

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 30, Issue 3
3rd Quarter 2023

Emotional Well-Being for Commercial Motor Vehicle Drivers and Law Enforcement Personnel



**Hey, That's My Stuff:
Search and Seizure in
Commercial Motor Vehicles**

**When You Hear Sirens,
Move Over**

**Utah Driver's Education
Students Participate in Utah
Truck Smart Program**

IN THIS ISSUE

Insight

Executive Director's Message	1
President's Message	2

Regional News

Louisiana State Police Sgt. Trey Bellue Saves Truck Driver's Life with Roadside CPR.....	4
Keeping Passengers Safe.....	5
North Carolina Trucking Association 2023 Truck Driving Championship.....	6
North Dakota Highway Patrol Attends CVSA Advanced Post-Crash Inspection Course.....	7
Utah Driver's Education Students Participate in Truck Smart Program	8
Washington State Patrol Commercial Vehicle Enforcement Bureau Partners with U.S. Customs and Border Protection.....	10
Updates from Mexico	11
Ontario Provides \$1.3 Million to Help Train Women and Underrepresented Potential Truck Drivers.....	14

Cover Story

Emotional Well-Being for Commercial Motor Vehicle Drivers and Law Enforcement Personnel.....	15
---	----

CVSA Committee and Program News

Mindfulness: The Road to a Productive Journey.....	20
Hey, That's My Stuff: Search and Seizure in Commercial Motor Vehicles.....	22
CVSA Conducts Commercial Motor Vehicle Traffic Enforcement Training Video Shoot in Texas	25
CVSA Posts New Inspection Bulletin on Inspecting Compressed or Liquid Natural Gas or Hydrogen in Bulk Packages	26

Inspector's Corner

Looking Back.....	27
-------------------	----

Government News

The Legislative and Regulatory Rundown	28
NHTSA and FMCSA Propose New Safety Standard Requiring Automatic Emergency Braking Systems in Heavy Vehicles	29

From the Driver's Seat

When You Hear Sirens, Move Over	30
---------------------------------------	----

Knowledge Matters

National Traffic Law Center Resources	31
Sharing Hazards: Things Carriers Can Do to Help Protect Officers.....	32

Industry Perspectives

Maverick Road Trainer Wins Million-Mile Safe Driving Award	33
Inspector Challenge Brings Industry and Law Enforcement Together to Boost Highway Checks and Balances	34

GUARDIAN

"Guardian" is published quarterly by the Commercial Vehicle Safety Alliance with support from the Federal Motor Carrier Safety Administration. CVSA and FMCSA are dedicated to the government and industry working together to promote commercial motor vehicle safety on North American highways.

CVSA Staff: Collin B. Mooney, MPA, CAE, Executive Director • Adrienne Gildea, CAE, Deputy Executive Director • Nicole Leandro, Director of Communications • Jake Elovirta, Director of Enforcement Programs • Bill Reese, Director of Hazardous Materials Programs • Kerri Wirachowsky, Director of Inspection Programs • Ken Albrecht, Director of Multimedia Development • Brian Neal, Director of Member Services • Kristin Yednock, Director of Conference and Event Services • Shannon Heck, Director of Training Services • David Findlay, Manager of State and Local Contracts and Services • Terry Kummer, Crash Investigation Specialist • Rodolfo Giacomani, Fatigue Management Specialist • Kevin Hogan, Hazardous Materials Specialist • Katie Morton, Hazardous Materials Specialist • Wendy Smith, Learning Management System Specialist • Carlisle Smith, Level VI Inspection Specialist • Mark Mills, Multimedia Specialist • Jeremy Disbrow, Roadside Inspection Specialist • John Sova, Roadside Inspection Specialist • Kevin Andrews, Traffic Enforcement Specialist • Terry Moore, Multimedia Specialist • Chris Turner, Judicial Outreach • Dan Parks, Manager of Federal Contracts and Grants • Margaret Edwards, Manager of Government Affairs • Cassy Dafin, Manager of Meetings and Events • Nana Fobi-Agyeman, Manager of Accounting • Wendy Hall, Manager of Administration • Iris Leonard, Membership Coordinator • Amy Molina, Training Coordinator • Emily Moorhead, Writer-Editor • Paola Berridi, Certification Coordinator

Copyright 2023, CVSA. All rights reserved. No part of this issue may be reproduced without written permission from the publisher.

For comments, suggestions or information, email communications@cvsa.org.



Commercial Vehicle Safety Alliance



@CVSA



EXECUTIVE DIRECTOR'S MESSAGE

The Role of Associations in the Development and Management of Certification Programs

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

Professional certification and continuing education programs establish standards of competence, knowledge and professionalism within a particular field, area of study or specialty. Trade associations, such as CVSA, often develop and manage these programs. As representative bodies of their membership, these nonprofit organizations have the expertise and credibility to address the specific needs and dynamics of the industries they serve.

Some associations, such as CVSA, develop and manage certification programs because they are positioned to address the particular needs and dynamics of their specific industry or profession and therefore play a crucial role in the development and maintenance of certification programs across various industries and professions. These organizations, driven by a mission to serve the public or specific communities, are often at the forefront of establishing and managing certification programs. Certification programs are designed to establish standards of competence, knowledge and professionalism within a particular field, study or specialty. Associations, as representative bodies of those communities or professions, have the expertise and credibility to create and administer these programs effectively.

Here are some key ways in which associations contribute to the development and management of certification programs:

1. Keeping Pace with Industry Changes:

The nature of many industries is dynamic, with advancements and innovations occurring rapidly. The bureaucratic processes associated with government decision-making can be slower and less adaptable than within the private sector, making it challenging for government bodies to respond quickly to industry developments. Associations are more agile and can adapt their certification programs swiftly to keep pace with changes, ensuring certifications remain relevant and valuable.

2. Representing Stakeholders: Associations represent the interests of professionals within a specific industry and have a direct line of communication with their members. These organizations can actively engage members, ensuring that certification

programs reflect the needs and perspectives of the professionals they serve. Government bodies, while responsible for regulatory oversight, may not have the same level of direct engagement with professionals, making it more challenging to capture the end user's input and create programs that truly meet their needs.

3. Establishing Standards: Associations typically have the knowledge and experience to define the competencies and skills required for professionals in their respective specialties to operate successfully and safely. The organizations collaborate with subject matter experts within their peer group to identify the essential knowledge, skills and best practices that certified individuals should demonstrate. These standards help ensure consistency and quality within the profession.

4. Developing Certification Criteria: Associations create criteria for eligibility, examination requirements and recertification processes. They determine the qualifications and experience needed to be eligible for certification and define examination content and format. These criteria provide a benchmark for objectively assessing candidates' knowledge and skills.

5. Creating Examination Content: Associations develop the content of certification exams based on the established standards. They often form committees or task forces of subject matter experts and seasoned professionals who help create and review examination questions. This process ensures the exams accurately evaluate candidates' knowledge and proficiency in relevant subjects.

6. Administering Exams: Associations are responsible for managing the logistics of exam administration, which includes coordinating exam schedules, identifying and providing test locations or online platforms, and ensuring the security and integrity of the examination process. They may also partner with professional testing organizations to assist with test administration.

7. Setting Recertification Requirements: Certification is often time-limited to ensure

professionals stay current with evolving knowledge and best practices. Associations establish recertification requirements, such as continuing education or professional development activities, to ensure certified individuals maintain their competence over time. These requirements encourage lifelong learning and professional growth.

8. Promoting the Value of Certification:

Associations play a vital role in promoting the value and recognition of certification within an industry and to the public. They communicate the benefits of certification, such as enhanced professional credibility, career advancement opportunities and consumer protection. Associations may engage in marketing efforts, advocate for recognition of certification by employers or regulatory bodies, and support certified professionals.

9. Ensuring Program Quality and Integrity:

Associations are committed to maintaining the quality and integrity of their certification programs. They establish policies and procedures for program governance, including ethics, code of conduct and disciplinary processes. Associations may conduct audits, evaluations or independent reviews to ensure compliance with established standards and address any concerns or complaints.

Trade associations play a vital role in the creation of certification programs by identifying the need, by being agile and flexible, leveraging subject matter experts, defining and establishing standards, creating criteria, developing examination content, administering exams, setting recertification requirements, promoting the value of certification and professional development, and ensuring program quality and integrity. Their expertise, industry knowledge and commitment to professionalism make these organizations well suited for these responsibilities, ultimately benefiting professionals and the industries they serve. Through their dedication to public service and commitment to professional excellence, trade associations contribute significantly to enhancing industry standards, professionalizing occupations and protecting public interests. ■



PRESIDENT'S MESSAGE

A Message of Thanks

By Maj. Chris Nordloh, Texas Department of Public Safety; CVSA President

As with any endeavor of this magnitude, representing you as the president of CVSA has been a demonstration of teamwork across agencies, professions, jurisdictions and countries all united by a dedication to making the roadways of North America safer.

It's humbling to work with so many talented people across the continent, from many different backgrounds and areas of professional expertise. You have different work requirements, and your collective experiences add to the comprehensive nature of CVSA. Thank you all for your leadership in various disciplines and within our organization. Committees, programs and ad hoc committees all play such a big part in making CVSA work.

Leading up to this incredible time as your president, I've made many friends and alliances during my years of involvement with CVSA. I appreciate these connections, which have allowed me to grow and learn. As always, there was lots of hard work and good laughs this year.

I would especially like to thank the Class II Local Members. Last year was the first year in which they were authorized to vote in CVSA elections.

Their participation added depth to what are typically state or provincial responsibilities. The leadership from this group of members has been outstanding, and their outreach into the jurisdictions they serve helps CVSA provide consistency throughout the commercial motor vehicle (CMV) industry in North America. Locals represent a net benefit to our organization and provide a level of service to their communities that is difficult to match.

CVSA's federal partners at the Federal Highway Administration, the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration are also great resources. I appreciate their representatives attending our board meetings to provide information and take in member feedback. These communications also ensure that enforcement and federal partners are on the same page, making our jobs back home easier. Additionally, these agencies' contributions add to the Alliance's ability to provide consistent enforcement guidance for the industry.

When I ran for office in 2019, I expressed how well various CMV professionals work together in

Texas. Rather than avoid the Texas Department of Public Safety or our local departments, industry groups seek our assistance with safety and compliance concerns. The Texas Trucking Association, in particular, has been an incredible partner to enforcement.

Meanwhile, law enforcement here in Texas has a great relationship with our FMCSA state partners. Local police departments work under a memorandum of understanding with the Texas Department of Public Safety so that local and state departments work by the same playbook, and the state's training unit works closely with CVSA and helps with the annual North American Standard Out-of-Service Criteria updates. I want to continue that sense of partnership with the Alliance. I'm very grateful for all your hard work in this regard.

As you can see, our industry partners are essential to CMV safety. Enforcement seeks voluntary compliance. This occurs through a combination of driver education and roadside interaction with inspectors. All groups coming together to talk about ongoing or potential issues and exchanging information to build relationships is key to



ABOVE: Chris Nordloh and CVSA Past President John Broers at the 2022 Texas Challenge in Corpus Christi, Texas.

BELOW: CVSA Past President John Samis, CVSA Executive Director Collin Mooney and Chris Nordloh aboard the USS Lexington for Texas Challenge 2021 in Corpus Christi, Texas.



CVSA Secretary John Hahn; Chris Nordloh; CVSA Vice President Russ Christopherson; and past presidents John Samis and John Broers at Badlands National Park in South Dakota during the 2022 CVSA Annual Conference and Exhibition.

our success as CMV safety professionals. As I often say, enforcement and industry are on opposite sides of a fence but going in the same direction. We appreciate our industry members and need their input.

I'd also like to thank the incredible staff at CVSA. If you've attended a board meeting, you have seen some of the coordination and input each of our staff contributes. After four years on the executive committee, I can tell you that a lot goes unseen. We are truly blessed with great leaders and experts on the Alliance staff.

Leading up to the CVSA Annual Conference and Exhibition in Grapevine, so much is happening in the background that isn't noticed unless you're directly working on it. Most staff members have years of experience in their field and are an incredible resource. Our CVSA staff are also incredibly motivated.

Additionally, none of what the board and committee members accomplish is possible without support systems back home. Our employers and colleagues must be supportive for CVSA members to engage at this level of commitment. I am blessed with a great team

of diverse leaders who I can count on at CVSA and in Texas while we are meeting.

Lastly, I must thank the core, critical support system: our families. In my case, my wife holds down the fort whether I'm at a CVSA meeting or at the U.S./Mexico border. She keeps the house going and makes sure our kiddo gets to school and back. Absent that type of effort, my endeavor to serve on the CVSA Board of Directors would not be possible. Most of us volunteering in this way are in the same boat. Whether you are in enforcement, with the federal government, in industry or a staffer, we all must have the confidence that our home life is being taken care of while we are gone. Thank you to all those who care for our members while they work to protect the driving public.

This journey has been very rewarding for me, professionally and personally. I've included a few pictures I hold dear from this time. Thank you for the support, friendships and memories of a lifetime. ■



ABOVE: Chris Nordloh; CVSA Executive Director Adrienne Gildea; and CVSA past presidents John Samis and John Broers in Washington, D.C., in 2019.

BELOW: Chris Nordloh; Brittany Stroud with Oklahoma State Highway Patrol; and CVSA Past President Jay Thompson at the 2017 CVSA Annual Conference and Exhibition in Whitehorse, Yukon, Canada.



Chris, Kate and Gracie Nordloh at the San Antonio Zoo in San Antonio, Texas, in 2017.

Louisiana State Police Sgt. Trey Bellue Saves Truck Driver's Life with Roadside CPR

Sgt. Trey Bellue, with the Louisiana State Police, performed CPR on a truck driver for 17 minutes, saving the man's life on the side of the highway. Sgt. Bellue was on routine commercial motor vehicle safety patrol when he flagged truck driver Thomas Taylor for an inspection on U.S. 61 near Thomas Road in Baton Rouge, Louisiana, on June 5.

Sgt. Bellue was inside his cruiser filling out paperwork when he noticed Taylor fall head-first from the driver's seat of his 18-wheeler to the ground. When Sgt. Bellue checked on Taylor, he was bleeding profusely from a head wound and was unconscious. After calling for medical assistance, Sgt. Bellue began performing CPR on Taylor. He continued for 17 minutes, stopping only briefly when a passing civilian offered to step in and assist. An ambulance arrived shortly thereafter, and paramedics were able to restore a pulse.

"Thank you, Sgt. Bellue, for your quick response and commitment to giving it your all. We are happy to report that Sgt. Bellue was able to visit with Mr. Taylor and his family in the hospital, and he is on the road to recovery," a representative from LSP said. ■



**Please take a CPR course.
You, too, could save a life.**

REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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



Truck driver Thomas Taylor, left, shakes hands with Louisiana State Police Sgt. Trey Bellue from his hospital bed after Sgt. Bellue saved his life. (Courtesy: Louisiana State Police)

REGION II

Keeping Passengers Safe

By **Sgt. Gregory Handy Jr.**, Transportation Safety Services, Louisiana State Police

Sgt. Kevin Leachman and Sgt. Gregory Handy Jr. from Louisiana State Police (LSP) Transportation Safety Services visited Dixieland Tours to conduct carrier terminal facility inspections. Sgt. Leachman is one of three LSP troopers who recently graduated from the newly revised Passenger Carrier Vehicle Inspection course taught by Texas Department of Public Safety.

The course teaches inspectors how to determine the applicability of the Federal Motor Carrier Safety Regulations for different types of passenger-carrier operations. With this knowledge, LSP troopers can assure the safety of their passengers and the motoring public.

Dixieland Tours has been a great partner throughout the years, and we are thankful that they allow troopers from around the great state of Louisiana to perform inspections at their facility and inspect their motorcoaches. ■



North Carolina Trucking Association 2023 Truck Driving Championship

By **Monica Greiss**, Commercial Vehicle Enforcement Section, North Carolina State Highway Patrol, North Carolina Department of Public Safety

Members of the North Carolina State Highway Patrol (NCSHP) Commercial Vehicle Enforcement (CVE) section participated in the North Carolina Trucking Association 2023 Truck Driving Championship (TDC), which took place June 9-10 in Raleigh, North Carolina. The TDC brings together commercial motor vehicle (CMV) drivers from across North Carolina to compete, demonstrating their commitment to safety and professionalism.

The championship is one of several events that strengthens the partnership between the North Carolina Trucking Association (NCTA) and NCSHP. Members of the NCSHP CVE section look forward to this event each year, as it allows the NCTA, law enforcement, CMV drivers and industry partners to collaborate for the common goal of safety.

Competitors participated in a written exam, a pre-trip inspection and a skills/driving test. Members of the NCSHP CVE section served as judges during the skills/driving portion of the competition. A static display of classic NCSHP patrol vehicles was positioned at the event entrance. The classic car display included a Ford Mustang, Plymouth Fury, Chevrolet Camaro and a new addition, the Dodge Challenger Black Ghost.

More than 600 people attended the awards ceremony on June 10, including CMV drivers and their families. The TDC grand champion, who was invited to represent North Carolina at the American Trucking Associations' National Truck and Step Van Driving Championship, was announced during the ceremony.

During the awards ceremony, Tpr. Christopher S. Baker was provided the opportunity to

present on the following topics: Traffic Records Electronic Data System (TREDS) Just Drive – Deliver Distraction-Free Program and Truckers Against Trafficking (TAT) – Human Trafficking Awareness.

TREDS addresses the need to increase driving safety awareness and decrease dangerous driving behaviors among CMV drivers, primarily regarding the use of cell phones and electronic communication devices. This training is designed to reinforce state laws and regulations pertaining to cell phone policies, reducing distracted driving by CMV drivers and improving safety for all roadway users.

TAT is a prevention and intervention organization designed to combat human trafficking through state agencies and the CMV industry. TAT's mission indicates that as the eyes and ears on the road, professional drivers can be a force for good with the proper training. This program ensures law enforcement and the CMV industry are aligned for the common mission of recognizing human trafficking indicators and knowing the steps each should take if they suspect trafficking. The NCSHP recognizes that every contact is an opportunity to provide awareness. ■



REGION III

North Dakota Highway Patrol Attends CVSA Advanced Post-Crash Inspection Course

By Lt. David M. Wolf, Motor Carrier Operations, North Dakota Highway Patrol



The North Dakota Highway Patrol (NDHP) Motor Carrier Operations hosted CVSA's Advanced Post-Crash Inspection Course in Bismarck, North Dakota, at the Law Enforcement Training Academy range classroom, July 31 through Aug. 4. The course was designed to teach troopers how to detect mechanical, driver and equipment defects after a commercial motor vehicle (CMV) has been involved in a collision. These post-crash inspections are done as a complement to the investigations done by the crash reconstructionist.

During the five-day class, we were provided with classroom instruction and completed hands-on post-crash inspections on CMVs at Ace 24 Hour Towing facility. Ace 24 Hour Towing provided us with several wrecked truck tractors and trailers to use for the training. Attendees learned how to identify, interpret, document and correctly preserve critical evidence after a CMV collision. A special thank you to the staff of CVSA for putting on such a great training opportunity.

NDHP personnel that attended the course included: Don Neumann, Jeremy Rost, Paul Bakke, Jed Dahnke, Brandon Wade, Rob Moyle, Jackson Loeffel, Dan Moore, Anthony Hoaby, Josh Anderson, Rod Torgeson, Ryan Hoffner, Cam McCann, Cody Nuenthel, Jacob Jones and Travis Nelson. Tpr. Josh Alsop of the Colorado State Patrol also participated, and Lt. Wolf and Sgt. Kolness of NHDP attended portions of the class. ■



Utah Driver's Education Students Participate in Truck Smart Program

By **Daniel Hunter**, Operations Manager, Motor Carrier Division, Utah Department of Transportation

High school driver's education students in Utah have a unique opportunity to get hands-on with a tractor-trailer, either in person or virtually, as part of the state's Truck Smart program. The program is a collaboration among the Utah Department of Transportation (UDOT) Motor Carrier Division, UDOT's Traffic and Safety Division, and the Utah Trucking Association membership, which provides the tractor-trailers for Truck Smart presentations.

The foundation of the program is to drive home four key messages:

- 1 **Don't hang out in a truck's "no zone"**
- 2 **Don't cut off a truck**
- 3 **Trucks need more time to stop**
- 4 **Trucks make wide turns**

In this program, students receive a classroom presentation on the trucking industry and the unique challenges tractor-trailers face when traveling among the general public. They are

also encouraged to enter the cab of a tractor, sit in the driver's seat, look around and check out the mirrors so they get a sense of just how difficult it is to see other vehicles from that position.

Utah's Truck Smart program began prior to 2010, distributing materials to local area high schools and arranging for a tractor-trailer to attend various community events. At the time, the program was offered in coordination with another program called Drive to Stay Alive, which targeted commercial motor vehicle (CMV) drivers. After the original program had run out of its initial funding, a few materials were left with a handful of local high schools, but not much was happening. Seeing value in the program, the newly appointed division director renewed the charge to revamp and restart the program. In the first year, UDOT's Motor Carrier Division developed a course, which it presented 15 times. The new program was offered to a few interested schools and at safety fairs around the state.

The Truck Smart program really took off after an advisor arranged for the program to be presented at the annual driver's education teachers' conference. The educators immediately bought into the concept and began scheduling presentations at their home schools. At the same time, signage based on the program's foundation was developed for classrooms, and UDOT appointed an employee to run the day-to-day operations of Truck Smart. The Drive to Stay Alive program was eliminated in favor of combining the two programs.

Over the years, Truck Smart became increasingly popular with driver's education programs, and was eventually relocated to UDOT's Highway Safety Office, where the state's Zero Fatalities program is managed. One challenge lessened the program's efficacy: The inability to get some students inside of a truck, primarily in rural areas. To address the issue, a virtual experience was developed using virtual reality headsets. This innovative



solution made it possible for many more students to experience what it is like to sit in a truck and understand what a driver sees when on the road.

The program continued to grow and prosper until 2020, when the COVID-19 pandemic threatened to shut it down for good. As schools began to close, the in-person experience had considerable limitations, with restrictions on large gatherings and most things moving to an online format. Other challenges arose, including group gathering restrictions and trucking partners being unable to provide a vehicle. Once again, it was time to adapt to changing conditions. In response, the program was reimagined by developing online training and assessment. That way, Truck Smart could continue to teach, driver's education students could continue to learn, and the Truck Smart message would still be delivered to the demographic who needed it the most – young drivers.

When schools and businesses began opening back up, Truck Smart was offered in-person again. By then, some school districts had switched to an online driver's education program, with the mandatory driving time and road-testing portion occurring near the end of the course. This left no option for an in-person Truck Smart presentation. The online training and assessment module proved to be the next step in accommodating a mostly online driver's education experience.

Truck Smart presentations in driver's education classes have steadily increased since the end of the pandemic restrictions. Truck Smart currently boasts an average of well over 10,000 students per year, correlating to a large majority of high school drivers having knowledge of the trucking industry and how to drive safely around the big rigs, thanks to the program.

Utah's Truck Smart program has grown from a single instructor giving a PowerPoint presentation to small groups of driver's education students in a handful of schools to a robust statewide program featuring partnerships with industry and six to eight instructors providing 45 to 50 classes per month during the school year. Combined with a fully immersive online module and the support of UDOT and the Utah trucking industry, the future continues to be bright for Truck Smart and for CMV safety in the state of Utah. ■



Washington State Patrol Commercial Vehicle Enforcement Bureau Partners with U.S. Customs and Border Protection

By **Jonas J. Mast**, Motor Carrier Safety Division, Washington State Patrol

The Washington State Patrol's (WSP) Commercial Vehicle Enforcement Bureau (CVEB) partnered with the U.S. Customs and Border Protection Office of Field Operations to conduct a joint emphasis on May 9 at the Sumas-Huntingdon Port of Entry (POE).

Sumas is a city in Whatcom County, Washington, adjacent to the Canada-U.S. border and next to the city of Abbotsford, British Columbia. The Sumas-Huntingdon POE operates 24 hours a day.

Members of the WSP Motor Carrier Safety Division (MCSD) assigned to the Bow Hill POE, along with other CVEB members, conducted 23 inspections during the eight-hour emphasis. Of the vehicles inspected, officers placed 35% out of service (OOS) for violations such as defective brakes and no operating authority.

Trucks entering Washington through the Sumas POE are often inadvertently directed to State Route 9 (SR-9), which leads drivers to Interstate-5, south of the Bow Hill POE. There

are commercial motor vehicle drivers who use this route to intentionally bypass the checkpoint.

To address this, a vehicle weigh-in-motion (VWIM) system was installed on SR-9 in 2019. The VWIM system is monitored at the Bow Hill POE and by enforcement officers working remotely in the area.

However, the results of the emphasis serve as a reminder to WSP CVEB officers that commercial motor vehicles using SR-9 are not just susceptible to being overweight; they are also just as likely to have other OOS violations.

"Over the years, the Sumas POE has encountered numerous commercial drivers who will drive significantly out of their way in attempts to avoid WSP inspections at the weigh stations," said U.S. Customs and Border Protection (CBP) Ofc. Zachery Rehon. "My goal for this operation is to have Sumas CBP and Bow Hill WSP work jointly to target random commercial traffic inbound from Canada, conducting spot checks for public safety and prohibited items."

Due to the success of the recent emphasis, Sumas CBP personnel and WSP CVEB officers plan to continue periodic emphasis in the area, with the goal of conducting one each quarter. Not only will this be a great way to enhance and build inter-agency relationships, but it will go a long way toward making Washington roadways safer.

"We strive to ensure we have the safest roadways in the nation, a mission that is met with the joint partnership of our dedicated officers and our allied agency partners," stated Cpt. Jason Cuthbert, commander of the WSP Motor Carrier Safety Division. ■



UPDATES FROM Mexico

Recording the “Guardians of the Asphalt” Podcast

On May 31, representatives of the General Directorate of Federal Motor Carrier Transportation of the Ministry of Infrastructure, Communications and Transport (SICT-DGAF) met with collaborators of the civil non-profit organization El Pozo de Vida to record the “Guardians of the Asphalt” podcast.

At the SICT-DGAF facilities, Carolina Coraza and Sharon Yepiz of the International Affairs Directorate narrated information related to the crime of human trafficking for the purpose of sexual and labor exploitation. They supported their narration with examples and data on how to identify the crime in situations that commercial motor vehicle drivers may encounter in their daily lives.

This material is part of a collection of chapters prepared to raise awareness among federal motor carrier transportation drivers through accessible and free-to-use digital platforms. The recordings are freely available to the public and will remain available permanently. ■



Guidelines for the Technological Roadmap of Land Transportation in Mexico, Vision 2021–2050

On April 20, the SICT presented the guidelines for the Technological Roadmap of Land Transportation in Mexico (MRT-TT) at the Museum of Memory and Tolerance in Mexico City. The MRT-TT is an initiative of the SICT secretary of transportation that aims to build a collaborative vision of the future of land transportation in Mexico.

The MRT-TT identifies the key challenges and opportunities facing land transportation in Mexico and proposes a series of strategic actions that could promote a technological transition in the sector. Those who developed the MRT-TT recognized that with technological advances come accelerated changes in the transportation sector, requiring constant revisions in public policy planning. This is necessary to ensure Mexico has a modern, efficient, integrated, sustainable and competitive transportation system, and the MRT-TT is an essential step in that direction. The creation of the MRT-TT also aligns

with the strategies outlined in the National Development Plan 2019–2024. These strategies include:

- Building a country with well-being
- Promoting sustainable development
- Boosting growth
- Promoting economic reactivation
- Furthering the internal market and employment
- Constructing rural roads
- Achieving food self-sufficiency and recovery of the rural area
- Encouraging science and technology

In addition, the MRT-TT is aligned with the international road safety commitments established in the Stockholm Declaration. This declaration is part of the Third Global Ministerial Conference on Road Safety of the



Continued from page 11

The MRT-TT was developed by a working group that included representatives from the DGAF, the Rail Transport Regulatory Agency (ARTF) and the Mexican Institute of Transport (IMT). The working group also included representatives from the following:

TRANSPORTATION ASSOCIATIONS

- National Association of Bus Producers
- National Association of Private Transportation
- National Chamber of the Transformation Industry
- National Chamber of Cargo Transportation

UNIVERSITIES

- National Autonomous University of Mexico
- Mexican Institute of Transportation
- National Polytechnic Institute
- Center for Engineering and Industrial Development
- Autonomous University of Mexico

INDUSTRY

- ADOFER Railway Training Center
- Kenworth MAN Truck
- Daimler Trucks
- HELLA
- NAVISTAR
- Vossloh
- Volvo Buses
- ISUZU Motors
- DINA Camiones
- HONDA Canada

PUBLIC SECTOR AGENCIES

- National Commission for the Efficient Use of Energy
- U.S. Department of Transportation

United Nations (UN). Through it, the UN ties road safety to the 2030 Agenda for Sustainable Development and the 2015 Paris Agreement on climate change, proposing to meet these international objectives by formulating goals through global and local agreements.

The MRT-TT aims to promote a technological transition for the integration of the different modes of transportation, operational and energy efficiency, innovation, and modernization of land transport in Mexico. It does this by outlining a series of strategic and priority lines of action under the umbrella of a multilevel perspective, taking into consideration the different levels of government, the private sector and civil society. This approach ensures the MRT-TT is a comprehensive and inclusive plan that will benefit all Mexicans.

The multilevel perspective identifies three sociotechnical levels within social systems:

- 1. Outlook:** This represents trends at the macro level (economic, environmental, cultural, political, normative, regulatory, etc.) and identifies the enabling conditions and contextual barriers for the development of a technological transition.
- 2. Sociotechnical regime:** This comprises the dominant institutions and technologies of the sector.
- 3. Sociotechnical niche:** This is where technological innovations come from and is made up of actors and technological innovations that seek to be part of the regime.

The multilevel methodological approach described in the document takes into account both the technical and social aspects of the technological transition in land transportation in Mexico. It includes the role of social actors and their interactions that generate changes in adopting new technologies in land transport in Mexico.

The sociotechnical regime is described as a current state of land transport with multiple dimensions, shaped by pressures from macro conditions – external factors – expressed in international climate commitments, general policy guidelines (such as those set forth in the National Development Plan) or sectoral policy (such as the Communications and Transportation Sector Program), in addition to laws, decrees and other regulatory and

normative instruments of a general nature. These pressures simultaneously create windows of opportunity within the regime for new players and technological innovations.

The so-called sociotechnical niche is made up of players and technological innovations that seek to be part of the system. Once they take advantage of the opportunities generated from the landscape, a technological transition occurs that manifests itself as a new configuration of the sociotechnical regime.

The MRT-TT Guidelines have been divided into three parts:

- 1. Current situation of land transportation in Mexico:** This gives an idea of the current technological configuration of the sociotechnical regime of land transportation in Mexico.
- 2. Prospective vision of the prevailing trends in the world and the advent of emerging technologies in the national context:** This provides a vision of the future of land transportation in Mexico, taking into account the global trends and emerging technologies that could impact the sector.
- 3. Proposal of specific actions framed within three strategic lines of action:** This section proposes a series of specific actions that can be taken to promote a technological transition in land transportation in Mexico.

These strategic actions are expected to generate positive circumstances so that actors and technologies can transition from the niche to the regime, technologically transforming land transportation in Mexico.

The researchers then present a series of strategic actions to carry out the technological transition in the land transportation sector in a concerted effort among the government, industry, universities and public. These actions are divided into three categories:

- 1. Actions for transformation:** These actions aim to transform Mexico's sociotechnical land transportation system based on the milestones and trends of global technological development. Some of these actions include creating an observatory of land transportation in Mexico, establishing clusters and networks, and conducting strategic planning with a grand vision of transportation.

2. Actions for integration: These actions aim to integrate rail, road and intermodal land transportation, so each mode of transport can adequately and optimally serve the niche cargo type, demand and corresponding distance.

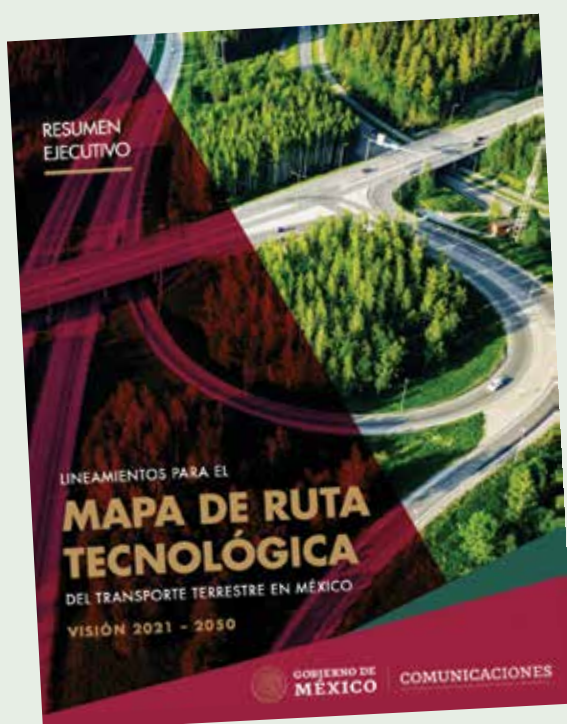
3. Actions to promote competitive development: These actions aim to promote the development of national technology and ensure that the land transportation sector is competitive in the global market. Some of these actions include:

- Identifying opportunity niches for developing national technology
- Applying technologies for safe, sustainable, and reliable logistics and mobility operations
- Incorporating the participation of research centers and universities for innovation, technological development and specialized post-professional training

The researchers conclude by calling for a concerted effort among the government, industry, universities and society to promote a technological transition in land transportation in Mexico. This concerted effort is essential to ensure Mexico has a modern, efficient and sustainable land transportation system in the future.

The document concludes by stating that the MRT-TT is only a set of guidelines for the future of land transportation in Mexico. The next step is to develop an agenda for the execution of the proposed strategic actions. To achieve this, a governance space must be created to promote this technological transition of land transportation in Mexico. This space should be responsible for integrating the intermodal transportation system for cargo and passengers. It is also important to regularly review technological trends to ensure the MRT-TT remains relevant over time.

The Executive Summary and the extended version of the roadmap are available for download at: www.gob.mx/sct/documentos/lineamientos-para-el-mapa-de-ruta-tecnologica-del-transporte-terrestre-en-mexico-vision-2021-2050. ■



Following is the thematic index of the MRT-TT available to the reader to illustrate the topics developed:

CONTENT

Introduction
Background
Objectives

CHAPTER 1. Situation of Land Transportation in Mexico

- 1.1. General framework
- 1.2. Motor carrier transportation
- 1.3. Road infrastructure
- 1.4. Crash rate on federal highways
- 1.5. Passenger-carrying vehicles
- 1.6. Cargo and merchandise-carrying vehicles
- 1.7. Railway transport
- 1.8. Railway infrastructure
- 1.9. Railway passenger transport
- 1.10. Railway freight transport
- 1.11. Operation of land transportation, infrastructure
- 1.12. Multimodal and logistic exchange

CHAPTER 2. Technological Trends in Transport

- 2.1. Cybernetics of operations
- 2.2. Cybernetics of operations in elements of the transport system
- 2.3. Automated and robotic vehicles
- 2.4. Power technologies and energy efficiency

CHAPTER 3. Technological Roadmap of Land Transportation

- 3.1. Strategic actions
- 3.2. Actions for transformation
- 3.3. Actions for integration
- 3.4. Actions to promote competitive development
- 3.5. Projections and making the Technological Roadmap
- 3.6. Technological impacts and challenges of future projections
- 3.7. New challenges in interaction with new technologies

CONCLUSION

Index of tables
Index of maps
Index of figures
Bibliography



Ontario Provides \$1.3 Million to Help Train Women and Underrepresented Potential Truck Drivers

The Ontario government is investing \$1.3 million to prepare 54 women, newcomers and others from underrepresented groups for in-demand careers in the trucking industry.

In a news release, the government of Ontario reported that at least 6,100 more truck drivers are needed to fill job vacancies and to ensure families and businesses receive goods on time and the province's economy reaches its full potential. Only 2% of Ontario truck drivers are women, which is why the program will reimburse up to \$4,500 for childcare and other living expenses.

"This innovative program will help break down barriers to attract more women into the trucking industry," said Ontario Premier Doug Ford. "As we build Ontario, we're going to need all hands on deck. That's why our government is working hard to ensure that all skilled occupations are more accessible and welcoming for women and all underrepresented groups."

Led by the Women's Trucking Federation of Canada, this free program will provide participants with up to 200 hours of training needed to obtain AZ (tractor-trailer) and DZ (straight truck) licenses. Instructors will use virtual reality systems and in-cab, hands-on training to teach job seekers how to operate a commercial motor vehicle (CMV), perform maneuvers, conduct inspections, maintain the vehicles and understand CMV systems and controls.

"Truckers are the everyday heroes who keep the wheels of our economy turning, and we need to ensure more people have a chance to explore these purpose-driven careers," said Minister of Labor, Immigration, Training and Skills Development Monte McNaughton. "I was proud to make Ontario the first province in Canada to guarantee truckers the right to access washrooms, and our government will continue to invest in training to ensure everyone in our community gets a shot at earning bigger paychecks for themselves and their families."

The project will also cover training for forklift operation, defensive driving, workplace violence and harassment, and human trafficking awareness. After completing the program, the Women's Trucking Federation of Canada will work with graduates to ensure they are employed as professional drivers.

"This investment in the trucking industry directly helps more people achieve fulfilling careers as professional drivers," said Shelley Walker, CEO of the Women's Trucking Federation of Canada. "With a significant and growing skilled driver shortage facing Ontario's trucking industry, this initiative is timely in both removing barriers to employment and supporting Ontario's economy. We thank Premier Ford and Minister McNaughton for

their leadership and support and look forward to working with them on this incredibly important initiative."

"The trucking sector in Ontario continues to experience significant skills and labor shortages. As a multifaceted and diverse industry, there are many opportunities in trucking for Canadian women, who will be an instrumental resource in helping us solve our labor shortage. This program is an essential component of the types of investments required to build a strong workforce that can support our economy into the future," said Ontario Trucking Association President Stephen Laskowski.

To remove barriers to participation, trainees will be eligible to receive up to \$1,000 for transportation and childcare support, \$300 for equipment and a \$400 weekly allowance while participating in the program. The first cohort of in-person training began July 1 and is available in Kitchener-Waterloo, the Greater Toronto Area, Ottawa and London.

This project is funded through Ontario's Skills Development Fund, an over \$700 million initiative that supports ground-breaking programs that connect job seekers with the skills and training they need to find well-paying careers close to home. ■



Emotional Well-Being

for Commercial Motor Vehicle Drivers and Law Enforcement Personnel

In our fast-paced society, certain professions carry unique challenges that can take a toll on emotional well-being. Commercial motor vehicle (CMV) drivers and law enforcement officers are two such groups. The nature of their jobs exposes them to significant stressors, such as long hours, unpredictable schedules, sleep deprivation, physical strain and limited social interaction with prolonged periods of isolation. At times, their jobs may be either overstimulating or understimulating, leaving them feeling drained. Recognizing the critical importance of emotional well-being for these professionals is paramount. It affects not only their health but also their job performance, safety and overall quality of life.

CMV drivers and enforcement personnel also live under the pressure of knowing that their work affects highway safety and the supply chain. People's lives and livelihoods are dependent on the performance of CMV professionals. At the end of the day, CMV drivers and enforcement personnel face the same struggles as everyone else and deserve

to care for themselves in the best way possible. Let's delve into the potential effects on mental health for these professionals and provide strategies and practices that individuals can employ to nurture their emotional well-being. While their roles are very different, the stressors that drivers and enforcement personnel face are more similar than you might think.

Emotional Challenges Faced by CMV Drivers and Law Enforcement Officers

CMV drivers and law enforcement officers face distinct challenges due to the nature of their occupations. For drivers, the relentless demands of the job, including long hours on the road, irregular schedules and tight deadlines, may lead to chronic stress, depression, fatigue and social isolation. Additionally, the sedentary nature of truck driving combined with limited access to nutritious food options can contribute to health issues, further exacerbating concerns about emotional well-being.

Similarly, CMV enforcement officers face a unique set of stressors. They are tasked with ensuring the safety and security of our roads, often dealing with high-pressure situations, crashes and confrontations. They may witness traumatic events, work irregular shifts or be a part of additional specialized police units, leading to disrupted circadian rhythm and inadequate rest. These factors may contribute to or exacerbate anxiety, depression, post-traumatic stress disorder (PTSD) and other mental health disorders.

By nurturing their health, CMV drivers and CMV enforcement officials are better equipped to handle the demands of their jobs, engage in healthy coping mechanisms and build resilience to stressors.

[Continued on next page](#)

Continued from page 15

If you or somebody you know is struggling or in crisis, help is available.

Call or text 988 or visit www.988lifeline.org for free, confidential, 24/7 support.

This service is available in English and Spanish, and interpreters are available for more than 240 additional languages and dialects.



The Importance of Emotional Well-Being for Professional Drivers

Addressing emotional well-being allows drivers to make sound decisions and maintain safe driving practices. Conversely, not pursuing emotional well-being may lead to fatigue, distraction and impaired judgment, increasing the risk of crashes on the road.

CMV drivers often experience isolation, spending long hours alone on the road. This isolation can contribute to feelings of loneliness, depression and anxiety. Being away from home for long periods of time can amplify other negative feelings. Witnessing tragic, traumatizing or unsettling events on the road, such as crashes or instances of human trafficking, may further wear on drivers' mental load. Additionally, the pressure to meet tight deadlines and navigate through congested roads can exacerbate stress levels. Over time, these factors may take a toll, affecting drivers' ability to function optimally and enjoy a fulfilling personal life.

In a **2012 survey** on the mental health of truck drivers, almost 28% of respondents reported suffering from loneliness on the road. Additionally, 27% reported depression, 21% reported chronic sleep disturbances, 14.5% reported anxiety and 13% reported other emotional difficulties. It is clear this is a widespread issue that affects many commercial drivers.

Some signs a professional driver may be struggling with emotional well-being include excessive tiredness and fatigue, difficulty focusing or lack of concentration, harmful or self-destructive behaviors, increased agitation, and insomnia.

Common Problems CMV Drivers May Face

▲ Depression: CMV drivers with depression might report feeling prolonged sadness, worthlessness or helplessness. People experiencing depression often pull away from those they love or lose interest in things that usually bring them joy. In an already isolating profession like trucking, distancing yourself from the people and activities you love can lead to further feelings of hopelessness or sadness, creating a cyclical pattern.

▲ Anxiety: The stress that comes with the life of a CMV driver may lead to feelings of dread, apprehension or excessive worry. Concerns about what's going on at home, the tight schedule to drop off a load or unexpected road closures that delay a trip may all add anxiety, making it even more challenging to do the job. Though veteran drivers certainly aren't exempt from experiencing anxiety, it is prevalent among newer drivers who, on top of the challenges all drivers face, are also adjusting to a new lifestyle and may be worried about managing a CMV, making money or other aspects of the job.

▲ Chronic loneliness: Drivers spend hours – or even days – alone in their CMVs with limited interaction with other people. Long-haul and intrastate drivers, in particular, spend large chunks of time away from their family and friends, often missing events, holidays or other special occasions they'd like to celebrate with loved ones.



Strategies for Practicing Emotional Well-Being for Drivers

Although the stressors of the job may make it difficult, professional drivers can improve their mental wellness by making it a focus and priority in their lives.

- ✔ **Foster social connections:** Maintaining a support network is crucial for drivers. Regular communication with loved ones and fellow drivers may help combat feelings of isolation. Utilize technology to stay connected through phone calls, video chats and social media platforms (never while driving, of course). Visit www.nafmp.org/webinars to check out the Nurturing Positive Relationships webinar from the North American Fatigue Management Program (NAFMP) to learn how positive relationships can help lower stress and increase life quality and expectancy.
- ✔ **Prioritize rest and sleep:** Adequate rest is essential for mental well-being. Establish a consistent sleep routine, ensuring you get the recommended six to nine hours of sleep each night. Create a comfortable sleeping environment in your CMV, including blackout curtains and earplugs, to promote quality rest. Try to keep the same sleep schedule when at home.
- ✔ **Practice self-care:** Engage in activities that promote relaxation and self-care. This may include exercising regularly, practicing mindfulness or meditation techniques, reading, listening to music, or pursuing hobbies. Taking breaks during long hauls to stretch, breathe deeply or engage in a favorite activity can rejuvenate the mind. Learn stress management techniques, such as meditation, breathing exercises, progressive muscle relaxation or visualization. These techniques can help alleviate stress and anxiety during challenging situations. You don't have to figure out how to do it alone, either; there are numerous meditation and relaxation apps, available for free, that may be done in the privacy of your home or in your cab after a day of driving.
- ✔ **Healthy diet and hydration:** Eating nutritious meals and staying hydrated can positively impact emotional well-being. Plan and prepare meals ahead of time, incorporating fruits, vegetables, whole grains and proteins. Avoid excessive caffeine and sweetened beverages, which can contribute to mood swings and energy crashes. Watch webinars from NAFMP at www.nafmp.org/webinars to learn about nutrition and food choices, as well as topics like exercise and mindfulness.

- ✔ **Utilize employee assistance programs and seek professional help:** Many companies offer employee assistance programs that provide confidential counseling services and resources for mental health support. Take advantage of these programs to access professional assistance, when needed. If you experience persistent feelings of sadness, anxiety or stress that impact your daily life, consider seeking professional help. Therapists or counselors can provide valuable guidance and coping strategies tailored to your specific needs. CMV drivers may have trouble keeping in-person therapy appointments, so look into telehealth options.

How Fleets Can Support Drivers' Well-Being

CMV drivers may sometimes put on the mask of being "tough" and unaffected by emotional stresses, which doesn't leave much room for open discussions about mental health. But fleets can encourage drivers to take off that mask, paying more attention to emotional well-being and how it influences health and work performance.

- ✔ **Pick up the phone:** Often, fleets communicate with their drivers digitally, such as online check-in forms, text messages and emails. A lot of nuance and emotion can be lost through these means. Although it may take a little longer, fleet managers should take the time to talk to their drivers on the phone on occasion and check in with how they are feeling. This can be as simple as asking what was stressful about their day or what they're looking forward to when they return home. Better yet, if you can see your drivers in person, take the time to do that.
- ✔ **Question anger:** Stress and anxiety are sneaky and may come off as anger, especially for people used to putting on a brave face. Anger is often a surface emotion; it is easier to show anger than to admit you are feeling lonely or scared. If a driver has been more short-tempered than they normally are, it can be easy to write it off as an attitude problem. Instead of matching that emotion or snapping back at them, try to connect with the driver to understand the root of the issue.
- ✔ **Bring in a third party:** Incorporate driver counseling and emotional well-being training into your programs. This could look like company-wide training on coping and problem-solving skills to reduce stigma around these topics. You could also ensure therapy is offered as part of your employee assistance program.

Incorporate driver counseling and supervisor training into your programs. This could look like company-wide training on coping and problem-solving skills to reduce stigma around these topics.



This article is for informational purposes only and was not written by a licensed medical professional. The content in this article is not intended to be a substitute for professional advice, diagnosis or treatment from a medical professional. If you have questions about your mental health, emotional well-being or any medical matter, you should consult your doctor or other professional health care provider.

Continued on next page

Continued from page 17

WHAT IS BURNOUT?

Burnout is a state of emotional, mental and physical exhaustion brought on by prolonged or repeated stress. Physical and mental exhaustion, dread about work, frequent feelings of cynicism, anger or irritability are key signs. Feeling like you can no longer do your job effectively may also signal burnout.



For additional information on wellness and meditation, check out the accompanying article on page 20, *Mindfulness: The Road to a Productive Journey*, and watch the [NAFMP wellness webinar \(www.nafmp.org/webinars\)](http://www.nafmp.org/webinars) featuring CVSA staff members Rodolfo Giacomani and Emily Moorhead.

Meditation timestamps in webinar:

Breath and Body Scan: 22:18

Positive Affirmations: 43:50

Loving Kindness: 1:01:10

The Importance of Emotional Well-Being for CMV Enforcement Officers

CMV enforcement officers are responsible for promoting road safety, enforcing regulations and responding to emergencies on highways and roads. While their work is essential, it may expose them to traumatic incidents, long working hours and physical exhaustion. The cumulative effect of these factors can lead to mental health challenges, such as anxiety, depression and burnout. Ignoring these disorders may harm the officers' mental health and compromise their ability to perform their duties effectively.

Common Problems CMV Enforcement Officers May Face

Law enforcement officers may experience a full range of mental health concerns. In addition to experiencing similar risk factors, stressors and life situations as other adults, officers are usually exposed to more stressful situations than the average person. As a result, many officers may spend more time in a heightened mental state than adults working in other professions.

Although statistics are not available specifically on mental health and CMV law enforcement personnel, many applicable studies are available regarding police officers in general.

In one **2020 survey**:

- Estimates of PTSD and depression among police officers are as high as 35%.
- The study found that 47% of police officers screened positive for PTSD. That is a prevalence nine to 10 times greater than the general population. Also, 29% had moderate to severe anxiety. That's two times greater than the general population.
- Officers with five to 10 years of law enforcement experience have a more heightened risk for symptoms of depression and PTSD compared to those with less than five or more than 10 years on the job.
- Lastly, 37% of the surveyed police officers had moderate to very severe depression, about five times greater than the general population.

⚠ **Depression:** Officers with depression might appear hopeless, disinterested in hobbies or disengaged/distant from loved ones. Look out for behaviors such as an officer who suddenly begins taking unnecessary risks on and off duty or a shift in attitude and demeanor, like a change from motivated, professional behavior to apathetic and flippant.

⚠ **Anxiety:** Feeling anxious is common and normal during a law enforcement officer's course of duty. However, anxiety may be a problem when it is overwhelming, uncontrollable or interferes with daily activities. Symptoms of anxiety include feeling nervous, panicked, tense, on edge or restless. It may be difficult to tell if another person is feeling anxious. Sometimes, it may look like anger, irritability or lack of empathy.

⚠ **PTSD:** Law enforcement officers are regularly exposed to traumatic events, which may lead to PTSD. This disorder can impair well-being and performance and lead to behavioral problems, substance abuse, aggression or suicide. Police officers often suffer from cumulative PTSD (also known as "Complex PTSD") due to repeated exposure to trauma. Symptoms of PTSD in law enforcement officers may include nausea, fatigue, chest pain, insomnia, excessive sweating, impaired thinking and flashbacks.

How CMV Enforcement Officers Can Practice Emotional Well-Being

- ✓ **Get out ahead of it:** Due to the stigma of talking with a counselor, officers may wait until unresolved trauma becomes a more significant issue. Law enforcement officers must get ahead of stressors before they develop post-traumatic stress injury. The sooner these injuries are treated by a competent counselor who specializes in trauma, the quicker the person will heal.
- ✓ **Practice self-care:** Prioritize self-care by taking regular breaks, engaging in physical exercise and getting enough sleep. Spend time with loved ones and participate in enjoyable activities and hobbies. Practicing mindfulness and relaxation techniques, like meditation and yoga, are also valuable self-care strategies. Many meditation, yoga and other relaxation apps are available for free and your activity on them is private.
- ✓ **Prioritize physical health:** CMV enforcement officers need to prioritize sleep, nutrition and exercise. Officers can start small by increasing their water intake, packing nutritious foods in their lunch and going for walks. Get up to date on yearly appointments and follow up on action items.
- ✓ **Lean on your loved ones:** An officer's family and friends want to offer support. Although telling loved ones all the details of a traumatic

event may not always be appropriate, it is important to be vulnerable and let them in. Communicate feelings, wants and needs with trusted loved ones.

- ✔ **Reflect:** It may be tempting to shut out the negative feelings associated with stress and work trauma, but it often feels better to let it out. In addition to opening up to friends and family, start a written journal or even utilize the voice note function on your phone. Communicating your feelings and experiences can help make sense of them.

Agency Strategies for Officer Well-Being

- ✔ **Promote a supportive work environment:** Law enforcement agencies should foster a work culture that encourages open communication, empathy and support. This can be achieved by checking in regularly with officers, providing access to resources, and promoting teamwork and camaraderie among colleagues. Establishing peer support programs can be highly beneficial in helping CMV enforcement officers cope with the challenges they face. These programs involve trained peers who can provide emotional support, guidance and understanding to their colleagues. Peer support creates a safe space for officers to discuss their experiences and seek advice from individuals who understand the unique demands of their job. CVSA events can be a great way for CMV enforcement officers to meet those with similar experiences and share strategies for well-being. Visit www.cvsa.org/events to view upcoming events.
- ✔ **Provide training and education:** Comprehensive training can equip CMV enforcement officers with the necessary tools to cope with stress, trauma and adversity. This training should include stress-management techniques, communication skills, resilience-building strategies and awareness of available resources for seeking professional help with mental illness.
- ✔ **Encourage a reasonable work-life balance:** Encouraging a healthy work-life balance is vital for maintaining emotional well-being. Agencies can implement policies that promote reasonable work hours, adequate time off and flexible scheduling when feasible. These measures allow officers to engage in activities outside of work that help them relax, recharge and spend time with their loved ones.

- ✔ **Recognize the impacts of understaffing on officers:** During the ongoing nationwide staffing shortage, it is essential to emphasize emotional well-being and self care for officers. Researchers found that officers were 28% more likely to seek help for symptoms related to mental illness when they had received an extra hour of sleep; thus, it is imperative to better understand the impact of shift work and sleep deprivation on officers.

- ✔ **Offer wellness services:** Agencies should ensure CMV enforcement officers can access confidential mental health services easily. This may include providing regular check-ins, counseling services and resources for self-care. It may be worth looking into therapists or counselors specifically trained to help police officers. Removing barriers, reducing stigma and emphasizing the importance of seeking help will encourage officers to prioritize their emotional well-being.

Creating a Better Future

Recognizing the importance of emotional well-being for professional drivers and CMV enforcement officers is paramount for their health, job performance and overall safety. By acknowledging and addressing the unique challenges faced by these professionals, we can work toward creating a supportive environment that encourages open conversations, reduces stigma and promotes the adoption of healthy coping strategies. Prioritizing emotional well-being not only benefits individuals in these professions but also contributes to safer roads and a healthier society, as a whole. In a culture that isn't always open about discussing mental health concerns, it's important to fight the stigma and remember that struggling with emotional well-being is nothing to be ashamed of. ■

GROUNDING MINI-MEDITATION

While meditation is not a substitute for professional mental health care, it can complement other strategies for a holistic approach to well-being. Try out this mini-meditation when you feel anxious, spacey, or can't mentally slow down or rest. It will help you to feel more grounded and present.

- ✎ Find a comfortable seat and take three deep breaths in through your nose and sigh out through your mouth. Try to make the duration of the breaths longer each time.
- ✎ Bring to mind the following, naming them aloud if you are in a space where you can do so. Go with your instinct on your answers – you don't need to think hard about this. It's all about being in the present moment. Call out the following:
 - Five things you can see
 - Four things you can hear
 - Three things you can feel or touch
 - Two things you can smell
 - One thing you can taste
- ✎ As you release the meditation, begin to move your body. Open and close your hands, shift around in your seat and wiggle your toes. Perhaps you say to yourself or aloud, "I am here in the present moment, and I am grounded."



Mindfulness

The Road to a Productive Journey

By **Rodolfo Giacoman**, Fatigue Management Specialist, Commercial Vehicle Safety Alliance



If you address the five keys to wellness – sleep hygiene, nutrition, exercise, mindfulness and positive relationships – the most effective method is to begin by practicing mindfulness. That is why, on May 17, CVSA conducted a webinar on mindfulness as part of the North American Fatigue Management Program (NAFMP) Driver Series. I encourage you and your drivers to watch the recording at www.nafmp.org/webinars and to practice along with the three guided meditations conducted by 200-Hour Certified Yoga Teacher and CVSA Writer-Editor Emily Moorhead. While you can get a taste of it from the cover story on mental wellness for commercial motor vehicle (CMV) drivers and enforcement officers, be sure to not deprive yourself of the powerful effects of Emily's calm, centering and energizing guidance.

While powerful, mindfulness is not a substitute for mental health treatment. It is important to remember that mental health disorders are complex and require specialized treatment from professionals. It's crucial to prioritize mental health and seek professional support when needed. Resources offering confidential counseling and support are available, like employee assistance programs and the U.S.' Substance Abuse and Mental Health Service Administration's National Helpline - the Suicide and Crisis Lifeline (call or text 988 or visit www.988lifeline.org).

Do not hesitate to ask for help when you or your drivers need it. This service is available in English and Spanish, with interpreters available for more than 240 additional languages and dialects.

The demands of a driver's job, combined with personal and environmental stressors, can take a toll on their well-being. By cultivating self-awareness and non-judgmental acceptance of the present moment, mindfulness can help drivers navigate stressful situations with greater resilience. Regular mindfulness practice has been shown to reduce stress and anxiety; improve cognitive function; enhance physical health, concentration and focus; and promote overall well-being.

Driving mindfully is not just about physically being on the road; it is also about being fully present in the moment and attentive to your surroundings. It involves staying vigilant, maintaining focus and being aware of your body's signals, stress and alertness levels. It means observing the road, traffic and your reactions without judgment so you can respond rather than react. Practicing mindfulness while driving can create a calmer, more enjoyable and safer experience on the road.

During the webinar, Moorhead first conducted a fundamental mindfulness meditation practice: the breath and body scan meditation.

This practice involves intentionally focusing on your breath and gradually scanning your body to cultivate a deep awareness. Paying attention to your breath and bodily sensations can anchor you in the present moment, reduce stress and enhance your overall well-being.

Incorporating mindfulness into your daily life does not have to be a big, time-consuming task. Even just a few minutes of mindfulness practice can make a significant difference. Find a quiet, comfortable space, close your eyes and focus on your breath. Notice the sensation of each inhale and exhale without judgment or trying to change anything. If your mind wanders, gently bring your attention back to your breath. Start with just one minute at a time and gradually increase the duration and frequency of your practice. Remember, mindfulness is not about achieving a particular state of mind but about cultivating awareness and acceptance of the present moment. So, embrace the journey and be patient with yourself as you explore different techniques and find what works best for you.

Later, Moorhead demonstrated the power of an affirmations meditation. Affirmations can be an essential complement to mindfulness practices. By repeating positive statements that align with personal values and aspirations, drivers can cultivate a positive mindset and overcome self-limiting beliefs. Drivers can



Radical acceptance is a practice that involves accepting emotions, thoughts and circumstances that are unchangeable and out of your control. It is based on the idea that suffering comes not from pain but from one's resistance to pain.

integrate affirmations into a daily meditation practice, providing themselves with motivation, resilience and self-compassion.

Lastly, Moorhead guided the audience through a meditation practice that can cultivate compassion – a loving kindness meditation, which is all about directing well-wishes toward yourself and others. Find a comfortable position, close your eyes and take a few deep breaths. Then, silently repeat phrases like, “May I be happy, may I be healthy, may I be safe,” while focusing on feelings of love and kindness. Then, gradually extend these well-wishes to loved ones, acquaintances and even difficult people. This practice can help foster empathy, reduce road rage and create a more harmonious driving environment. Give it a try.

Mindfulness also offers valuable support in managing pain, anger and loss in everyday life experiences. By accepting and fully experiencing these emotions and sensations without judgment, you can reduce suffering and cultivate a more compassionate and resilient mindset. Mindfulness practices allow you to understand your emotional states better, respond skillfully to pain and anger, and find solace in times of loss.

Mindfulness can extend beyond personal well-being and cultivate compassion, generosity and wisdom. As a CMV driver, you can develop

a compassionate mindset by recognizing suffering in yourself and others.

Additionally, cultivating generosity involves giving to others and letting go of attachments to material possessions. And let us not forget about wisdom, which encourages a deeper understanding of the impermanent nature of life and the interconnectedness of all beings. CMV drivers must ensure their safety and the safety of others on the road. Mindfulness while driving involves:

- Paying close attention to the road
- Practicing defensive driving techniques
- Managing your emotions
- Minimizing distractions
- Maintaining a safe following distance

Bringing a present-moment awareness to your driving experience can reduce stress, enhance focus and promote safer driving practices. Mindfulness is a powerful tool that can enhance drivers’ well-being, both on and off the road. By incorporating mindfulness practices into their lives, drivers can better manage fatigue; reduce stress; navigate emotions; cultivate compassion, generosity and wisdom; and promote safer driving practices. Remember, you have the power to make a positive impact on yourself and those around you. Try embracing mindfulness and enjoy its benefits to your journey as a CMV driver. ■



Check out all three meditations and the full mindfulness webinar at www.nafmp.org/webinars.

Meditation timestamps in webinar:

Breath and Body Scan: 22:18

Positive Affirmations: 43:50

Loving Kindness: 1:01:10

Hey, That's My Stuff: Search and Seizure in Commercial Motor Vehicles

By **Chris Turner**, Judicial Outreach, Commercial Vehicle Safety Alliance



Before we begin, my disclaimer: This article is meant to be general, providing an overview of the landscape of a driver's rights and an inspector's authority to search a commercial motor vehicle (CMV). This article and its examples do not delve deeply into what can be intensive caselaw and doctrine. Drivers should adhere to company policies and always follow an officer's directives roadside – the courtroom is the place for disagreement. Officers/inspectors should, in turn, follow agency policies and procedures in addition to state law or caselaw for their jurisdiction.

Throughout my 25+ years working in the CMV inspection and legal arena, I've heard professional drivers say they don't have rights when they are in their CMV. Drivers have asked me how an inspector can look in the sleeper or in the back of their trailer without a warrant during an inspection. I've also heard officers say they did not need probable cause or a warrant to search a CMV, claiming they had carte blanche to search just because it was a CMV. Two things can be true at once: CMV drivers absolutely have rights, and law enforcement may not need to meet the same standards to stop or inspect a CMV as they would to search a passenger vehicle.

As we will explore in this article, stopping any motor vehicle is a seizure, and looking inside the motor vehicle and its contents or the trunk, sleeper berth or trailer is a search. Well-established caselaw from the Supreme Court and circuit courts govern the "rules" for search and seizure-related terms you've likely heard many times before, including "reasonable suspicion" and "probable cause."

Yet, law enforcement routinely enters the CMV, sleeper berth or trailer without either reasonable suspicion or probable cause, which can be challenging to comprehend. This article will explore the general legal standards of search and seizure and how these standards are altered when a CMV is stopped and inspected by a CVSA-certified inspector. There may be other types of inspections (e.g., border inspections, enforcement of size and weight, or inspections of livestock), which are not the topic of this article. Here, we will only discuss search and seizure as they relate to CVSA-certified inspectors and non-CVSA-certified law enforcement officers. Before we examine search and seizure involving a CMV, we need to consider what constitutes a search or seizure of a non-commercial vehicle.

The starting point for any analysis of search and seizure is the Fourth Amendment:

The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.'

The Fourth Amendment does not protect individuals from all searches or seizures, only those that are unreasonable.² This includes traffic stops.³ The Supreme Court has held that a "traffic stop constitutes limited seizure within the meaning of Fourth Amendment, and so must be justified by probable cause or, at least, reasonable suspicion of unlawful conduct, based on specific and articulable facts."⁴ Reasonable suspicion and probable cause are elusive concepts because there are no bright lines – no rules for when an officer has attained either. Yet, reasonable suspicion or probable cause are required for almost every traffic stop. Let's explore each concept to better understand what they are and how they apply to traffic stops.

Reasonable suspicion is an abstract concept that cannot be reduced to "a neat set of

legal rules.”⁵ Rather than a set of rules, the Supreme Court has provided a “totality of the circumstances” approach.⁶ This “allows officers to draw on their own experiences and specialized training to make inferences from and deductions about the cumulative information available.”⁷ When courts make a reasonable suspicion determination, they look at the totality of the circumstances to “see whether the detaining officer has a particularized and objective basis for suspecting legal wrongdoing.”⁸

“The prohibition against unreasonable searches and seizures is satisfied if the detaining officer’s action is supported by reasonable suspicion to believe that criminal activity may be afoot.”⁹

Probable cause is something more than reasonable suspicion. As an example, in *Carroll v. United States*, George Carroll and John Kiro were convicted for transporting intoxicating spirits in an automobile in violation of the National Prohibition Act.¹⁰ In this case, the Supreme Court held probable cause was met “if the facts and circumstances before the officer are such as to warrant a man of prudence and caution in believing that the offense has been committed, it is sufficient.”¹¹ Carroll also established what is generally known as the “automobile exception.” The Supreme Court has also held that motor vehicles are inherently mobile and may quickly move out of the jurisdiction or destroy evidence¹²; therefore, searching a motor vehicle without a warrant requires probable cause. Taking what is commonly referred to today as the Carroll Doctrine further, in the case of *Whren v. United States*, 517 U.S. 806 (1996), the Supreme Court held that “regardless of whether a police officer subjectively believes that the occupants of an automobile may be engaging in some other illegal behavior, a traffic stop is permissible as long as a reasonable officer in the same circumstances could have stopped the car for the suspected traffic violation.”

To summarize the concepts we’ve reviewed so far, officers need only reasonable suspicion when stopping non-commercial motor vehicles – although they may have probable cause. Reasonable suspicion is met where the officer has a “particularized and objective basis for suspecting legal wrongdoing” through the cumulative information available. An officer establishes probable cause if a “man of prudence and caution”¹³ would believe an offense has been committed.

Let’s use a common occurrence to illustrate the rules we’ve established for stopping a vehicle and subsequently searching that vehicle.

Late on a Friday night, near a bar district, a vehicle is traveling much slower than the posted speed limit and surrounding traffic. The driver is weaving the vehicle back and forth quickly and erratically across the lane with other traffic present but does not quite move out of the lane.

In our example, there is no traffic violation; however, given the articulable facts above, an officer trained to detect impaired drivers may reasonably believe the driver is impaired and stop the vehicle. Taking our example further:

The officer stops the vehicle and talks to the driver. While speaking with the driver, the officer sees a plastic baggie with a white crystal-like substance in the cup holder. Due to the officer’s training and experience, the officer recognizes the substance as methamphetamine.

The officer would have probable cause a crime was being committed and cause to search the driver, the vehicle and its contents for any other methamphetamine. Now that we have reviewed the requirements for reasonable suspicion and probable cause, which an officer must have when stopping and searching a non-CMV, we will examine how these rules are significantly altered when a CMV is stopped (seized) and inspected (searched) by a CVSA-certified inspector versus a non-CVSA certified officer.

The Supreme Court and all circuit courts have established caselaw whereby CMVs are subject to a reduced expectation of privacy due to their regulatory nature and the pervasiveness of federal and state regulations governing their operation.¹⁴ However, despite the diminished expectation of privacy, the Fourth Amendment still protects CMV operators from unreasonable searches, and these searches must be within the state’s statutory inspection program.¹⁵ We will first look at the diminished expectation of privacy and the test to determine if a search was reasonable and then turn to two states (Kansas and Florida) as examples.

The 10th Circuit held, in examining Kansas’ CMV regulations, that “a regulatory inspection is not premised on an officer’s on-the-spot perception that he has an individualized suspicion that the specific individual to be seized and searched is involved in criminal activity.”¹⁶ Rather, “an administrative search is instead premised on the individual subject to the warrantless seizure and search knowingly and voluntarily engaging in a pervasively regulated business, and on the existence of a statutory scheme that puts that

individual on notice that he will be subject to warrantless administrative seizures and searches.”¹⁷ Similarly, in 2008, the 11th Circuit (precedent for Florida) held “an administrative inspection of a closely regulated business is a well-established exception to the warrant requirement for a search.”¹⁸

Courts determine whether a warrantless inspection in a pervasively¹⁹ regulated business is reasonable using a three-part test:

First, there must be a “substantial” government interest that informs the regulatory scheme pursuant to which the inspection is made. Second, warrantless inspections must be necessary to further the regulatory scheme. Finally, the statute’s inspection program, in terms of the certainty and regularity of its application, must provide a constitutionally adequate substitute for a warrant. In other words, the regulatory statute must perform the two basic functions of a warrant: it must advise the owner of the commercial premises that the search is being made pursuant to the law and has a properly defined scope, and it must limit the discretion of the inspecting officers.²⁰

The first two parts of the test are satisfied by the Federal Motor Carrier Safety Administration’s (FMCSA) establishment of regulations for CMVs in commerce. The regulations are intended to decrease crashes and save lives, and inspections are necessary to ensure compliance with the regulations. States adopt by reference or have enacted substantially similar laws/regulations as required by FMCSA. To determine compliance with the final part of the test, we must look to state statutes in conjunction with the federal definition of a certified inspector and their authority.

The Kansas statute:

(b) The superintendent and members of the Kansas highway patrol are hereby authorized and directed to execute and enforce the laws of this state relating to public and private motor carriers of passengers or property, including any rules and regulations relating to such laws, and shall have the power and authority to require the driver of any motor vehicle owned or operated by any such carrier to stop and submit such vehicle to an inspection to determine compliance with such laws and rules and regulations.²¹

Continued on next page

Continued from page 23

The Kansas Administrative Regulations adopt the federal regulations by reference and require a state or local government inspector to meet the requirements of CVSA Operational Policy 4: Inspector Training and Certification²², and the inspector may only conduct an inspection at the level they are certified to conduct. (Scope and discretion as required by the test).²³ Florida, as another example, takes a slightly different legal path, resulting in the same framework by adopting the inspection procedures in the statute.²⁴ Florida, like Kansas, requires CMVs in commerce to submit to an inspection to determine compliance with the regulations, and inspectors must be CVSA certified.²⁵

If an officer is not certified to CVSA Operational Policy 4, randomly stopping the CMV for the inspection as well as the subsequent inspection would not meet the court's test for a warrantless search and seizure. Thus, officers who are not CVSA certified must have reasonable suspicion or probable cause to stop a CMV, just like they would any other vehicle. To search the CMV, the non-CVSA certified officer would need probable cause, a warrant or other legal exception.

Let's use another common example to illustrate the rules for a CMV stopped by a CVSA-certified inspector:

An inspector observes a CMV traveling on the roadway. The inspector initiates a traffic stop to complete an inspection. The inspector is certified to complete a CVSA Level I Inspection. The inspector enters the sleeper berth to ensure compliance with the sleeper berth regulations.²⁶ The CMV is carrying hazardous materials and the inspector opens the trailer to ensure compliance with the hazardous materials regulations.

In this example, the inspector stopped the CMV without reasonable suspicion or probable cause, entered the sleeper berth and opened the trailer without a warrant. The CVSA-certified inspector did so to complete the inspection, which was necessary to further the regulatory scheme. The inspector's actions are legal and satisfy the Fourth Amendment. Had the inspector found anything illegal, the

evidence would be admissible because it was discovered during the inspection. If, in our same example, the inspector was only certified to complete a CVSA Level III (driver only) Inspection, the inspector would not have been legally privileged to check for compliance with the sleeper berth requirements or to open the back of the trailer during the inspection to ensure compliance with the hazardous materials regulations.

In conclusion, stopping any vehicle is a seizure. Law enforcement officers need at least reasonable suspicion to stop any vehicle. To search a vehicle, law enforcement officers must have probable cause, a warrant or other legal exception so as not to infringe on the Fourth Amendment. When determining reasonable suspicion or probable cause, the courts look at the totality of the circumstance; each stop and search is fact-specific. However, the normal legal requirements for search and seizure are significantly altered when a highly regulated industry is involved.

Commercial motor vehicles are a pervasively regulated industry, and courts utilize a three-pronged test to determine if a stop and inspection are legal. The first two prongs are satisfied by the regulations promulgated by FMCSA and adopted or enacted by the states. That is, the regulations are necessary to reduce crashes and avoid injury and death on U.S. highways. Inspections are necessary to ensure drivers and carriers are complying with the regulations. The final prong of the test is satisfied by state laws. Those laws give notice to carriers and drivers who are stopped and inspected by a CVSA-certified inspector, and the inspection will be no more intrusive than the inspector is certified to complete. This means the inspector may conduct a driver or vehicle inspection, only at the level for which the inspector is certified.

Ultimately, CMV drivers continue to have Fourth Amendment Constitutional rights, and the inspector, while legally privileged to stop and inspect the CMV, does not have carte blanche. ■

REFERENCES

¹U.S. Const. amend. IV.

²*Carroll v. United States*, 267 U.S. 132, 147, 45 S. Ct. 280, 283, 69 L. Ed. 543 (1925).

³*Id.*

⁴*United States v. Whren*, 53 F.3d 371 (D.C. Cir. 1995), *aff'd*, 517 U.S. 806, 116 S. Ct. 1769, 135 L. Ed. 2d 89 (1996).

⁵*Id.*

⁶*United States v. Arvizu*, 534 U.S. 266, 268, 122 S. Ct. 744, 747 (2002).

⁷*Id.* at 747.

⁸*Id.*

⁹*Id.*

¹⁰*Id.* at 281.

¹¹*Carroll*, 267 U.S. 132 at 161.

¹²See generally *Carroll*, 267 U.S. 132; *Pennsylvania v. Labron*, 518 U.S. 938, 116 S. Ct. 2485, 135 L. Ed. 2d 1031 (1996). (If car is readily mobile and probable cause exists to believe it contains contraband, Fourth Amendment permits police to search vehicle without more).

¹³*Carroll*, 267 U.S. 132 at 161.

¹⁴*United States v. Herrera*, 444 F.3d 1238 at 1244 (10th Cir.2006), quoting *New York v. Burger*, 482 U.S. 691, 702-03(1987).

¹⁵*Id.*

¹⁶*Id.*

¹⁷*Id.*

¹⁸*United States v. Steed*, 548 F.3d 961, 963 (11th Cir. 2008).

¹⁹Different terms are used in court rulings they include pervasively, heavily, or closely regulated businesses.

²⁰*Herrera*, 444 F.3d 1238 at 1244.

²¹Kan. Stat. Ann. § 74-2108 (West).

²² Kan. Admin. Regs. 82-4-3d (adopting 49 C.F.R. § 385.207).

²³49 C.F.R. § 385.207.

²⁴Fla. Stat. Ann. § 316.302 (West)

²⁵*Id.*

²⁶See 49 C.F.R. § 393.76.

CVSA Conducts Commercial Motor Vehicle Traffic Enforcement Training Video Shoot in Texas

By **Kevin Andrews**, Traffic Enforcement Specialist, Commercial Vehicle Safety Alliance

On June 5-8, CVSA staff traveled to Midlothian, Texas, to shoot video footage for an upcoming CVSA commercial motor vehicle (CMV) traffic enforcement training course. This course will assist non-motor-carrier safety assistance program (non-MCSAP) traffic enforcement personnel to better understand the importance of CMV traffic enforcement.

The video shoot was a success, with credit for the pre-trip preparations going to Ofc. Lincoln Sweeney of the Cedar Hill (Texas) Police Department and Ofc. Chris Vinson of the Midlothian (Texas) Police Department. A huge thanks goes out to BCB Transport LLC of Mansfield, Texas, for volunteering a tractor-trailer and driver to support this project.

This training course will be produced in roll-call style training modules, providing officers with the convenience of completing the modules at their own pace and the flexibility of picking the training up where they left off. Each training module will be followed by a

short knowledge check and a certificate. The first training module will be released in the fall on CVSA Learning, which may be accessed by logging in to the CVSA member portal at www.cvsa.org/memberportal. Future training modules will provide non-MCSAP officers with additional CMV training in other aspects of traffic enforcement.

These modules will cover the reasons why basic CMV traffic enforcement needs to be a partnership among all law enforcement agencies. They will introduce officers to additional factors to consider when conducting CMV traffic enforcement, including preparing for a stop and preparing proper documentation. Officers will learn about the increased danger these stops pose and the necessary safety precautions that must be taken. The goal of this training is to better prepare officers to conduct effective CMV traffic enforcement and give them the confidence to feel comfortable doing it.

CVSA multimedia team members Ken Albrecht and Terry Moore worked tirelessly with CVSA Roadside Inspection Specialist Jeremy Disbrow, CVSA Traffic Enforcement Specialist Kevin Andrews, Ofc. Sweeney, Ofc. Vinson and the BCB Transport truck driver to complete several video shoots, still photographs and drone footage during the two-day shoot.

The development of this training is made possible through grant funding provided by the Federal Motor Carrier Safety Administration with a goal of reducing large truck and bus crashes by changing unsafe driving behaviors. ■



CVSA Posts New Inspection Bulletin on Inspecting Compressed or Liquid Natural Gas or Hydrogen in Bulk Packages

On June 21, CVSA posted a new inspection bulletin titled “2023-04 – Inspector Safety when Inspecting Compressed or Liquid Natural Gas or Hydrogen in Bulk Packages.”

This inspection bulletin was prepared in response to the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA) becoming aware of safety concerns when roadside inspectors conduct inspections on bulk packages containing natural gas or methane in compressed or refrigerated liquid forms and hydrogen in a compressed or refrigerated liquid form. This inspection bulletin is intended to raise awareness of this issue and provide safety guidance to roadside inspectors for conducting inspections on bulk package shipments of either of these gases or refrigerated liquids.

FMCSA, PHMSA and CVSA are focused on inspector and driver safety when conducting inspections of hazardous materials. Due to the rapid changes in worldwide and U.S. markets, increased quantities of natural gas or methane, refrigerated liquid (UN1972) and hydrogen, refrigerated liquid (UN1966) are shipped in MC-338 cargo tanks, cargo tanks meeting the requirements in §180.405(d) or cargo tanks operating under a current special permit. In addition, hydrogen, compressed (UN1049) and natural gas, compressed (UN1971) are shipped in high-pressure bulk cylinders operated under a special permit. Often, these high-pressure cylinders are enclosed in a trailer or freight container. Safety concerns have emerged when roadside inspectors are conducting inspections on these gases.

If any of these gases leak in a confined space, a flammable environment may be created. This is a significant safety concern for roadside inspectors, drivers and the public.

Hydrogen and natural gas are lighter than air. Air has a vapor density of 1. Hydrogen has a vapor density of 0.07. Natural gas has a vapor density of 0.6. So, both gases are lighter than air but will build up in a confined space.

The gas vapors can be ignited by static electricity, friction, flame or electronic devices carried by the roadside inspector. These electronic devices include but are not limited to radios, body cameras, cell phones, computers/tablets, tasers, personal radiation detectors, etc. **Remember, these gases are odorless.**

During an inspection, some motor carriers and their drivers are reluctant to open the rear compartment of an MC-338 cargo tank or the back of an enclosed trailer containing bulk cylinders due to the safety concerns about these two gases.

CVSA has created instructions on how to inspect these materials safely. For more information on performing an inspection under these circumstances, please see the inspection bulletin at www.cvsa.org/inspections/inspection-bulletins. ■





INSPECTOR'S CORNER

Looking Back

By **Michael Trautwein**, Senior Police Officer, Houston Police Department; North American Inspectors Championship Jimmy K. Ammons Grand Champion

By the time you are reading this, my last article Inspector's Corner article, there will be a new North American Inspectors Championship (NAIC) Grand Champion. Whoever that is, I would like to express my sincere congratulations.

This year, we held the Texas Challenge, known by many as the "Mini NAIC," on June 27 in Corpus Christi. Put on by the Texas Department of Public Safety (DPS) Training Unit, our state championship does an excellent job of mirroring the national competition. Texas DPS creates complicated scenarios, recruits volunteers and attracts sponsors to make the event a success. Texas Challenge also determines who we will send to NAIC. It is no secret that Texas competitors have been doing very well at NAIC over the years. I feel like this is a direct result of the state experience. Thank you to the Texas DPS Training Unit for creating such an excellent event, and to all the volunteers and sponsors who make it happen.

This year, I served as a judge on the Level I Inspection scenario. On day one, I told the 25 competitors to just relax and work through the scenarios calmly. This is easier said than done. I knew the pressure they were experiencing. I really enjoyed holding the clipboard and watching the competitors work through the inspection. They all did a great job.

The Grand Champion from Texas DPS was Tpr. Dustin Henderson from San Angelo. The Motor Carrier Safety Assistance Program (local member) Champion was Chris Vinson from Midlothian Police Department. Both of these men are strong competitors. In addition to determining who will advance to NAIC, these state-level competitions have many additional benefits. The first is the opportunity for law enforcement and industry personnel to meet and get to know each other, eliminating the

dividing line between them. We can discuss violations and procedures without the formality of a roadside inspection. These competition events also take good inspectors and make them even better. Each year that I competed in the Texas Challenge and NAIC, I left with more knowledge and sharper skills.

The Texas Challenge and NAIC experiences taught me several life lessons:

- 1. Preparation is a stepping stone to success.** As the old saying goes, failing to prepare means preparing to fail. I studied harder and longer each year to better prepare myself for competition. As a result, I was more successful each year at NAIC. I competed three times, finishing 8th in the first year, 5th the second time and finally, taking the Grand Champion title in 2022.

My mentor, 2017 NAIC Grand Champion Rommel Garcia, was always there to help me, time me on inspections and offer advice on how to be more efficient. A big thank you to Rommel.
- 2. Don't allow the voice of your fears to be louder than the other voices in your head.** I learned this lesson quickly. On the day I arrived at my first NAIC, I started listening to everything that was said by my teammates. People would point out competitors and say things like, "That guy is sharp; he is a hazmat instructor and he is slated to win this deal." They also pointed out other instructors and competitors that had competed several times before. I thought, "Surely there is no way I can win this on my first trip with all these talented inspectors." That was fear talking to me. Those competitors mentioned as likely winners ended up not placing in any of the categories that year.

While addressing the competitors at the Texas Challenge this June, I shared that experience, hoping they would learn from it. Anyone can show up and win the whole show if they are properly prepared. Don't let people – or your own doubts – get inside your head.

- 3. You never really lose unless you don't try.** The words "I can't" never accomplish anything. "I'll try," on the other hand, can perform wonders. Until you try, you don't know what you can or can't do.

While I learned this lesson way back before I started competing, winning NAIC made me truly aware of this wisdom. I remember my supervisors announcing the Texas Challenge each year and asking if anyone felt like competing. I passed up these invitations for years. I chose to avoid competition, fearing that I may not do well. I signed up as a volunteer in the 2016 competition and quickly realized how many opportunities I had missed out on for all those years I had said no. Knowing what I know now, if I could go back in time, I would jump in right away and try.

I am sure many inspectors have that same fear of competition that I did. My advice is to jump in and give it a try anyway. I guarantee that you will meet some new people and learn a thing or two. You may even have a little fun. Looking back, it has been a great experience competing, from the regional level, all the way to NAIC. I have met many wonderful people and learned many new things. Thanks again to Texas DPS, CVSA, competition sponsors and volunteers, and the Houston Police Department for allowing me to participate in these events. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

CVSA Advocacy Efforts Continue

As noted in previous editions of this column, work is underway developing the Alliance's next set of legislative priorities. The Reauthorization Task Force has been meeting over the summer months, reviewing outstanding asks and discussing new challenges and opportunities, as well as reviewing recent crash and fatality data to better understand where CVSA's efforts will be best focused. Based on these discussions, the group will survey the membership, engage with industry stakeholders and partner organizations and begin to craft recommendations for the Policy and Regulatory Committee to consider in the coming months.

Meanwhile, CVSA staff have been focusing their advocacy efforts on educating U.S. Congressional offices on the Alliance, its members and the organization's priorities. Over the summer, CVSA Manager of Government Affairs Margaret Edwards held nearly 150 meetings with Congressional offices, working to raise the Alliance's profile and recognition on Capitol Hill. To help government staff better understand the North American Roadside Inspection Program and the responsibilities of the roadside inspector, Edwards also arranged a series of inspection station visits for Congressional staffers. Staff are invited to visit an inspection station in Maryland and are walked through the vehicle selection process, observe a Level I Inspection and learn about all the tasks that come with being a commercial motor vehicle inspector. CVSA greatly appreciates the partnership with the Maryland State Police, who host these inspection station visits.

Finally, Ms. Edwards and CVSA Deputy Executive Director Adrienne Gildea met with committee staff and individual offices to continue to educate members on CVSA's

universal electronic vehicle identifier concept, as well as the enforcement community's ongoing concerns with abuse of the personal conveyance designation within the hours-of-service rules.

To help inform CVSA's advocacy related to personal conveyance and hours-of-service exemptions, CVSA has also launched two data collection initiatives over the summer and fall. First, CVSA is asking inspectors to report back to the organization on the use of personal conveyance as they conduct their daily inspections. CVSA is seeking to get a sense of how many drivers and motor carriers use personal conveyance and, when they do, if it's being used correctly. CVSA is also doing a targeted data collection on the use of the 150 air-mile agricultural exemption. In this instance as well, CVSA is seeking to get a sense of which carriers are using the exemption and how much.

CVSA staff will report the initial results on both of these initiatives at the 2023 Annual Conference and Exhibition in Grapevine, Texas. CVSA's Driver-Traffic Enforcement and Policy and Regulatory Affairs Committees will evaluate the data from these two studies and determine what policy recommendations are appropriate.

U.S. DOT Pushing Forward Safety Technology Proposals

The agencies within U.S. Department of Transportation (DOT) have been busy over the summer, making progress on several significant rulemakings impacting the commercial motor vehicle community.

In July, the National Highway Traffic Safety Administration (NHTSA) and the Federal Motor Carrier Safety Administration (FMCSA) issued a joint notice of proposed rulemaking requiring

automatic emergency braking systems on heavy vehicles.

In addition, both FMCSA and NHTSA have published information collection requests in the past few months to continue to inform their discussions and decisions related to commercial motor vehicles equipped with automated driving systems and advanced driver assistance systems.

Finally, NHTSA published an advance notice of proposed rulemaking regarding side underride guards. In addition, NHTSA held the first meeting of its Advisory Committee on Underride Protection earlier this summer. The committee is tasked with providing advice and recommendations to the Secretary of Transportation on safety regulations to reduce underride crashes and fatalities relating to underride crashes. During the kickoff meeting, Gildea was selected to chair the committee. The group will hold an open meeting in the fall, which will be announced in the "Federal Register." In addition to serving as chair of the Advisory Committee on Underride Protection, Gildea serves as vice chair on FMCSA's Motor Carrier Safety Advisory Committee.

Participation in these committees helps the Alliance more directly engage with the U.S. DOT and helps ensure the perspective of the roadside enforcement community is included in the groups' deliberations.

In August, FMCSA released an advance notice of proposed rulemaking proposing a new methodology for evaluating a motor carrier's safety performance. CVSA's Policy and Regulatory Affairs Committee will be reviewing this proposal and crafting the Alliance's comments at the annual conference. ■

NHTSA and FMCSA Propose New Safety Standard Requiring Automatic Emergency Braking Systems in Heavy Vehicles



The U.S. Department of Transportation's (DOT) National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) announced a [notice of proposed rulemaking \(NPRM\)](#) that would require heavy vehicles to have automatic emergency braking (AEB) systems that will mitigate the frequency and severity of rear-end crashes. NHTSA and FMCSA incorporated feedback from the safety advocacy community, industry representatives and other interested parties to address this critical safety need on America's roads.

"Advanced driver assistance systems like AEB have the power to save lives," said NHTSA Chief Counsel Ann Carlson. "This announcement is an important step forward in improving safety on our nation's roadways by reducing, and ultimately eliminating, preventable tragedies that harm Americans."

An AEB system uses multiple sensor technologies that work together to detect a

vehicle in a crash-imminent situation. The system automatically applies the brakes if the driver has not done so, or, if needed, applies more braking force to supplement the driver's braking. The proposed standard would require the technology to work at speeds ranging between low-speed (below 6 miles per hour) and high-speed (roughly above 50 miles per hour) situations.

"Establishing AEB standards is a key component of the National Roadway Safety Strategy," said FMCSA Administrator Robin Hutcherson. "This technology can enhance the effectiveness of commercial motor vehicle crash reduction strategies and reduce roadway fatalities."

According to NHTSA statistics, there are approximately 60,000 rear-end crashes a year in which the heavy vehicle is the striking vehicle. Once implemented, NHTSA estimates the proposed rule will prevent 19,118 crashes, save 155 lives and prevent 8,814 injuries annually.

The proposed rule, which fulfills a mandate under the Bipartisan Infrastructure Law, defines "heavy vehicles" as those having a gross vehicle weight greater than 10,000 pounds, such as heavy-duty trucks and buses. NHTSA proposed a similar [rule](#) requiring AEB systems in passenger vehicles and light trucks.

In January 2022, the U.S. DOT released the [National Roadway Safety Strategy \(NRSS\)](#), a roadmap to address the national crisis in motor vehicle fatalities and serious injuries.

The U.S. DOT also launched the next phase of the NRSS, the [Call to Action campaign](#), and released a one-year progress report with accompanying data visualizations that highlight the extent and magnitude of the U.S. roadway safety problem and ways to eventually bring the number of deaths on our roadways to zero. ■



FROM THE DRIVER'S SEAT

When You Hear Sirens, Move Over

By *Herschel Evans*, Professional Truck Driver and America's Road Team Captain

I have been a professional truck driver for over 35 years. There are many challenges that come with the job of being a professional driver. Trucks break down, and traffic does not always allow you to make it where you need to be on time. Just like any job, you accept these problems as being part of a normal day. You can't change them, and you can't let yourself be bothered by them because you must get the job done. If you did allow these mishaps to bother you, a long, enjoyable career as a professional driver would be very difficult to obtain.

Things that are out of your control are just that: out of your control. This includes the actions of impatient drivers. We live in a world of instant everything. A world of information is at our fingertips. We have become so accustomed to not having to wait that we sometimes let our impatience get the best of us. From my driver's seat, I recently witnessed this type of impatience, and it nearly cost a motorist his life.

On June 15, I was taking a set of loaded trailers from my terminal to another terminal on the north side of Atlanta, Georgia. It was a Friday evening around 8 p.m. If you know Atlanta, you know this is toward the end of our afternoon rush hour. Traffic was still heavy but had thinned out enough that drivers' speeds were higher than during peak rush hour. I slowed down as I came upon the scene of a car that had made a very hard impact with the median wall. A small white sedan was crushed extensively on the front end. I could see that the airbags had deployed. A few people had stopped their cars and had run over to assist. One woman caught my eye as I slowly drove by. The look on her face told me it was bad, and I knew I should offer my assistance. I safely parked my truck and ran back to see what I could do.

With my knife, I cut out the side curtain airbags of the car so we could access the cabin. The driver was unconscious and had fallen over into the passenger's seat. He was breathing, albeit very shallowly. His pulse was weak and difficult to find. He was in bad shape. A couple of other people who seemed to have some experience with first aid had also stopped to assist. We called 911 and were told help was on the way. We saw the emergency vehicles heading southbound on I-285, knowing they had to return northbound to access the scene. Those of us who had stopped to give aid were



afraid to move the driver for fear of spinal injury. It was safer to leave him still and breathing rather than risk moving him and causing further injuries. We began taking steps that could assist rescuers' efforts once they arrived, like wrestling open the driver's door, folding it back on its hinges, and removing the battery cables to lessen the potential for a fire. Since the driver's seat back was not holding him up, we folded it down. I also cut the seatbelt in a couple of places without moving the victim. Then, we waited...

I have been a truck driver in metro Atlanta for over 35 years. Most of my driving has occurred in heavy, fast-moving traffic. This type of trucking means I witness countless collisions, many of which are very bad. I cannot remember how many crash scenes I have witnessed where I have been one of the first people to stop and try to help. I do know that I have watched no less than four people take their last breaths at the scene of a crash. It never gets easier. Watching someone pass is such a helpless feeling. I knew from those experiences that this wreck had the potential to end badly. Getting help to this man quickly was extremely important.

The first emergency vehicle to arrive was a Georgia Highway Emergency Response Operator truck, which blocked lanes to protect the scene. This is where those impatient drivers took a toll on getting help to this man.

Instead of keeping the right shoulder clear for emergency vehicles, cars started driving up the right shoulder, so they did not have to wait in the traffic backup. They knew this was illegal: as the firetrucks and police cars started getting close to them, these impatient drivers tried to squeeze back into the traffic lanes instead of moving forward to make a clear path, attempting to avoid a ticket. Standing there with a man that was in dire need of help, it was extremely frustrating to watch a firetruck blaring on its horns and sirens while impatient motorists just sat in the way, blocking the path. It felt like it took forever – and it absolutely took much longer than it should have.

Thankfully, once the EMS vehicles were able to reach the scene, medics had the crash victim out of the car and in an ambulance in well under a minute. From the information I gathered later, I believe he survived his injuries. Wearing a seatbelt played a big part. Be buckled. Be ready.

If you ever find yourself in the vicinity of a crash, you can be a servant to others by keeping lanes clear for the rescuers to access the scene. Think about if it was your loved ones waiting for the emergency professionals to arrive and save their lives. Please be willing to delay your day by just a few minutes when seconds matter so much more to someone in an emergency. ■

National Traffic Law Center Resources

By **Bella Truong**, Staff Attorney, National Traffic Law Center

The National Traffic Law Center (NTLC) is a resource designed to benefit prosecutors, judges, law enforcement officers and others in the justice system. The mission of NTLC is to improve the quality of justice in traffic safety adjudications by increasing the awareness of highway safety issues through the compilation, creation and dissemination of legal and technical information, and by providing training and reference services.

The NTLC resources are offered to all prosecutors and traffic safety professionals free of charge and may be viewed from the **NTLC website** at www.ndaa.org. For specific resources, go to www.ndaa.org/resource/ntlc-resources.

- **CDL Quick Reference Guide**

www.ndaa.org/resource/CDL-Quick-Reference-Guide

One-page (front and back) reference for most issues related to commercial driver's licenses (CDL) and commercial motor vehicles (CMV)

- **Commercial Drivers' Licenses:**

A Prosecutors' Guide to the Basics of Commercial Motor Vehicle Licensing, Second Edition

www.ndaa.org/resource/CDL-Monograph
Explains the history and basics of CDL and CMV law

- **Commercial Driver's License: How to Establish a CDL Advisory Committee**

www.ndaa.org/resource/CDL-White-Paper-CDL-Advisory-Committee

Step-by-step guide explains how to establish a multi-agency working group focused on CDL licensing, enforcement, adjudication and recording issues to save lives on our roadways

- **Distracted Driving CDL Enforcement for Prosecutors and Law Enforcement**

www.ndaa.org/resource/CDL-Distracted-Driving

Serves as a primer for prosecutors and law enforcement on the investigation and prosecution of distracted driving cases involving CDL holders in CMVs and non-CMV

- **Masking Quick Reference Guide**

www.ndaa.org/resource/Masking-Quick-Reference-Guide

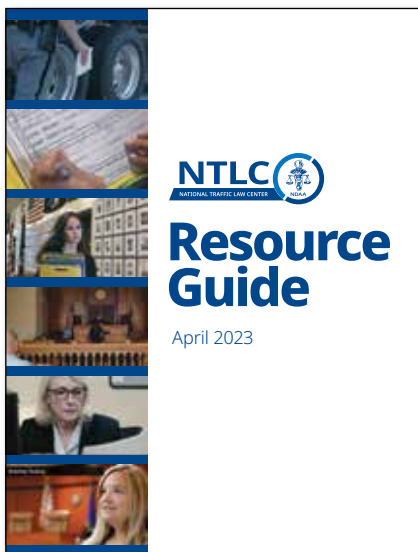
An easy-to-use step-by-step guide that explains what masking is, how masking is reported, the statutory authority prohibiting masking and examples of what constitutes masking by state actors

- **Mastering Masking**

www.ndaa.org/training/mastering-masking

Online training course, developed by national experts in cooperation with the Federal Motor Carrier Safety Administration, NTLC, and the National Center for State Courts, for new and practicing prosecutors, as well as other traffic safety professionals who desire to learn more about the legal and ethical consequences of plea negotiations involving CDL cases

For more information about NTLC's resources, or for assistance with any other traffic safety-related issues, contact Senior Attorney M. Kimberly Brown at MKBrown@ndaajustice.org or Senior Attorney Jim Camp at JCcamp@ndaajustice.org. ■



MARK YOUR CALENDAR

2024 CVSA Events

Go to www.cvsa.org/events to learn more.



Sharing Hazards: Things Carriers Can Do to Help Protect Officers

By **Dave Elniski**, BSc, CTSP, CRSP, Industry Advisor in Safety and Compliance, Alberta Motor Transport Association



As part of my role at the Alberta Motor Transport Association, I'm working on a project that involves identifying and describing specific sectors in Alberta's trucking and busing industries. While the focus is on Alberta, it has broader implications across North America.

Doing this work has dramatically expanded my sense of diversity when it comes to professional driving careers and vehicles. I spent years as a driver myself, mainly doing flatbed work throughout Canada and the western United States. At the time, I knew a fair bit about the different types of work my fellow drivers were doing. However, this project has broadened my perspective on the true scale of industry diversity and the many different career options available to professional drivers. It has also given me increased respect for commercial motor vehicle (CMV) officers, who are tasked with ensuring public safety in an incredibly complicated and ever-changing industry.

Drivers must be able to perform frequent inspections of their vehicles. While common components are found on all road-legal trucks and buses in North America, standardization cannot be taken for granted. Those who drive specialized vehicles must be taught what to look for by their employer, including hazards related to specialized equipment and cargo.

Every type of professional driving is a career in and of itself, and no one can know it all. However, law enforcement officers are placed in a position where they must inspect and make judgments about it all; this is no easy feat. Carriers can simplify this daunting task and reduce their vehicles' time in inspection by sharing information about the unique vehicle types and the work drivers do.

This is where carriers' safety staff can help CMV officers. In my time as a driver, fleet safety manager and now safety advisor at a trucking health and safety association, I have always found it easy and beneficial to share information with law enforcement organizations. I've written about this topic before, and it deserves repeated attention. Roadways are safer when law enforcement and carriers collaborate.

When a company brings aboard a new vehicle type or starts doing new kinds of work, it needs to identify potential hazards and share them with all staff who may be affected. Then, these new hazards can be built into ongoing training to ensure workers know how to safely inspect and operate the equipment. The education process should not stop here.

My advice to carrier safety professionals: share your safe work material, as appropriate, with

law enforcement you may encounter. I don't mean inundating them with all your safety policies and procedures, but rather to take the time to consider what aspects of your operations and equipment may be hazardous to an inspector who hasn't gone through your training program. Give specific examples to law enforcement agencies that may interact with your vehicles and drivers. As an extra measure, educational material can be placed in the vehicle for drivers to share with officers at the start of an inspection.

Through its training of CMV officers, the Commercial Vehicle Safety Alliance works to protect road users from hazards related to CMV operations. By providing information on potential hazards, carriers can, in turn, help law enforcement agencies keep officers safe when interacting with new vehicle types, specialized cargo and other hazards to which the carrier's staff may have become complacent.

We're all better when we work together and share our notes. Taking this sort of approach to hazard prevention may not only help a law enforcement agency better protect its officers, but also build trust between them, carriers and drivers. ■

Maverick Road Trainer Wins Million-Mile Safe Driving Award

By **Capillya Uptergrove**, Marketing Director,
Maverick Transportation



Professional driver Don Perry of Maverick Transportation

Don Perry, one of Maverick Transportation's most recent Million Mile Safe Driving Award recipients, has a long history of commitment to excellence and safety in the transportation industry. With an impressive 16-year career as a professional driver, Perry has accumulated over 1 million miles of crash-free driving. This remarkable accomplishment is a testament to his dedication to safety on the road.

"He's a true champion of safety on the road, and we are proud to recognize his achievements with our Million Mile Safe Driving Award," said Maverick Director of Safety and Compliance Brett Graves.

Perry also imparts his safe driving skills to others. He has been a Maverick road trainer for more than 11 years, which speaks to his character and penchant for teaching. "It also demonstrates why he is such a good fit for our company," added Graves. "Sharing

knowledge, experience and wisdom with the next generation of professional drivers is an integral part of our backbone when it comes to safety culture at Maverick."

"Becoming a safe driver takes more than just technical skills. It takes grit and determination to teach a student how to navigate the challenges of the road," said Graves. "The process involves teaching driving techniques, fatigue management, best practices and time management – it's an extensive list to manage. It also requires patience and an understanding that each student learns differently. A successful road trainer must be an excellent communicator and role model, instilling the importance of safety in every aspect of the job."

In 2019, Perry was handpicked from the Maverick road trainer pool as a Trainer Finalist and invited to Maverick's inaugural

Trainer Summit, where he met with multiple departments, management and leadership to discuss ideas to improve the road trainer/driver experience. He also provided critical feedback as an advocate for all of our road trainers. Maverick again selected Perry as a Trainer Finalist in 2021, when he was awarded Trainer of the Year, a very high honor among the fleet.

"In an industry that strives to achieve zero deaths, Perry stands out as a shining example of what can be achieved through a steadfast commitment to safety. His 1 million miles of accident-free driving is a remarkable accomplishment that serves as an inspiration to others in the transportation industry," said Graves. ■

Inspector Challenge Brings Industry and Law Enforcement Together to Boost Highway Checks and Balances

By **Ron Cordova**, Director of Safety and Compliance, Zonar

This year's Commercial Vehicle Safety Alliance (CVSA) International Roadcheck inspection blitz found a litany of violations, from mechanical issues to driver infractions. However, for officers and inspectors, safeguarding our roadways through International Roadcheck isn't just about the number of violations found. It's about the number of safe arrivals. Campaigns such as these and the North American Inspectors Championship (NAIC) are some of the ways CVSA draws attention to all that the work fleets, drivers and highway inspectors do to keep our roadways safe.

These moments make me look back on my time in commercial motor vehicle (CMV) enforcement with the New Mexico Department of Public Safety. For 21 years, I was part of the checks and balances that keep our roads safe. Regardless of what semi-trucks and tractor-trailers are hauling, CMV officers recognize their integral function in supply chains and want professional drivers to get to where they're going – and get there safely.

The challenge is relentless.

Earlier this year, I joined my current employer, Zonar, at the New Mexico Commercial Vehicle Enforcement Challenge in Albuquerque. Collaboration between public safety officials and the technology industry improves road safety and saves lives. As inspectors and officers, and even people like me who are working on the back end in the private sector, there's a certain pride in this work.

While competing for a chance to represent the state at CVSA's NAIC, officers and inspectors are tasked with taking a written test and performing a North American Standard Level

I Inspection, and general hazardous materials, cargo tank and motorcoach inspections. Zonar provided the electronic logging device (ELD) tablets used at the competition to check for hours-of-service violations. Officers and inspectors thumbed through eight days' worth of entries, just as they would roadside, looking for violations, such as a driver disconnecting their ELD down the road.

I've been going to the New Mexico competition since it started in 1993. In 1994, I represented New Mexico at NAIC, then known as the North American Inspectors Challenge, in Tampa, Florida. Looking back on that event nearly 30 years ago, I remember being in awe of the talent around me. These officers are among the best of the best.

This competition is based on the type of work I was doing every single day as a roadside inspector, but the scenarios aren't a one-to-one replica of the roadside experience. For instance, there's no clock ticking down when you're on the side of the road. You start the competition thinking that 55 minutes is a long time for a Level I Inspection, but when nerves come into play, it's easy to start rushing. That's when you miss things. You must balance where you spend your time.

NAIC was created to recognize roadside inspectors and enforcement personnel and promote inspection uniformity through training and education. These competitions are great training tools, too. Participants have opportunities to meet and learn from their peers, have conversations and use that information to grow as an inspector. I've made friends for life through NAIC. Officers and inspectors enthusiastically share their insights and experiences to help their peers improve,

whether finding and documenting violations or knowing when to put a vehicle out of service. Inspectors should take advantage of the opportunities at these competitions and put new learnings and techniques into practice when they return roadside.

These competitions also reinforce why inspectors use CVSA's 37-step Level I Inspection process. Each step, including documentation, is intended to lead to greater safety. If you follow it to the letter, you're guaranteed to be thorough. For example, maybe you spot a jump in engine hours or odometer values on the ELD or see other signs of an hours-of-service (HOS) violation. Technology can support this step-by-step inspection process, further increasing road safety. These types of observations are more important than ever: In May, the Federal Motor Carrier Safety Administration released an analysis comparing crash and HOS inspection data, which found higher rates of violations since the 2020 HOS rule changes went into effect. The changes added some flexibility to HOS rules, such as increasing the amount of time during which a driver can drive in adverse conditions.

All of us involved in this industry share a sense of personal responsibility to keep roads safe, and we all benefit from sharing our collective knowledge and resources. That's why our team at Zonar gave NAIC competitors an opportunity to see how our ELD tablets operate. We hope doing so helps build stronger relationships among all the stakeholders working toward the greater goal of safety.

It's not about the number of inspections performed or violations found. It's about all drivers arriving safely. ■



The 2023 New Mexico Commercial Vehicle Enforcement Challenge in Albuquerque.

CVSA LEADERSHIP

BOARD OF DIRECTORS

PRESIDENT

Maj. Jeremy "Chris" Nordloh
Texas Department of Public Safety

VICE PRESIDENT

Col. Russ Christoferson
Montana Department of Transportation

SECRETARY

Capt. John Hahn
Colorado State Patrol

PAST PRESIDENT

John Broers
South Dakota Department of Public Safety

REGION PRESIDENTS

Region I

Tpr. William Alarcon
New Jersey State Police

Region II

Lt. Ronald Jenkins
Oklahoma Highway Patrol

Region III

Maj. Jon E. Smithers
Indiana State Police

Region IV

Cory Ayon
New Mexico Department of Public Safety

Region V

Richard Roberts
British Columbia Ministry of Transportation and Infrastructure

REGION VICE PRESIDENTS

Region I

Cpl. James Thomas
Rhode Island State Police

Region II

F/Sgt. Travis Ingold
North Carolina State Highway Patrol

Region III

Lt. Mike Maytum
Nebraska State Patrol

Region IV

Tpr. Chase Livingston
Arizona Department of Public Safety

Region V

Krista Cull
Newfoundland and Labrador Transportation Regulation Enforcement

LOCAL PRESIDENT

Ofc. Lincoln Sweeney
Cedar Hill (Texas) Police Department

LOCAL VICE PRESIDENT

Ofc. Christopher Vinson
Midlothian (Texas) Police Department

NON-VOTING LEADERSHIP

ASSOCIATE MEMBER PRESIDENT

Derek Barrs
HNTB Corporation

ASSOCIATE MEMBER VICE PRESIDENT

Brett Graves, CDS
Maverick Transportation LLC

COMMITTEE CHAIRS

Crash Data and Investigation Standards Committee

Lt. Mike Maytum
Nebraska State Patrol

Driver-Traffic Enforcement Committee

Capt. Chris Barr
Indiana State Police

Enforcement and Industry Modernization Committee

Capt. Bart Teeter
Texas Department of Public Safety

Hazardous Materials Committee

Tpr. Joshua Anderson
North Dakota Highway Patrol

Information Systems Committee

Holly Skaar
Idaho State Police

Passenger Carrier Committee

Tpr. William Alarcon
New Jersey State Police

Policy and Regulatory Affairs Committee

Capt. Jon Olsen
Minnesota State Patrol

Size and Weight Committee

Brad Marten
Montana Department of Transportation

Training Committee

Lt. Ronald Jenkins
Oklahoma Highway Patrol

Vehicle Committee

Sgt. Robert Wittkowski
Iowa Department Of Transportation

PROGRAM CHAIRS

Commercial Vehicle Brake Manufacturers Council

Dave Engelbert
Hallex Commercial Vehicle Systems

Cooperative Hazardous Materials Enforcement Development

Sgt. Robert Daniels, Jr.
California Highway Patrol

Human Trafficking Prevention

Lt. Christopher Keller
Michigan State Police

International Driver Excellence Award

Paul Claunch
PrePass Safety Alliance

International Roadcheck

Maj. Michael Forman
Mississippi Department of Transportation

Level VI Inspection

M/Sgt. Todd Armstrong
Illinois State Police

North American Cargo Securement Harmonization Public Forum

Sgt. Marcus Studer
Michigan State Police

North American Inspectors Championship

Richard Roberts
British Columbia Ministry of Transportation and Infrastructure

Operation Airbrake

Lt. Aaron Hayden
Maine State Police

Operation Safe Driver

Jonathan Nicastro
New York State Department of Transportation

PBBT Users

Lt. Joseph Greene
Kansas Highway Patrol

CVSA SPONSORS

PREMIER



DIAMOND



PLATINUM



GOLD



CVSA SPONSORS

SILVER

American Bus Association
Austin Powder Company
Brake Tech Tools
Cardinal Transportation Ltd.
Cargo Transporters Inc.

FoxFury LLC
Loadometer Corporation
MANCOMM Inc.
Marathon Petroleum
Techni-Com Inc.

United Motorcoach Association
Usher Transport
Zonar Systems

BRONZE

American Pyrotechnics Association
AWM Consulting Service
Coach USA Inc.
DATTCO Inc.
Direct ChassisLink Inc.

Federal Motor Carrier Safety Administration
General Electrodynamics Corporation
Greyhound Lines Inc.
Groendyke Transport Inc.
Jade Transportation Services

Northbridge Insurance
The Davey Tree Expert Company
Tyler Technologies (NIC)
Western Express

FRIENDS OF CVSA

Institute of Makers of Explosives
J.E.B. Environmental Services LLC

Railsback HazMat Safety Professionals LLC
Wilbur-Ellis Co. LLC

Welcome

TO OUR NEW ASSOCIATE MEMBERS

As of Aug. 30, 2023

Artifact Logistics / Black Tie Transportation Bus Charters / Cline Wood, a MarshMcLennan Agency / Dennis K. Burke Inc. / Emerge Diagnostics
H&A Logistics Inc. / KLX Energy Services LLC / MCRYAN HAULING / Pi-Lit / Revoy / Simplex Automation and Design / Solera
Stevens Transport Inc. / The Andersons Inc.



99 M Street, SE, Suite 1025
Washington, DC 20003

 MARK YOUR CALENDAR

COHMED CONFERENCE

JANUARY 22-26, 2024
SAVANNAH, GEORGIA



Registration will begin in October for the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, a weeklong one-of-a-kind event for individuals involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods.

For more information, visit www.cvsa.org/events/cohmed-conference.