to target specific safety problems. Data is used not only to evaluate whether or not enforcement is being conducted uniformly, but also to determine whether or not a particular safety program or concept is successful. Data is used to determine whether enforcement funds are being used in the most efficient, effective manner possible. In order to effectively and efficiently perform these activities, the enforcement community must be able to rely on the quality and uniformity of data being compiled, in order to make comparisons. Further, as technology continues to advance, the need for quality data will continue to increase. CVSA supports efforts to ensure the collection and use of uniform, quality data and the development and use of data standards such as the Model Minimum Uniform Crash Criteria (MMUCC).

***Approved April 4, 2019*

Effective Jurisdictional Programs

In order to reduce crashes, injuries and fatalities related to CMVs, jurisdictions are entrusted by the federal government to enforce motor carrier safety regulations. To do this, jurisdictions establish unique, comprehensive CMV safety programs, which include vehicle and driver inspections, compliance reviews, safety audits, strike forces, training and public education and outreach. It is critical that federal entities provide jurisdictions with clarity in regulations and policies. Uniform, consistent enforcement of regulations depends on a foundation of clear, enforceable regulations. In addition, jurisdictions need flexibility to craft programs that address national trends while responding to each jurisdiction and area's unique needs, challenges and strengths. Explicit statutory or regulatory language limiting how a jurisdiction executes a CMV safety program should be minimized. Instead, federal direction should focus on setting goals and expected outcomes, allowing each jurisdiction to craft a program that will best meet those expectations.

***Approved Sept. 21, 2017*

Electronic Logging Devices

Electronic logging devices (ELDs) assist in the effective enforcement of hours-of-service (HOS) regulations. The HOS requirements exist to help prevent and manage driver fatigue. ELDs are a valuable tool to enforce the HOS regulations, making it easier for inspectors to identify violations and take unsafe, noncompliant carriers and drivers off the roadways, all while saving time for both enforcement and industry.

***Approved Sept. 27, 2018*

Enforcement Innovation

Deployment of innovative technologies and enforcement techniques helps improve the efficiency and effectiveness of the enforcement program. The law enforcement community must keep pace with the evolving motor carrier industry by continuing to leverage technology, like electronic inspections, to improve and expand the CMV enforcement program. Improving the effectiveness and reach of CMV enforcement improves safety by ensuring a larger portion of the motor carrier industry is operating safely.

***Approved Sept. 28, 2020*

Ensuring Long-Term Adequate Funding

Funding allows jurisdictions to enforce motor carrier safety rules and regulations. Stable long-term funding allows jurisdictions to maintain safe roadways through activities including CMV roadside inspections, traffic enforcement, new entrant safety audits, compliance reviews, training, data quality, outreach and education. Stable, long-term funding provides jurisdictions with the security needed to invest in sustainable solutions to safety concerns. In the U.S., CMV safety and enforcement grants are funded through the Highway Trust Fund. Future funding is directly tied to the long-term solvency of the Highway Trust Fund. It is imperative that jurisdictions receive consistent, long-term funding at levels that are adequate to meet their growing needs and allow them to keep pace with the motor carrier industry.

***Revised Sept. 28, 2020*

Exemptions

Safety and hazardous materials regulations exist to protect those who use our roadways. Exemptions from these regulations have the potential to undermine safety and complicate the enforcement process. Therefore, every new exemption is an opportunity for confusion and inconsistency in compliance and enforcement. This creates the potential to undermine the very foundation of CMV safety enforcement -- uniformity. Consequently, due diligence must be taken to ensure any exemption is predicated upon safety.

***Approved Sept. 28, 2020*

5.9 GHz Spectrum

Connected vehicle technology allows a vehicle to communicate with the world around it to assist drivers in avoiding crashes and improve safety. Vehicle-to-everything communication occurs between vehicles and other roadway factors like infrastructure, other vehicles, pedestrians and law enforcement. Connected technologies, and their safety benefits, are dependent on effective wireless communication over the dedicated 5.9 GHz spectrum. The preservation of the 5.9 GHz band for transportation safety technology allows for dedicated bandwidth to ensure these technologies can seamlessly communicate without interference.

***Approved Sept. 28, 2020*

Hours of Service

The federal HOS requirements exist to help prevent and manage driver fatigue. While sleep cannot be regulated, the HOS rules set forth a framework that, if followed, allow drivers to get the rest necessary to operate their vehicles safely. It is important that the HOS requirements continue to focus on fatigue management and safety, factoring in the best available fatigue data. Recognizing that the motor carrier industry is diverse, it is critical that the regulations account for significant variances within segments of the industry, while keeping exceptions/exemptions to a minimum, in order to ensure uniform enforcement.

***Approved April 4, 2019*

Impaired Driving

Impaired driving continues to be an issue that negatively impacts safety on our roadways. Continued enforcement of impaired driving standards for both drugs (legal and illegal) and alcohol use are a key component of commercial motor vehicle enforcement programs. Since impaired driving remains a threat to roadway safety, resources devoted to rigorous enforcement of impaired driving standards are needed.

***Approved April 4, 2019*

International Harmonization

CVSA encourages a high level of collaboration between Canada, Mexico and the U.S. Many motor carriers who operate in the U.S. also have operations in Canada and Mexico, and many Canadian and Mexican motor carriers have operations in the U.S. Efficient, safe movement of people and goods between the three countries is critical to our economic success. Reciprocity and uniformity of commercial motor vehicle safety regulations among the three nations helps support this flow of people and goods. CVSA supports improved international harmonization of commercial motor vehicle safety regulations, through increasing efforts between the Canada, Mexico and the U.S. to advance regulatory reciprocity and uniformity.

***Approved April 4, 2019*

Motor Carrier Safety Assistance Program

In the U.S., the Motor Carrier Safety Assistance Program (MCSAP) provides a critical partnership between the federal government, states, locals and territories, serving the joint goal of reducing crashes, injuries and fatalities on roadways. The federal government entrusts the jurisdictions with the responsibility of enforcing the Federal Motor Carrier Safety Regulations (FMCSRs) and the Hazardous Materials Regulations (HMRs). To meet that responsibility, Congress provides funding to the jurisdictions, through MCSAP. The jurisdictions use these funds to conduct enforcement activities, CMV roadside inspections, traffic enforcement, new entrant safety audits, compliance reviews, data quality, train enforcement personnel, purchase necessary equipment, update technology, and conduct outreach and education campaigns to raise awareness related to CMV safety issues. The program allows jurisdictions to identify safety defects, driver deficiencies and unsafe motor carrier practices and remove them from the nation's roadways. Providing jurisdictions with the necessary resources to enforce the safety regulations and the flexibility to tailor their CMV enforcement programs to their unique needs is crucial for CMV safety.

***Approved Dec. 15, 2020*

New Entrant Safety Audit Program

In the U.S., states are tasked with conducting new entrant safety audits on all new motor carriers. New entrant safety audits help ensure that new carriers fully understand the requirements to operate CMVs safely on our roadways. Safety audits provide an opportunity, that isn't predicated on enforcement action, for law enforcement to educate new motor carriers on the safety regulations. Continued investment in a robust new entrant safety audit program is essential to ensure every motor carrier entering the industry understands the minimum requirements to operate safely.

***Approved Sept. 28, 2020*

Safety Technology

CVSA supports policies that encourage the deployment of safety technologies proven to improve CMV safety, either through preventing crashes or mitigating the severity of crashes. As budgets continue to tighten and technology continues to advance, it is imperative that those in the safety and enforcement communities take full advantage of technological advancements that improve safety and demonstrate a net benefit to society. As federal agencies develop performance standards and specifications for safety technologies, it imperative that they work with industry and the enforcement community to ensure that the devices are effective and that any regulations put into place are enforceable.

***Approved Sept. 21, 2017*

Training

Training is critical to a uniform, effective enforcement program. In addition to the training required initially for every new employee, each new rule or change to regulations requires additional training to bring enforcement personnel up to date. Each new exemption provided to industry and the various advancements in vehicle technology also require training. Enforcement personnel need to understand the rules they are asked to enforce, and training plays a key role in making that possible. Jurisdictions need to be given adequate funding to provide training, as well as time to develop and execute training as changes are made to the regulations.

***Approved Sept. 27, 2018*

Uniformity

Uniformity is the cornerstone of the CMV enforcement program. Consistent safety regulations and uniform enforcement between jurisdictions helps ensure the motor carrier industry has a clear set of minimum safety requirements. A federal enforcement program is essential for maintaining uniformity of safety regulations between jurisdictions in North America and establishing a minimum level of safety to operate a CMV.

***Approved Sept. 28, 2020*

Universal Electronic Vehicle Identifier

Given the size of the motor carrier industry, jurisdictions do not have the resources necessary to inspect every vehicle, driver and motor carrier operating on our roadways on a regular basis. In order to maximize resources, jurisdictions use a combination of methods to identify vehicles, drivers and motor carriers for intervention and enforcement. As a result, inspectors interact with only a small fraction of the commercial motor vehicles currently operating on our roadways. Technology exists today to identify a commercial motor vehicle electronically, while the vehicle is in motion. This eliminates the need to stop a commercial motor vehicle to review driver information and inspect the vehicle, improving efficiencies for the enforcement community and the motor carrier industry. CVSA supports requiring all commercial motor vehicles to be equipped with technology that allows them to be identified electronically by enforcement. Deployment of this technology would revolutionize the way commercial motor vehicle roadside monitoring, inspection and enforcement are conducted, exponentially growing the program and improving roadway safety.

***Approved April 4, 2019*