

# GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 31, Issue 1  
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## DRIVING CHANGE

The Power of Public Awareness Campaigns  
for Commercial Motor Vehicle Safety



The Variety of  
Non-Driving Tasks Facing  
Commercial Drivers

Texas Local Members  
Conduct Joint Truck Safety  
Inspection Detail

Hot Shot Carriers  
Pose Challenges for Inspectors  
Across the U.S.

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#### GUARDIAN

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Commercial Vehicle Safety Alliance



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CVSA is looking for interesting, relevant content for its quarterly magazine. We would be happy to consider your news, ideas, insights and articles on issues facing the commercial motor vehicle safety community for upcoming editions of "Guardian" magazine.

**The deadlines for upcoming editions are available at [www.cvsa.org/guardian-magazine/deadlines-for-submissions/](http://www.cvsa.org/guardian-magazine/deadlines-for-submissions/)**

**Questions?** Please contact CVSA Writer-Editor Emily Moorhead at [emily.moorhead@cvsa.org](mailto:emily.moorhead@cvsa.org).





# PRESIDENT'S MESSAGE

## Collaboration Is Key

By **Col. Russ Christoferson**, Bureau Chief, Montana Department of Transportation; CVSA President

Collaboration is key. As the CVSA president, one of my responsibilities is to attend conferences across North America representing the Alliance. In November 2023, I had the privilege of traveling to Ottawa, Ontario, to attend the Canadian Council of Motor Transport Administrators (CCMTA) fall program committee meetings, which are held in conjunction with the CVSA Fall North American Cargo Securement Harmonization Public Forum. The purpose is to provide a forum for the development of modern and consistent standards, practices, and priorities, and to contribute to the implementation of Canada's road safety strategies.

Event attendees comprised a diverse group from across Canada, representing most provinces and territories. Most of the attendees at the CCMTA meetings do not participate in the CVSA annual conferences or workshops, giving me the opportunity to meet new friends and colleagues, which was invaluable to me both personally and professionally.

During the open session day, three different committee meetings happened simultaneously: Compliance and Regulatory Affairs, Drivers and Vehicles, and Road Safety Research and Policies. CVSA Executive Director Collin Mooney and I attended the

Compliance and Regulatory Affairs Committee meeting on behalf of the Alliance, joining CVSA Region V President Krista Kull to provide updates on relevant topics and current issues within CVSA.

During the meetings, we heard a presentation on health and wellness for truck drivers and emerging new technologies in commercial motor vehicles (CMV). There was also a discussion on electronic logging devices, the transportation of dangerous goods in Canada, and a jurisdictional roundtable from each province and territory. As I sat back and listened to the different topics being discussed, I realized that they were all important matters that were also talked about at the CVSA workshops and annual conferences. Seeing firsthand how the Alliance works together with CCMTA and how we share the same interests and concerns highlighted the importance of these types of partnerships.

During my journey to Ottawa, I stayed overnight in Chicago and attended a Chicago Blackhawks hockey game. Throughout the game I could not help but focus on Connor Bedard – the rookie sensation and rising star player on the Blackhawks – each time he was on the ice. As I was watching, I recognized that although he is an elite player, Bedard cannot score goals and have all the assists

by himself. He relies on his team to achieve greatness. No matter his skills, if he were out on the ice by himself playing one-on-five hockey, he would no longer be an elite player. He could not rise to this level of excellence without teammates. I believe that CVSA is the elite player in commercial vehicle safety, but just like Connor Bedard, we cannot do it alone.

Many associations, organizations, stakeholders and groups are essential to commercial vehicle safety. CVSA, with you as its members, leads the way for everyone involved in the commercial vehicle safety realm. Henry Ford once said, "Coming together is a beginning. Keeping together is progress. Working together is success." The Alliance must continue fostering relationships and partnerships with other entities, working together to ensure we are all successful in making the roads safer. As we look to the future, the landscape of CMV safety will continue to evolve. It will look vastly different from now in 10 years and beyond. Collaboration will be pivotal in navigating the changes ahead, and the Alliance will continue to lead the way. I am committed to representing the CVSA throughout my term as president and working collaboratively to help build a future of which we can all be proud. ■



***"Coming together is a beginning. Keeping together is progress. Working together is success."*** — HENRY FORD



# EXECUTIVE DIRECTOR'S MESSAGE

## A Pillar for Informed Decision Making: The Crucial Role of Data Quality in Commercial Motor Vehicle Enforcement and Inspections

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

Data has become a cornerstone of decision-making across various industries in the digital age. When it comes to commercial motor vehicle (CMV) enforcement and inspections, maintaining the highest data quality standards is paramount to ensuring road safety, regulatory compliance and the integrity of regulatory processes within the transportation industry. Accurate and reliable data serves as the linchpin for ensuring fairness, transparency and adherence to regulations. This article explores the crucial role of data quality in CMV enforcement and inspections, highlighting its impact on safety, regulatory compliance, risk mitigation and the overall effectiveness of inspection processes.

### Enhancing Road Safety

Road safety is a top priority in enforcing CMV regulations; collecting accurate and reliable data is instrumental in identifying high-risk motor carriers and drivers, facilitating a targeted approach to enforcement efforts. It ensures that information related to driver qualifications, vehicle maintenance records and compliance with safety regulations is accurate and current.

High-quality data allows enforcement agencies to pinpoint potential safety non-compliance and take proactive measures to address it. For example, by analyzing data on driver hours of service and vehicle inspection reports, authorities can identify and intervene in situations where fatigue or mechanical issues may pose a safety risk on the road.

### Ensuring Regulatory Compliance

Regulatory bodies and law enforcement agencies rely heavily on data to monitor and enforce compliance with laws and regulations. CMV regulations are comprehensive and cover various aspects of safe driving, including driver qualifications, vehicle maintenance and cargo securement. Data quality is essential in ensuring that motor carriers and drivers adhere to these regulations. Timely and accurate data collection allows enforcement

agencies to monitor compliance effectively and take appropriate action in cases of non-compliance so they can ensure motor carriers and drivers adhere to CMV regulations.

From electronic logging devices tracking driver hours to vehicle inspection reports documenting maintenance activities, reliable data serves as the foundation for regulatory compliance. Without data quality, enforcement agencies may struggle to identify violations accurately, leading to potential safety hazards on the road. In the absence of reliable data, enforcement and regulatory agencies may struggle to identify and address violations and non-compliance effectively. Roadside, this can lead to potential safety hazards. It can also lead to a breakdown in the regulatory framework, allowing violations to go unnoticed or unaddressed, ultimately compromising the integrity of the enforcement process.

### Targeting High-Risk Motor Carriers and Drivers

Effective CMV enforcement requires the ability to identify and target high-risk motor carriers and drivers. Data quality plays a critical role in this process. Authorities rely on data to analyze historical safety performance, inspection results and violation patterns, and high-quality data enables regulatory bodies to identify motor carriers with a history of non-compliance or drivers with recurrent safety violations.

By focusing enforcement efforts on high-risk entities, enforcement agencies can maximize their impact on road safety. This targeted approach not only enhances the efficiency of enforcement operations but also ensures that resources are allocated where they are most needed.

### Streamlining Inspection Processes

Inspections are a cornerstone of CMV enforcement, and data quality is integral to streamlining inspection processes. Reliable data on vehicle maintenance, driver qualifications

and compliance history allows investigators to conduct thorough examinations efficiently. This efficiency is particularly crucial at roadside inspections, where timely and accurate information is essential for making on-the-spot decisions regarding the safety performance of a driver, commercial motor vehicle or motor carrier.

Moreover, high-quality data supports the integration of technology, such as pre-screening systems and automated inspection technologies. These advancements rely on accurate data to identify vehicles and motor carriers that warrant closer inspection, contributing to a more efficient and targeted enforcement approach.

### Facilitating Objective Decision-Making

Enforcement and inspection processes often involve making critical decisions that impact individuals, businesses and communities. Objective decision-making is crucial to achieving fairness and impartiality. High-quality data contributes to this objective by providing a solid foundation of accurate information upon which decisions can be based.

Whether it's determining the severity of a regulatory violation, imposing fines or taking legal action, decision-makers need to have confidence in the accuracy of the data at their disposal. Poor data quality can introduce biases, errors and uncertainties, undermining the credibility of enforcement decisions and eroding public trust in regulatory authorities.

### Facilitating Industry Accountability

Data quality not only benefits enforcement agencies but also fosters accountability within the CMV industry. Accurate and transparent reporting of safety performance data allows motor carriers to assess their own compliance status and take corrective actions as needed. This self-assessment, facilitated by reliable data, contributes to a culture of safety and compliance within the industry.



***Accurate and reliable data serves as the linchpin for ensuring fairness, transparency and adherence to regulations.***

Publicly accessible safety performance data also encourages healthy competition among motor carriers, as those with exemplary safety records are recognized and rewarded. This transparency is a powerful incentive for motor carriers to prioritize safety and compliance in their operations.

### **Building Public Trust and Accountability**

Public trust is another cornerstone of effective enforcement efforts. When the public perceives enforcement agencies as fair, transparent and accountable, compliance with regulations is more likely. Data quality plays a crucial role in building and maintaining this trust.

Transparent reporting of enforcement actions, supported by accurate and reliable data, helps demonstrate the efficacy and fairness of regulatory processes. Conversely, instances of inaccurate data or perceived inconsistencies can erode public trust, leading to skepticism about the effectiveness of enforcement efforts and the legitimacy of regulatory decisions.

In conclusion, in the dynamic landscape of CMV enforcement and inspections, the crucial role of maintaining high data quality cannot be overstated. From enhancing road safety and ensuring regulatory compliance to targeting high-risk motor carriers, streamlining inspections and investigations, fostering industry accountability, and building public trust, high-quality data is foundational to the success of enforcement efforts.

As regulatory landscapes evolve and become more complex and technology continues to play a growing role in transportation, the commitment to producing quality data becomes even more critical, ensuring that enforcement agencies can fulfill their mandate with integrity, fairness and effectiveness – and that CMV enforcement remains a driving force for safety on our roads. ■



## Roadside Technology

By **Rey Pierluisse**, Enforcement Officer/Safety Investigator, Motor Carrier Enforcement Division, Pennsylvania Public Utility Commission

The world today, in all its 197 million square miles, does not seem as vast as it once did. Such is the impact of the modernization of human civilization, particularly advancements in transportation and logistics. Ages ago, one would be hard-pressed to fathom the concept of modern world travel and the global access we currently experience. Thanks to human ingenuity, and courageousness, too, technologies have provided us with convenience and access unlike anything in previous centuries.

A healthy and stable flow of goods and resources is essential for any nation's economy to prosper. In turn, when the economy thrives, typically, the people flourish, too. And we, the people, are tasked with managing the movement of goods and resources efficiently and in the interests of public safety and health.

In many cases, transportation technologies have evolved at a rate that challenges our capacity to compile and analyze the data necessary to formulate appropriate thresholds and regulations to ensure these tools are used properly and safely. Technologies must continue to advance, enabling industry and the economy to thrive, while centering public safety in these advances. Even with all the gadgets and AI in the world, transportation safety begins and ends with people. This article will highlight the importance of human connectivity and a common desire to feel safe in such an uncertain world.

An in-depth study of archaic humans and their relationship with resources has shown that the migration of Neanderthals and Denisovans typically correlated with the movement or location of resources, such as food. We also have a comprehensive understanding of more recent nomadic civilizations and their connection with the land and resources. The Comanche, an indigenous people of North America, embarked on a migration known as the Proto-Comanche movement. The tribe headed southward towards warmer weather and an abundance of buffalo and horses. This was part of a larger phenomenon in which the Shoshone language family traversed through the Great Basin and across the Rocky Mountains.

In the age of technology and increased human capability, resources and goods are still aggressively sought after – only this time, societal movement is unnecessary. We can thank the many empires and nations that paved the way for us, literally and figuratively, to

allow the resources to be brought to the people instead of the other way around.

Grand invading empires and their conquests proved that logistics and efficiency were paramount to the accumulation of territory; however, these empires crumbled under the pressure of sustainability. We see this in the conquests of Alexander the Great, Napoleon, Genghis Khan, Attila the Hun and more. The Romans' contribution of advanced roadways and bridges – fragments of that system still present today – helped provide their commercial partners with access to the empire. Meanwhile, in their own modernization effort, the Mongols' concept of providing all soldiers with their own horses and transporting supplies via yak-powered wooden carts were just two of many innovations that allowed them to lay siege expeditiously. Today's railroad commodities, highway systems and air travel were eventual byproducts of the innovations made by empires such as these.

What sustains a nation? I do not mean a nation as in the social construct but rather a contiguous community of people spread throughout vast lands. A nation's sustainability depends on various factors, such as its form of government, sovereignty, culture, language, history, society, wealth and, notably, resources.

As mentioned, access to goods and resources is critical for the sustainability of any civilization. Today, this is accomplished through the complex world of logistics and travel: planes, trains and automobiles. Let us not be remiss in mentioning the internet and e-commerce. These provide us with almost unlimited access to people, information, goods, services and resources, made possible by the tenacity of the human mind and its creativity. The unlimited possibility of these technologies requires a series of checks and balances, particularly for those that could cross paths with the rights and safety of citizens. This is where regulators come in, setting processes in a particular field and creating enforceable legislation. In this case, let us discuss the transportation of goods and people – yes, we are finally here.

As we know, the Federal Motor Carrier Safety Administration (FMCSA) regulates the transportation of commercial motor vehicles (CMV) to reduce crashes, injuries and fatalities involving large trucks and buses. Established within the U.S. Department of Transportation on Jan. 1, 2000, pursuant to the Motor Carrier Safety Improvement Act of 1999 (49 U.S.C. 113), FMCSA aims to achieve this mission through

## 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



collaboration, education, research, technology and compliance. Since its inception, there has been a boom in cutting-edge transportation technologies, the likes of which we had previously only witnessed in sci-fi movies. From electric-drive CMVs to autonomous vehicles to state-of-the-art logistical software, the innovative minds of today are creating amazing tools and solutions for industry.

It takes a massive collaborative effort from agencies and industry to provide guidelines and procedures to address these new CMV technologies. Activating new technology on the road results in the development of inspection bulletins, operations policies and interpretations. This ongoing oversight is an arduous task that sometimes involves improvisation. Adaptability is key to overcoming adversity in this line of work.

Another critical component of new technology compliance and enforcement is outreach and community engagement. I enjoy providing the industry with safety presentations and mock inspections at carrier facilities. This opens a healthy, and sometimes lengthy, dialogue between inspectors and industry, leading to better-educated drivers and carriers, which results in improved compliance and a more safety-conscious driver.

In 2017, the year I began my employment as a CMV inspector and safety investigator, FMCSA introduced the electronic logging device (ELD) mandate. The mandate is a prime example of how technologies, industry and legislators can come together and seamlessly provide rules, guidance, complete solutions and clear answers for us inspectors roadside... yes, that was humor. Trying to engage industry and veteran drivers with a high-tech-centered rule was no easy feat – hence, the two-year window for the compliance deadline: December 2019. FMCSA, CVSA and state partners rolled out a plethora of outreach and educational programs and materials during the transition period. PowerPoints, brochures and many other job aids were created and at our disposal as we prepared to hit the roadside trenches.

Being on the frontlines conducting New Entrant Safety Audits and performing roadside North American Standard Inspections was quite interesting during this time of tech-meets-regs. From dozens of manufacturers being dropped overnight like a bad habit to guidance on personal conveyance and most of our inspectors having to wear an information technology (IT) hat to work, these were trying



Team Orange from North American Inspectors Championship 2023 in Columbus, Ohio. Left to right: Aaron Smith (Arizona), Christopher Vinson (Texas), Benjamin Minick (California), William Hughes (Louisiana), Davyd Mortensen (Wyoming), Tomasz Krolak (Minnesota), Roman Martinez (FMCSA), Rey Pierluisse (Pennsylvania Public Utility Commission) and team leader, Tad Rumas (Ohio).

times. Nevertheless, the people came together to provide guidance, education and resources to one another. Thank goodness for email and the mobile phone. Implementing this ELD rule put our resolve to the test. It also proved our patience and willingness to learn and educate others.

Modern technology has woven its way into just about every industry, and has taken off in the trucking industry, with regulators trying to keep up with the changes. They are tasked with fostering innovation alongside consumer protection and public safety. FMCSA has deployed a technology division tasked with developing transportation research projects. The agency has also incentivized states to develop technologies that streamline enforcement and compliance programs to improve highway safety via the Innovative Technology Deployment program. Some state partners have initiated their own technology task forces consisting of inspectors, administrative folks, legislators and IT personnel to help streamline and update state policies and procedures to evolve with the times. These task forces and safety committees are vital to providing proactive safety assurance and monitoring programs, reducing costs as operational efficiency is refined through data collection and program coordination.

At the end of the day, folks, human connectivity and communication get the job done. In the age of email and text messaging, the human element has been diluted into the convenience of characters and emojis. Still, there is no substitute for physically getting together in the same room and having a discussion. This is how we have exchanged energy and ideas for

thousands of years. Our genetic programming has not changed. Technology can be a beautiful thing; however, it must be developed responsibly. The conversations on this topic must continue, and the work must keep a steady pace if we are to progress productively toward the end of this century. Like anything worthwhile, maintaining safety on our roadways is not easy, but it is worth our time and effort. ■



A safety presentation by Tpr. Anthony Falgares (Pennsylvania State Police) at Haines and Kibblehouse, a civil contracting and construction materials solutions group.



"Sometimes it takes karate hands to get the point across." Taken at a Lehigh Carbon Technical Institute Safety Seminar in Schnecksville, Pennsylvania.



## Local Collaboration Between Boston and Everett Fosters Strong Relationships

By **Robert Cordasco**, Special Operations, Boston Police Department

The Boston Police Department (BPD) Commercial Vehicle Enforcement Unit, also known as the Truck Team, became fully operational in 2005. Currently, Boston is one of only three local departments in the state of Massachusetts with a dedicated full-time commercial motor vehicle (CMV) unit. However, other municipalities have officers who are certified Federal Motor Carrier Safety Administration safety inspectors and are assigned to their respective departments' traffic bureaus. The BPD Truck Team frequently works with fellow certified officers from the neighboring city of Everett.

The BPD Truck Team currently consists of three full-time officers and a supervisor. They are all certified to conduct:

- ✓ Level I Inspections
- ✓ Bulk Hazmat
- ✓ Non-Bulk Hazmat
- ✓ Other Bulk Packages
- ✓ Passenger Carrier

In the northeastern U.S., the major distribution center for the New England states is the Chelsea Produce Market, located directly outside of Boston in Chelsea, Massachusetts. Thousands of CMVs travel through Boston, as well as neighboring city Everett, on a weekly basis. Additionally, many hazmat vehicles utilize those same routes traveling to and from refineries and the Liquefied Natural Gas Terminal located in Everett, as well as through Boston. Due to the heavy flow of traffic in Boston and Everett, police frequently combine resources to effectively ensure compliance of CMVs traveling through these cities. The partnership between local departments continues to foster a strong working relationship.

The photos in this article are from a recent combined hazmat inspection detail between Boston and Everett police in Sullivan Square, which borders both cities. ■









# North Carolina State Highway Patrol Commercial Vehicle Enforcement Section Updates

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

## Wreaths Across America

Wreaths Across America invited members of the North Carolina State Highway Patrol (NCSHP) Commercial Vehicle Enforcement (CVE) Section to participate in its 2023 National Wreaths Across America Day, a wreath-laying ceremony at military cemeteries across the country in respect and honor of fallen military members.

The tradition began more than 30 years ago and is held annually on the second or third Saturday of December. Through the event, Wreaths Across America furthers its mission to remember the fallen, honor those who serve and teach the next generation the value of freedom. According to the organization, every year, a convoy of trucks, local law enforcement, staff and supporters stop at schools, monuments, veterans' homes and communities along the way to talk about the mission and remind people how important it is to remember, honor and teach about our military members.

The most recent Wreaths Across America event occurred on Dec. 13, 2023. Melissa Anderson, safety manager of the Walmart Distribution Center located in Hope Mills, North Carolina, coordinated four trucks in the Wreaths Across America Honor Fleet, hauling the veterans' wreaths. The trucks began their journey from Maine and stopped at designated Walmart Distribution Centers to hand off the wreaths. They traveled from Maine to Pennsylvania, Delaware and Virginia, then joined us in Hope Mills and Shelby, North Carolina, before departing to destinations in Georgia and Florida.

Participating NCSHP members included Cpt. J. A. Memory, IV, 1st Sgt. Edwards, Tpr. Bunce and Tpr. Davis. CVE members escorted the trucks from the Cumberland County line on I-95 to exit 49 in Hope Mills. Members attended the service as the inbound trucks dropped off the trailers during the wreath hand-off ceremony. The drivers of the receiving trucks attached themselves to the trailers when they were ready to leave. The NCSHP escorted the outbound trucks to the 87- and 89-mile markers. It was the honor of the NCSHP CVE Section to participate, and we look forward to assisting in Wreaths Across America events in the future. ■



The Wreaths Across America trucks hauled wreaths for veterans all along the East Coast.



The Walmart drivers and NCSHP CVE members head out on the road to remind the public how important it is to remember, honor and learn about the military.



The NCSHP CVE Section and the Hope Mills Walmart Distribution Center were humbled to participate in Wreaths Across America in December 2023.



NCSHP CVE members and Walmart professional drivers joined forces to assist in Wreaths Across America.





Left to right: Tpr. J. E. Britt, DPT, A. F. Nelson, 1st Sgt. D. B. Finch, Jr., Lt. C. G. Harris, Sgt. W. J. Henning, II, Col. F. L. Johnson, Jr., Cpt. S. Chavis, Sgt. B. R. Phillips, Tpr. J. C. Patawaran, Jr., Tpr. R. J. Alphin, Jr.

## Operation Safe Travel

Operation Safe Travel took place on Nov. 21, 2023, with officers focused on conducting safety compliance inspections of commercial motor vehicles (CMV) and detecting distracted, drowsy and impaired operators. This was achieved using roadside and weigh station contact throughout North Carolina. First Sgt. D. B. Finch facilitated and coordinated this operation.

Operation Safe Travel is a multi-troop operation consisting of troops B, C and I. Over 100 NCSHP troopers and sergeants participated. The operation included LiDAR operation on every interstate roadway in Troop C and four different CMV operations. Two of the four operations used the Acusensus Heads-Up Realtime Distracted Driving Enforcement System to conduct CMV inspections on I-95 and I-85. Acusensus consists of a group of cameras that use artificial intelligence to detect seatbelt usage and hands-free distracted driving. Additionally, officers conducted size and weight enforcement and inspection stations in the I-40 rest area in Johnston County and the I-95 weigh station in Halifax County.

NCSHP conducted a total of 164 CMV inspections, placing 20 CMVs out of service and issuing 366,700 pounds in overweight penalties. The Acusensus System was utilized on I-95 and I-85, resulting in over 100 charges for CMV restraint violations and cell phone use. Overall, over 260 charges were issued during this operation, including more than 200 charges for speeding and seatbelt citations. Three impaired drivers were removed from our interstates during the operation as well.

Per 1st Sgt. Finch: "Together we made a huge impact on our roadways and left a lasting impression on the motoring public. The combined effort made a great impact on the motoring public's driving habits during the busy holiday travel season." ■



NCSHP conducted a total of 164 CMV inspections, placing 20 CMVs out of service and issuing 366,700 pounds in overweight penalties.



## Florida Highway Patrol Updates

By **Tpr. Troy Thompson**, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

### Tpr. Brian Lundy Named Florida Trucking Association 2023 Commercial Vehicle Enforcement Trooper of the Year

On Oct. 25, 2023, the Florida Trucking Association recognized Tpr. Brian Lundy as the 2023 Commercial Vehicle Enforcement Trooper of the Year. Tpr. Lundy, currently assigned to the Florida Highway Patrol Commercial Vehicle Enforcement Midway Station, was recognized for his continuous outstanding performance. He has consistently performed his enforcement and inspection responsibilities at the highest levels, removing more than 800 unsafe drivers and vehicles from Florida's roadways due to imminent hazards this past year. In addition to his normal activities, Tpr. Lundy is very active in interdicting criminal activities and has become skilled at identifying and recovering stolen vehicles and cargo. Last year, Tpr. Lundy recovered 20 stolen trailers and one stolen truck tractor, totaling more than \$1 million worth of assets. Recognizing his expertise, partner law enforcement agencies frequently call upon Tpr. Lundy to assist with the development of their stolen vehicle and cargo cases. ■



Tpr. Lundy receives his award as Florida Trucking Association 2023 Commercial Vehicle Enforcement Trooper of the Year.

### Post-Crash Training

From Dec. 11-22, 2023, the Florida Highway Patrol's Office of Commercial Vehicle Enforcement hosted a post-crash training class in Orlando. Additionally, members of the Georgia State Patrol, Tennessee Highway Patrol and Mississippi Highway Patrol participated in the training, designed to improve the quality and consistency of post-crash inspections and reporting by commercial motor vehicle law enforcement personnel. ■



Members of the Georgia State Patrol, Tennessee Highway Patrol and Mississippi Highway Patrol come together to participate in Post-Crash Training in Orlando, Florida.

### Tpr. Toni Schuck Recognized by Multiple Organizations for Heroic Actions

The month of October 2023 was full of recognition for the bravery of Tpr. Toni Schuck, currently assigned to the Florida Highway Patrol Commercial Vehicle Enforcement Hazardous Materials/Preventative Radiological and Nuclear Detection team. On Oct. 13, 2023, the American Police Hall of Fame located in Titusville, Florida, named Tpr. Schuck Law Enforcement Officer of the Year. Additionally, on Oct. 22, 2023, the American Petroleum Institute recognized Tpr. Schuck as Florida Trooper of the Year, and on Oct. 25, 2023, the Florida Trucking Association recognized her as the 2022 Commercial Vehicle Enforcement Trooper of the Year.

Each of these recognitions stemmed from an event that occurred on March 6, 2022. Tpr. Schuck was working near the Sunshine Skyway Bridge in Tampa while it was shut down for the 5th Annual Armed Forces Skyway 10k Run. More than 7,000 participants attended the event. Troopers were notified of a reckless driver heading toward the event area at speeds in excess of 100 miles per hour. The driver had already maneuvered around and through roadway lane closures, law enforcement

personnel, highway signs, traffic cones and safety barrels. Tpr. Schuck was the last line of defense between the driver and thousands of unsuspecting race participants.

Tpr. Schuck observed the reckless vehicle approaching with no indication of stopping. Without hesitation or regard for her own personal safety, Tpr. Schuck positioned her vehicle in front of the approaching vehicle. The reckless vehicle struck her patrol vehicle in an explosive head-on collision. The crash resulted in injuries to both Tpr. Schuck and the reckless driver, who was later discovered to be impaired. Tpr. Schuck's heroic actions likely saved countless lives that day. ■



Check out  
Guardian Q2 2023  
for a full story on  
Tpr. Schuck's  
heroic actions.



Tpr. Toni Schuck receives the American Police Hall of Fame Enforcement Officer of the Year award.

## REGION II

## Partner Organizations Gather for SafeDRIVE Meeting

On Nov. 14, 2023, partner agencies across the eastern U.S. participated in a SafeDRIVE meeting to review past performance and plan five new enforcement waves in 2024. SafeDRIVE was started in 2013 to prevent traffic crashes and reduce fatalities, injuries and economic losses. Over the past 10 years, the effort has grown from four participating states to 15, along with partners from the Federal Motor Carrier Safety Administration (FMCSA). Each state leverages data-driven approaches to focus high visibility, enforcement, outreach and education efforts during three-day events on interstate highways where crashes commonly occur. Past efforts have demonstrated a strong correlation between increased enforcement and reduced crashes. ■



Fifteen agencies from across the eastern U.S. participated in a SafeDRIVE meeting in November 2023.

## Christmas Dream Machine

The Florida Highway Patrol's Office of Commercial Vehicle Enforcement at Lake City Station participated in the Christmas Dream Machine, a program that gives families in need a special Christmas. Most requests include necessities such as clothes, toothbrushes, toothpaste and other such items that many people take for granted. The Lake City district donated these necessities and provided toys for a five-year-old boy who may have otherwise received no presents. This child had a brighter Christmas due to the generosity of the troopers in the Lake City district. ■



Officers from the Florida Highway Patrol Office of Commercial Vehicle Enforcement gathered clothes, toothbrushes and toothpaste for families in need, as well as Christmas presents for a five-year-old boy.

## Austin Police Department Conducts Bus Inspection Event

By **Sgt. Jerry Floyd**, Commercial Vehicle Enforcement Unit, Austin (Texas) Police Department

The Austin (Texas) Police Department Commercial Vehicle Enforcement (CVE) Unit conducted 187 bus inspections during a one-day event held at the Formula One Racing event at the Circuit of the Americas track. Thirty-nine inspectors from the Travis County Sheriff's Department, Texas Department of Public Safety, Federal Motor Carrier Safety Administration, Cedar Park Police Department, Leander Police Department, Brownsville Police Department, and Austin Police Department participated in the event. A big thank you to all the agencies who helped. We truly could not have done it without you all.

As a result of these efforts, 41 buses and nine drivers were placed out of service. Inspectors discovered 174 violations, including issues with brake hoses, tires and brakes. The driver violations were primarily logbook violations, with a few drivers downgraded for medical card expirations. The Austin Police Department CVE Unit works with Formula One Racing every year to inspect the buses used for transporting race enthusiasts to and from the racetrack. The buses are brought in early so inspections can be performed and violations corrected before the buses start transporting the fans. Everyone worked together, making the day go by quickly for the officers and the bus drivers. ■



187 bus inspections were completed at a Formula One Racing Event at the Circuit of the Americas track.



Inspectors from the Travis County Sheriff's Department, Texas Department of Public Safety, Federal Motor Carrier Safety Administration, Cedar Park Police Department, Leander Police Department, Brownsville Police Department, and Austin Police Department participated in this cooperative inspection, which takes place each year during the Formula One racing event.



## Midlothian Police Department Conducts Enforcement Detail

By **Chris Vinson**, Commercial Vehicle Enforcement, Midlothian (Texas) Police Department

The Midlothian Police Department Commercial Vehicle Enforcement detail was held on Dec. 12, 2023, as a one-day event. Nine Texas agencies participated, including the Midlothian Police Department, Cedar Hill Police Department, Arlington Police Department, Grand Prairie Police Department, Wylie Police Department, Fort Worth Police Department, Dallas Police Department, Ellis County Sherriff Office and Texas Department of Public Safety. Four safety professionals from various companies were also there to observe. We inspected 44 trucks, placing 20 vehicles and three drivers out of service. These results represent a four-hour random selection of trucks from U.S. Highway 287 and resulted in a 45% out-of-service rate. ■





## REGION II

## Texas Local Members Conduct Joint Truck Safety Inspection Detail

By **Chris Vinson**, Commercial Vehicle Enforcement, Midlothian (Texas) Police Department

In October 2023, 18 officers from eight different municipal agencies came together in Mansfield, Texas, to conduct a joint truck safety inspection detail. The municipalities were: Mansfield, Grand Prairie, Midlothian, Cedar Hill, Arlington, Fort Worth, Wylie and Frisco police departments.

They worked together for three and a half hours, inspecting 33 trucks and detecting 185 violations. Fourteen vehicles and three drivers were placed out of service. This is one example of how small municipal commercial motor vehicle enforcement units can pool resources to have a larger impact on highway safety. This group conducts these details at various locations on average once a month. ■





## Texas Local Members Demonstrate Roadside Walk-Around Inspection

By **Chris Vinson**, Commercial Vehicle Enforcement, Midlothian (Texas) Police Department

In October 2023, officers Chris Vinson, from the Midlothian (Texas) Police Department, and Jason Belz, from the Arlington (Texas) Police Department, demonstrated a commercial motor vehicle roadside walk-around inspection for members of the Texas Trucking Association.

The officers covered all the inspection items and explained to the members why certain items may catch their eye more than a driver's eye. This demonstration gave companies a better idea of what they can provide their drivers for pre-trip inspection training. In addition to the practical demonstration, officers explained why violations are listed a certain way on the inspection report and emphasized the need for inspection standardization. Most importantly, the officers explained the importance of getting involved with CVSA, which will give them a voice in these matters and a better understanding of the regulations and rules governing the industry. ■





## REGION III

## Hot Shot Carriers Pose Challenges for Inspectors Across the U.S.

By **Tom Forbes**, Motor Carrier Enforcement Chief, Public Utilities Commission of Ohio

Hauling goods, small or large, is vital to U.S. economic infrastructure. Most commercial motor vehicle (CMV) drivers and companies are on the up and up, meeting the regulations put in place to keep our roadways safe. However, some attempt to skirt their responsibilities.

During a class that I was teaching on cargo tank inspections for the Illinois State Police (ISP), it was brought to my attention that ISP had conducted stops, resulting in multiple violations, on two “hot shot carriers” from Ohio that were transporting automobiles. A hot shot carrier is typically a small dually truck (a heavy-duty pickup truck with two sets of rear wheels) pulling a light- to medium-duty trailer. After obtaining the information from ISP, I directed our staff to open a compliance investigation. While investigating the company, we realized the issue was more significant than what was revealed in these stops. Really, that was just the tip of the iceberg.

Through research, we found that the carrier had a history of operating without a commercial driver's license (CDL), producing false logs, employing drivers who aren't proficient in English (a violation of CDL requirements), having no international registration plan or international fuel tax agreements, and improperly registering with Unified Carrier Registration. Additionally, we found that the company's U.S. Department of Transportation registration showed only one truck and one driver. However, inspections indicated that the company had over 100 trucks and drivers, with trucks rated at 14,000 gross vehicle weight rating (GVWR) and trailers rated at 12,000 GVWR.

### Next Steps

Attempts to contact the motor carrier ended in another roadblock. We received no response to telephone calls, emails or traditional mail service. A visit to the physical address was a dead end, as no building existed. Our next step was to work with the Ohio Federal Motor Carrier Safety Administration (FMCSA) office to process a denial of access, placing the company's USDOT number out of service (OOS). While this could have been the end of the investigation, we discovered that the company still had several units operating after being declared OOS. Further investigation included running vehicle identification numbers for the trucks, which led me to find many of the trucks from this hot shot carrier had been inspected under a new carrier name despite having the same trailer and driver information.

*A hot shot carrier is typically a small dually truck pulling a light- to medium-duty trailer.*



As this issue unraveled, I compiled a list of carriers operating under the same scheme. The list was distributed to Midwest Motor Carrier Safety Assistance Program (MCSAP) agencies as a resource. Two years later, we now have a record over two pages long, listing offending carriers placed OOS and those still operating under the scheme. We continue to update the list monthly, and the distribution list has grown well beyond Midwestern states. The wider distribution has helped us to discover violation trends more quickly and provide better information on what to look for in inspections.

### Findings From the Field

Working on this issue, we have discovered several trends that violators follow:

1. The carrier gets a new USDOT number showing one truck and one driver. They use a fake address. Over a few months, they have several hundred inspections and are labeled high-risk in the FMCSA system. When the agency doing a safety audit (SA) or a compliance investigator attempts to contact the carrier, the carrier does not respond, leading to an OOS for an SA no-show. Then the carrier repeats the process under a new business name.
2. To get started, the carrier steals the name and USDOT number of a small trucking company. Fraudulent lease agreements are faxed to the lease operators. In one case, the actual company had a half dozen MCSAP inspections during the previous seven years, all with the same tractor, trailer and driver. After the name is stolen, there are about 25 inspections per week. Due to our work with

the offending carriers list, a law enforcement officer knows to stop a driver operating under the stolen information and files felony business identity theft charges against the driver, impounding the truck, trailer and load.

3. Carriers trying to avoid detection of these schemes use a paper sign in the truck window with the company name and USDOT number. Sometimes, these carriers print the signs at truck stops to change them out on the go. We have seen drivers change the name and USDOT number while a roadside inspection is taking place in an attempt to get back in service, getting a new name and number all within 20 minutes.

### Where We Go From Here

In Ohio, we have started scheduling inspection periods, targeting non-CDL vehicles and utilizing portable scales to determine whether a CDL is required. During these periods, our inspectors will stop approximately 20 vehicles a day, and about half the drivers are placed OOS for not having a CDL and another five for falsifying logs.

To help stop the current scheme drivers use to circumvent regulations, we need to jointly work with FMCSA and the MCSAP agencies to make non-compliance more costly than being compliant.

Violations by hot shot carriers are an issue in every state. Many dedicated MCSAP inspectors are working hard to make a difference. By working together to share information, we can crack down and reduce the number of offenders on our roads. ■

# UPDATES FROM Mexico

## Intertraffic Mexico

Intertraffic is a regional meeting on infrastructure, traffic management, safety, security and smart mobility that took place in Mexico City, Mexico, on Nov. 14-16, 2023. The event theme was “smart, safe and sustainable mobility for all.”

The event provided a platform for inter-institutional, governmental and inter-business dialogue, sharing experiences, knowledge and investment opportunities.

The lecture series was divided into three topics:

- ✓ Smart mobility for global trends in autonomous, connected, electric and shared mobility
- ✓ Road safety for analysis of internationally proven concepts for safe roads
- ✓ Vision Zero and sustainable urban mobility as an integrated approach to city infrastructure, mobility planning and public transport

During Intertraffic, the Undersecretary of Transport of the Ministry of Infrastructure, Communications and Transport (SICT) Rogelio Jiménez Pons shared the perspective that Mexico is developing with mobility in road safety conditions in mind.

Jiménez Pons mentioned this is a historic moment for Mexico because of nearshoring, the trend of businesses locating shipping and manufacturing operations closer to customer bases, lowering transportation costs and increasing delivery speed. This shift drives the creation of new policies and logistics models to improve national competitiveness through road safety and sustainable mobility. This is achieved through technologies like telematics and intelligent transport systems, such as drones connecting urban centers, which will help achieve sustainable travel. The government will facilitate these changes while society fosters a culture of mobility with a comprehensive environmental and social justice vision. ■



## Advancement of Women in the Mexican Federal Transport Sector

The effort to incorporate women in the Mexican federal public transport sector has been an institutional challenge that the industry has been working to address in recent years. However, the SICT has seen an opportunity for change by positioning itself, together with other institutions, to work as a transforming entity regarding gender equality.

The General Directorate of Federal Motor Transport (DGAF) has embarked on initiatives to include women in the sector, recognizing their role as agents of change in productivity and economic growth.

Currently, the number of women operators of federal commercial motor vehicles has increased from 0.2% (2018) to 0.7% (June 2023), according to the number of licenses issued, which means that 4,858 women professional drivers operate on Mexican roads, 81% of whom drive cargo vehicles and 19% passenger vehicles.

Meanwhile, in the Industrial Work Training Centers, 11 women have received merit-based scholarships in subjects related to road safety and the operation of commercial motor vehicles.

In the same vein, the National Association of Bus, Truck and Tractor Producers and the National Chamber of Freight Transportation launched initiatives to integrate women into the production chain.

In addition, in the area of human trafficking, the SICT, through the Coordinating Directorate for Gender Equality, brought together the DGAF, the Federal Roads and Bridges of Revenue and Related Services, the Railway Transport Regulatory Agency, and the Mexican Postal Service to form a working group to coordinate efforts to raise awareness, offer training and disseminate experiences and best practices in the prevention and reporting of human trafficking in the road transport sector. ■



 MARK YOUR CALENDAR

# 2024 CVSA Annual Conference and Exhibition

SEPTEMBER 8-12, 2024  
BIG SKY, MONTANA

For more info, go to  
[www.cvsa.org/events](http://www.cvsa.org/events)

## Meeting of Authorities for Mobility and Road Safety in Motor Transport

To share perspectives, strategies and projects on Mexican Federal Highways, the SICT and DGAF organized the General Directorate of Federal Motor Transport of the Ministry of Infrastructure, Communications and Transport organized the Meeting of Authorities for Mobility and Road Safety in Motor Transport, held on Nov. 23, 2023. Participating groups included the National Guard, the Mexican Transport Institute, the National Association of Private Transport, Scania AB and Estafeta.

One of the main objectives of the SICT is to reduce accident rates and ensure the integrity of road users in the country, said DGAF Director General Laura Nohémi Muñoz Benítez. She also pointed out that the SICT is working on different fronts to increase road safety in federal motor transport services, private transport and auxiliary services.

The attendees had the opportunity to learn about the TruckSim, a state-of-the-art virtual simulator installed in a cargo trailer that can traverse Mexico to provide training, evaluation and skills development for cargo transport drivers, as well as to promote learning networks on the actions developed by governments or institutions. The purpose is to have qualified operators who can improve road safety, management and sustainability in road transport, emphasized Muñoz Benítez.

Association of National Private Transport Executive President Leonardo Gómez Vargas stressed that he is confident that strengthening the cutting-edge equipment contributes to acquiring the knowledge and technology necessary for effective federal motor transport.

Main courses offered to his members include road safety for drivers and synergy for non-driver partners, aiming to generate safety awareness and collaboration among fellow drivers and other associates. In addition, an advanced level course is given to study

safe driving in different environments, like mountains, highways, cities, etc. ■





# CVSA's 2024 Out-of-Service Criteria Available for Purchase

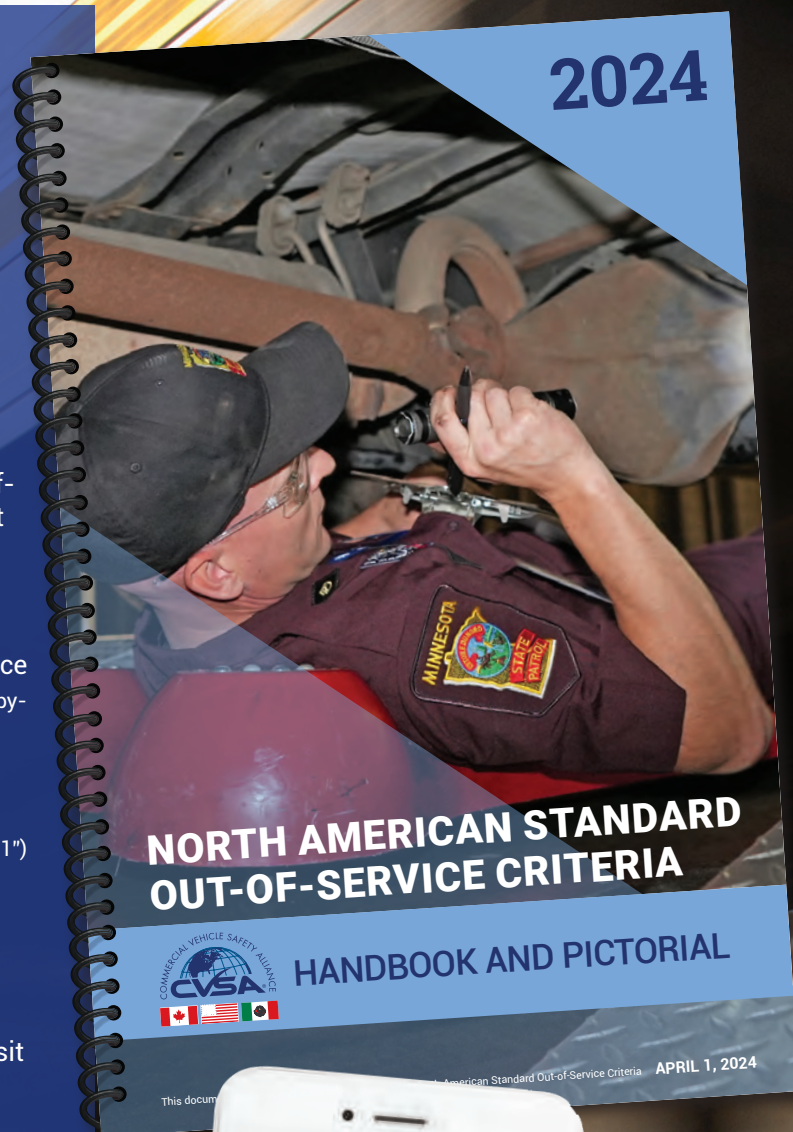
CVSA offers different formats of the new out-of-service criteria. Find the format that works best for you.

- Spiral-bound, hard-copy handbook
- Electronic PDF file with a restricted three device and/or web browser limit (cannot be printed or copy-and-pasted and is best viewed on a desktop computer)
- Spanish U.S. version (8.5" x 11")
- Bilingual English/Spanish U.S. version (8.5" x 11")
- French Canadian version (8.5" x 11")
- Bilingual English/French Canadian version (8.5" x 11")

To purchase the 2024 out-of service criteria, visit [www.cvsa.org/store](http://www.cvsa.org/store).

If the app is more your style, it contains the out-of-service criteria, inspection bulletins, real-life photo examples of violations, access to the CVSA Learning portal and the Emergency Declarations portal, inspection procedures, operational policies and more.

To download the app, search for "CVSA" in the Apple Store or Google Play. Select "CVSA Out-of-Service Criteria." Once you've downloaded the app, set up your account with your first and last name and email address. You'll then have the option to purchase the 2024 out-of-service criteria.





# DRIVING CHANGE

The Power of Public Awareness Campaigns for Commercial Motor Vehicle Safety



In the intricate web of modern transportation, commercial motor vehicles (CMVs) play a vital role in delivering goods across vast distances. With this comes a responsibility to ensure the safety of drivers and the public. Public awareness campaigns dedicated to CMV safety are crucial in fostering a culture of responsibility on our roads. In this article, we will explore the impact of public awareness campaigns, their key components and notable successes in promoting safety within the realm of commercial motor vehicles.

## The Need for Awareness in CMV Safety

As we know, CMVs present unique challenges on the road due to their size, weight and handling characteristics. The consequences of crashes involving CMVs can be severe, making it imperative to educate professional drivers and the public on safe practices when sharing the road. CMV enforcement, government and the industry itself are ideal partners in these efforts.

## Engaging Content and Messaging

Public awareness campaigns for CMV safety are multifaceted, employing various strategies to reach a broad audience and convey their messages effectively. Key among these strategies is the use of engaging content and messaging that resonates with the target audience. Utilizing relatable stories, impactful visuals and clear wording helps capture attention and convey the importance of safe interactions with CMVs.

*Continued on next page*

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# Operation Safe Driver PSA



*"I've been around trucks for most of my life, and I have seen it all. I'm Ashley. I'm an Army veteran, a truck driver and entrepreneur. Safety while driving is really important to me, for my business, the cargo I'm transporting and for those traveling around me. But, the open road is unpredictable. Every day I see drivers take risks that endanger their lives and the lives of others. Help make our roads a safer place. Your choices behind the wheel can make a difference."*

**This campaign, which included this and other video PSAs, earned a total of more than 13 million impressions.**

## Multi-Platform Outreach

To reach diverse demographics, campaigns leverage a variety of platforms, including television, radio, social media and print media. This multi-platform approach ensures safety messages are omnipresent, increasing the likelihood of reaching a wide audience.

### CASE STUDY 1 Share the Road Campaign by ATA

The American Trucking Associations' (ATA) Share the Road campaign ([www.trucking.org/share-road](http://www.trucking.org/share-road)) is an excellent example of a multi-platform approach. This campaign utilizes a combination of traditional media, social media, educational materials and live events featuring professional truck drivers visiting schools and communities. Live events are led by ATA's America's Road Team Captains, an elite group of professional truck drivers who serve as trucking industry ambassadors, traveling the country to share the importance of safe driving while teaching about the trucking industry and its opportunities. By employing diverse platforms, Share the Road effectively communicates the importance of safe interactions between commercial and personal vehicles.

## Collaboration with Stakeholders

Successful campaigns collaborate with various stakeholders, including government agencies, industry associations and law enforcement. This collaboration lends credibility to the campaign's messages and ensures a unified approach to promoting CMV safety.

### CASE STUDY 2 Operation Safe Driver Week by CVSA

Operation Safe Driver Week ([www.operation safedriver.org](http://www.operation safedriver.org)), organized by CVSA in partnership with law enforcement agencies and the Federal Motor Carrier Safety Administration (FMCSA), focuses on educating commercial and non-commercial drivers about safe driving behaviors. This annual campaign combines increased, high visibility enforcement efforts with outreach and educational initiatives to raise awareness about the importance of safe driving practices. Each year, inspectors focus on a different aspect of inspections. For 2023, the theme was speeding.

Collaboration with stakeholders has led to a depth of resources designed to connect with various intended audiences, bringing in more perspectives and ways to share content. Video public service announcements (PSAs), available in English and Spanish, come from a variety of stakeholder representatives: CMV drivers, law enforcement members, CMV owners/operators, student drivers, driver education instructors, crash survivors and more. Additionally, input from many of these stakeholders can be found in brochures, flyers, video and radio PSAs, and other resources for the driving public.

This includes messaging directed at teens, inexperienced drivers and professional CMV drivers. By collaborating with government agencies, industry associations and law enforcement, safety campaigns become more productive, cohesive and engaging, so more people will find something within the messaging that resonates with them. In this way, these lifesaving messages reach more drivers, making our roadways safer.





## Targeted Educational Initiatives

Public awareness campaigns often include targeted educational programs aimed at specific demographics, such as young drivers, senior citizens, professional drivers or people in specific or niche situations. Tailoring messages to address the unique challenges and concerns of different groups enhances the campaign's effectiveness.

### CASE STUDY 3 Protect Your Move by FMCSA

FMCSA's Operation Protect Your Move campaign ([www.fmcsa.dot.gov/protect-your-move](http://www.fmcsa.dot.gov/protect-your-move)), which started in the summer of 2023, is a nationwide crackdown on scam movers. During the operation, FMCSA deployed dozens of investigators nationwide in an enforcement sweep that targeted brokers that purport to connect consumers to local movers but instead facilitate fraud.

As a part of this campaign, FMCSA released materials to engage with members of the general public who were planning a move, especially to a different state, that would require hiring a moving company. These materials teach this specific audience about moving fraud, empower them to spot the red flags, show them how to file a complaint and answer frequently asked questions.



### CASE STUDY 4

#### Don't #uck With a Truck by Australia's National Heavy Vehicle Regulator

Australia's National Heavy Vehicle Regulator (NHVR) targets young drivers with attention-grabbing innuendo in their "Don't #uck With a Truck" campaign ([www.nhvr.gov.au/dontmuckwithatruck](http://www.nhvr.gov.au/dontmuckwithatruck)). The goal is to improve young drivers' awareness and education of how to drive safely around large trucks. The website contains a variety of PSAs that use humor, trendy soundtracks and shock value to grab attention. One PSA asks teens how far a regular car must travel to pass a CMV safely. If they get the answer wrong, NHVR recreates the speed of a head-on collision impacting with the teen's most precious asset – their phone. The campaign includes downloadable materials, ready-to-post social media assets and in-person events that look genuinely fun.

*Continued on next page*

## » A Challenge to Industry

*How can you, as industry representatives, make an impact in these campaigns? We challenge you to reach out to your enforcement and/or regulation partners – or even make a new friend – to identify opportunities to plan, coordinate or take part in an existing road, traffic or driver safety campaign in 2024.*

*If you accept this challenge, we'd like to hear about your experience. Send in your stories and photos to [emily.moorhead@cvsa.org](mailto:emily.moorhead@cvsa.org) for inclusion in Guardian.*



Slingshot recreates the speed of a head-on collision impacting with the teen's most precious asset – their phone.

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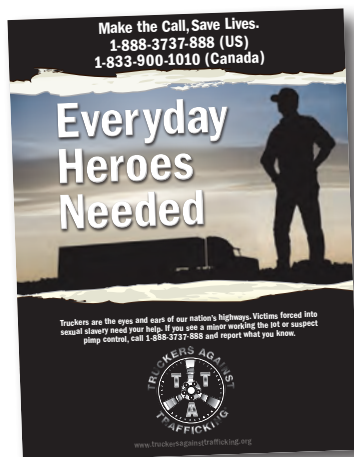
***Did you know there's a discreet hand gesture someone can give to a friend, family member, member of law enforcement, colleague or stranger to let them know they need help – whether the person is in a domestic violence situation, a victim of human trafficking or in another dangerous situation. But it only works if you know the hand gesture. Make sure you know it and show it to everyone you know.***



**<<< FINGERS UP  
AND TUCK  
THUMB**



**<<< FINGERS  
LOWER OVER  
THUMB**



CVSA partners with Truckers Against Trafficking to spread the message about human trafficking prevention.

## Thinking Beyond the Cab

Motor carriers and CMV enforcement have a responsibility to consider how the industry impacts the general public and societal wellbeing. This means that programs and messaging need to go beyond the cab, considering the problems of the world at large. This holistic approach helps us to see the bigger picture and make improvements as a part of our social duty.

### CASE STUDY 5 CVSA's Human Trafficking Awareness Initiative by CVSA

CVSA's Human Trafficking Prevention program ([www.cvsahumantraffickingprevention.org](http://www.cvsahumantraffickingprevention.org)) seeks to reduce human trafficking throughout North America through coordinated enforcement and investigative and educational awareness measures within the CMV industry. Human trafficking enslaves more than 40 million people worldwide in labor and sex trafficking. Traffickers use our transportation systems, including CMVs, to transport victims, and CVSA believes the law enforcement community and industry partners must be involved in fighting this crime.

Launched as a three-day annual initiative in 2022, CVSA's Human Trafficking Prevention program was met with success and positive feedback from jurisdictions, leading CVSA to extend the initiative to five days in 2023. The program teaches stakeholders to recognize the signs of human trafficking and how to report it. This involvement is vital to assisting in victim recovery. During the initiative in each member country, CVSA jurisdictions note human trafficking awareness and outreach efforts and projects and submit that data to CVSA. Additionally, the CVSA Human Trafficking Prevention Program has partnered with Truckers Against Trafficking to provide complimentary wallet cards, window decals and posters to spread the campaign message.

Forty-five jurisdictions participated in the 2023 Human Trafficking Awareness Initiative, with 3,020 individual law enforcement officers/troopers/inspectors participating. The initiative included 218 human trafficking awareness and prevention events, with 219 presentations delivered. In addition, CVSA and its partners made 8,352 media contacts throughout North America.



## Measurable Impact and Evaluation

A crucial aspect of successful public awareness campaigns is the ability to measure their impact. By analyzing the data from surveys and other feedback mechanisms, campaign organizers can assess the effectiveness of their messages and make informed adjustments for future initiatives.

### CASE STUDY 6 Our Roads, Our Safety by RSA Ireland

Let's take a look at another international example: A Road Safety Authority (RSA) of Ireland campaign, Our Roads, Our Safety ([www.rsa.ie/Road-Safety](http://www.rsa.ie/Road-Safety)), employed a rigorous evaluation process to measure its impact. By analyzing traffic data, accident statistics and public surveys, RSA determined the campaign's success in influencing positive behaviors and reducing road accidents involving commercial vehicles, finding a 9% reduction in traffic fatalities from 2013-2020. This and other data informed the creation of the 2021-2030 Our Roads, Our Safety plan. What's next for the campaign? The primary aim of the government's new road safety strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% over the next 10 years.

## Adapting Programming to Changing Conditions

Regularly occurring programming and messaging must remain adaptable to suit changing conditions and audience needs. This includes updating the language, switching to new platforms, making content more inclusive and considering the needs of those receiving the message.

### CASE STUDY 7 Virtual In-Cab Experience by Utah Truck Smart Program

High school driver's education students in Utah have a unique opportunity to get hands-on with a tractor-trailer as part of the state's Truck Smart program. At the program's conception, Truck Smart was solely offered in person; part of the program involves students entering the cab of a CMV. As the program grew in popularity, developing a virtual in-cab experience to accommodate more students became necessary. Still, this format was also only offered in person, requiring the use of headsets. During the COVID-19 pandemic, the state developed and implemented online



training and assessment to make the program accessible even when large group meetings were discouraged. The Truck Smart program has since embraced a hybrid in-person and online format and continues to grow in popularity, educating more than 10,000 Utah students annually.

## So, What Does This Mean for CMV Enforcement?

It may seem like all this information on messaging is meant for marketing or communications teams. But in reality, members of CMV enforcement are involved in campaigns like these each and every day. Department goals influence awareness campaigns, which in turn play a part in what inspectors pay attention to and put effort into while performing roadside inspections. Organizations are constantly solving problems, and awareness campaigns are one method of finding solutions. What problems are your department working to solve right now? How can you apply these case studies to your environment?

### ✔ Use safety materials that are supplied to you. Then, make them your own.

Many government and nonprofit organizations create awareness campaign materials and make them available for jurisdictions to use, often for free. When you use these materials, whether graphics, videos, radio PSAs, social media posts or

anything else, add your own spin. How can they relate to your local audience? You could use local dialect, relate to a current event or encourage the public to answer a question.

### ✔ Connect with peers.

Being a member of CVSA gives you access to a massive network of peers. If you have a problem, chances are another jurisdiction has already faced and solved that problem. Of course, you're already workshoping solutions with peers at CVSA events, but keep in mind that public awareness campaigns can be part of those conversations. What initiatives have worked for other departments? How have they communicated with the public, fleets or professional drivers? What would they change about a campaign if they did it again?

### ✔ Measure your data.

When you start a new campaign or initiative, whether for seatbelt compliance, brake safety or speeding, ensure you're keeping close track of those violations. It's not always easy to make a direct connection between a public awareness campaign and an improvement in safety, but thorough and accurate data can help paint the picture and demonstrate the value of your messaging efforts.

### ✔ Tell a story.

While measuring this quantitative data, be sure you're measuring the qualitative data as well: the stories. Be on the lookout for standout inspections where something novel occurs; be it an inspection riddled with heinous out-of-service conditions or a driver who was receptive and eager to learn how to improve for the future. Connect these stories to upcoming initiatives and disseminate them to your peers and the public. And, of course, be sure to share those stories with CVSA to publish in *Guardian*, so we can continue to educate each other. Send in your results, stories, and photos with blurbs to CVSA Writer-Editor Emily Moorhead at [emily.moorhead@cvsa.org](mailto:emily.moorhead@cvsa.org) for possible inclusion in the magazine. We would love to feature your hard work in a future issue.

Public awareness campaigns for CMV safety are pivotal in shaping behaviors and attitudes on the road. By employing engaging content, leveraging various platforms, collaborating with stakeholders, targeting specific demographics, adapting to conditions and measuring impact, these campaigns contribute to a safer and more responsible road environment. As we navigate the ever-evolving landscape of transportation, ongoing efforts in public awareness are essential to drive positive change and ensure the safety of all road users. Through education, collaboration and outreach, we can collectively build a culture that values and prioritizes safety when sharing the road with commercial motor vehicles. ■



The virtual reality headsets make 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. Check out the full story in *Guardian Q3 2023*.

# Maintaining Our Most Important Asset

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

This is that time of the year when our enthusiasm for our New Year's resolution to exercise starts to fade. Part of the reason people, professional drivers included, fail to keep these resolutions is because we don't have answers to key questions about exercise, including why we should do such a thing. Let's address the top 10 questions about maintaining our most important asset: our bodies.

**⚠ IMPORTANT:** Before starting an exercise routine, consult your medical professional. They can provide personalized guidance based on your health conditions. While exercise can be beneficial and I may personally follow the adage, "Let exercise be thy medicine," exercise is not a substitute for prescribed medications. If you're on any medications, continue as advised by your medical provider. Please do not make lifestyle changes without consulting them first.

## 1. Which exercise will help me lose weight faster?

Many drivers start an exercise routine to lose weight. You may recall the illustration from "Debunking 10 Nutrition Myths," which ran in the Q2 2023 Guardian and showed body weight composition: about 50% is made up of liquids, 27% is muscle, 10% is bone, 10% is subcutaneous fat and 3% is visceral fat.

For this reason, if you are doing it correctly, exercising will not lead to significant weight loss right away and may even lead to the opposite. As you begin a workout routine, you will initially lose visceral fat but gain muscle mass, bone density and hydration, which are good but increase weight. Weight loss is the wrong health goal for most people. If one is losing significant weight in a short timeframe, it's probably coming from the wrong places in the body.

I do not recommend monitoring body weight every day because daily fluctuations are just too capricious. You can do a two-hour dehydrating workout and lose three pounds. Or you could have a large meal or drink lots of fluids and gain three pounds instantly.

However, do not get rid of the scale. A dramatic weight gain or loss can help detect abnormal health conditions. If you notice your weight is out of your customary range, check with your medical professional right away.

Instead of weight loss, the ideal exercise goals are:

- ✓ Lowering resting **heart rate** (a measure of heart effectiveness)
- ✓ Keeping resting **blood pressure** in the normal range (a measure of efficient blood plumbing)
- ✓ Reducing **waist circumference** (a measure of visceral fat)
- ✓ Increasing **muscle mass** (a measure of the body's active tissue essential to movement, metabolism and protecting organs, bones and other tissues)
- ✓ Increasing **bone density** (a measure of whether bones are likely to break)
- ✓ Increasing **joints' range of motion** (a measure of flexibility and risk for injury)

## 2. If not to lose weight, why bother with exercise?

Exercise is essential for promoting health and lowering the risk of death from all causes. Regular exercise helps prevent or manage many health issues, including heart conditions, stroke, high blood pressure, type 2 diabetes, depression, anxiety, many types of cancer, arthritis and so on.

Additional benefits of exercising:

- ✓ Improves mood
- ✓ Boosts energy
- ✓ Promotes better sleep
- ✓ Improves sex life
- ✓ Strengthens muscles and bones
- ✓ Improves brain health and memory
- ✓ Reduces pain
- ✓ Improves skin condition and appearance

## 3. Should I just run and be done with it?

Nope. Our bodies need three types of exercise: cardio, resistance and stretching.

**Cardio** or aerobic exercises, such as running, swimming, cycling or any repetitive movement, increase our heart rate. Cardio exercise primarily works to improve heart and lung fitness. It increases our endurance by enhancing oxygen utilization efficiency. It leads to lower heart rate and normal blood pressure, among many other benefits.

**Resistance** or strength training exercises, like weightlifting or bodyweight exercises, work our muscles and the nerves controlling those muscles to improve strength, balance and coordination. They help increase muscle mass and strength, enhance coordination, and prevent and rehabilitate injury. Strength training can also help manage our metabolism and sharpen our minds.

**Stretching exercises** are essential for maintaining flexibility and range of motion in our joints, including those in the spine. It also promotes better posture, reduces stress and can help prevent injuries. Please keep in mind that stretching is for muscles and other joint tissues. Nerves do not like to be stretched; doing so only aggravates pain. Do not stretch where it hurts.

I learned this the hard way. I ran long-distance for 35 years as my main form of exercise. It helped me achieve optimal cardiovascular endurance with a resting heart rate of 43 beats per minute. It served me well when undergoing open heart surgery to repair a birth-defective aortic valve that created an aortic aneurism in middle age. After surgery, I ran even more to get my exercise in. Two years later, an MRI showed that my running – in combination with my genes – had caused three disk herniations in my spine that started damaging my sciatic nerve. I don't run anymore; instead, I do brisk walks for cardio. More importantly, I religiously do resistance and stretching exercises, which so far – fingers crossed – have kept me from undergoing spine surgery. I hope this anecdote helps you and your drivers avoid pain and injury by practicing all three forms of exercise instead of only one.

## 4. What is sarcopenia?

Sarcopenia is the tendency for our muscle mass to decrease as we age. It can result in diminished physical performance, mobility difficulties and an increased risk of falls and fractures. In addition to aging, sarcopenia can also be caused by other factors, such as hormonal changes, poor diet and a sedentary lifestyle.

The primary treatment for sarcopenia is exercise, specifically resistance training. As described in the previous question, this training is designed to improve muscle strength and stamina. Regular exercise, especially resistance training and a nutritious diet, can help reduce the consequences of sarcopenia and preserve muscular health as we age.



This is also important to remember for those who use glucagon-like peptide-1 receptor agonist drugs to lose weight. You may be more familiar with the brand names Ozempic, Wegovy and Mounjaro. Individuals using these prescriptions must pay particular attention to protein intake and resistance training to minimize weight loss from their muscles, bones and other lean tissue.

## 5. Why do I need a strong neck, abs and gluteus?

Having strong neck, abs and gluteus muscles is crucial for several reasons. Looking at the human skeleton (right), it is easy to see how the cervical spine (neck area) and the lumbar spine (abs area) are the parts of our spine most vulnerable to injury. Between the neck and the abs, the thoracic spine or ribs support the spine and protect the lungs and heart. The cervical and lumbar spine have no other support but the spine itself.

- \* Strong neck muscles provide several benefits. They help reduce stress on the cervical spine, send signals from the brain to the body, help prevent pain and injuries, and improve breathing, balance and coordination.
- Strong abs improve balance and stability. They make it easier to do most physical activities, including everyday movements, and assist in proper posture to prevent lower back pain and injury. Abs also protect the spine during acceleration, jumping and heavy lifting.
- Strong gluteus muscles are essential to the lumbar spine since they assist with pelvic, hip and trunk motions. They are the largest and most robust muscles in the body. When in proper working order, they can create a strong hip extension, hip capsule stability, improved hip mobility, proper knee tracking, reduced back stress and low susceptibility to hamstring injury.

In the case of my earlier-mentioned disk hernias, a physical therapist explained they were caused by a muscle imbalance between my relatively weak abs and gluteus muscles and strong leg and back muscles, which created a more pronounced curvature of my spine called lordotic angle. Strengthening the neck, abs and gluteus muscles corrected the lordotic angle and relieved the pressure the spine was putting on my nerves.

Unfortunately, I'm not alone. Cervical and lumbar spine pain and injury are two of the



top reasons people go to the doctor and miss workdays. According to an article in The Lancet, low back pain is the leading cause of disability around the world, impacting 619 million individuals in 2020. (Reference: [https://www.thelancet.com/journals/lanrhe/article/PIIS2665-9913\(23\)00098-X/fulltext](https://www.thelancet.com/journals/lanrhe/article/PIIS2665-9913(23)00098-X/fulltext))

## 6. Is it true that if there is no pain, there is no gain?

False. Exercising should not hurt. Pain is not a normal part of exercise. If the body hurts after exercise, that is a sign that you overdid it. Sure, some discomfort is normal and expected, especially when starting a new routine or increasing the intensity of an existing one. However, exercise that causes pain in the body is counterproductive and may lead to injury. Progress is more efficiently achieved by progressively increasing the intensity of exercise.

Please listen to your body and avoid pushing yourself too hard. Gradually increasing the intensity and duration of workouts over time

will improve your fitness outcomes without risking injury. Remember, pain is not gain. It is important to exercise safely and in a way that is sustainable for our bodies. Check with a medical professional if your pain persists.

## 7. Should I exercise first thing in the morning?

Sure. However, the best time to exercise is whenever you take the time to do it, be that first thing in the morning, midday, evening or night. I even do light yoga if I wake up in the middle of the night to help me relax, loosen my joints and go back to sleep. But there are still some considerations about timing.

Strenuous or intense cardio and resistance training should be done on an empty or mostly empty stomach. These workouts demand oxygenated blood be sent to your muscles. Meals also require a lot of blood for digestion. You do not want the physical demands of either digestion or exercise to compete with the other.

*Continued on next page*

Continued from page 25

Some of us like to exercise in a fasting mode for what is known as “glycogen depletion” workouts. These are meant to deplete our stored sugar and start burning visceral fat. This does not work for everybody; do what feels good for your body. If you do not feel well when working out on an empty stomach, have a small snack, such as a piece of fruit.

Try not to do a strenuous or intense workout three to four hours before bedtime. Strenuous exercise raises our cortisol stress hormone and increases our alertness, which may interfere with the ability to fall asleep.

Light walking, gentle yoga or stretching can be done any time of day, before or after a meal, and will help release stress, aid digestion, improve metabolism and facilitate sleep.

How often should you exercise and how much should you do? Try to move almost every day for as long as it feels good. Enjoy a rest day here and there, which is important for recovery. Listen to your body.

## 8. Should I have a sports drink before or after?

This is an easy one: Neither. Hydration is essential to maintain throughout the entire day. Only professional athletes need sports drinks with extra carbs and electrolytes. For the rest of us, make water your primary drink and supplement it with unsweetened beverages (avoiding artificial sweeteners and naturally occurring sugars). Do not drink your nutrients; chew them instead.

How about a protein shake? Instead, you should get all the protein you need from the real food you eat regularly. In addition to protein, real food provides other nutrients better absorbed by the body. Real food is more satisfying and filling and takes longer to digest than a shake. It is also less processed. Processed food like protein shakes alters the quality and reduces the bioavailability of the protein and introduces additives, preservatives, sweeteners and other ingredients that may have adverse effects on the body.

Protein shakes may be convenient and helpful in certain situations, such as when you need a quick and easy protein boost, have limited access to real food, or have specific dietary or medical needs that require extra protein. However, protein shakes should not frequently replace real food as your primary source of protein.

## 9. Which is the best exercise routine?

The best exercise routine is the one you actually do. That means that the most effective and beneficial workout program for you is the one that you can consistently follow and enjoy. There is no perfect, one-size-fits-all exercise routine that works for everyone. Individuals have different preferences, goals, abilities and limitations when it comes to physical activity. Therefore, the best exercise routine for you is the one that suits your personal needs, interests and lifestyle, and most importantly, is one you can stick to for the long term.

Experiment with several types of exercises to find out what you enjoy and what works for you. Look for ones you can do comfortably and confidently. Set realistic and specific goals. Track your progress and achievements to keep yourself motivated and accountable. Schedule your workout time in advance and make it a non-negotiable item in your calendar.

If you struggle to get motivated, find a coach, trainer or group to get support, encouragement, feedback and interaction. Make your workouts fun and enjoyable by adding music, games, challenges, rewards or variety. Listen to your body and adjust your workouts according to your energy, mood and health. Please remember to avoid overtraining and injury.

## 10. Where can I find sample routines?

Last year, we conducted a webinar on exercise with Dr. Mark Manera, founder and chief executive officer of Supply Chain Fitness. Please check out his great tips and advice at [nafmp.org/webinars](http://nafmp.org/webinars). Also available at that link is a companion to the webinar, a 16-minute video of sample exercises that drivers may do anywhere, even on the road. See the list of the demonstrated exercises to the right.

This list is just a start. There are countless others you may find online free of charge. Search and experiment. Enjoy and keep up with your own routine. Remember, your body is your most important asset. Invest in it!

Thank you for sending your questions and feedback to [rodolfo.giacoman@cvsa.org](mailto:rodolfo.giacoman@cvsa.org). Keep 'em coming. Stay well, safe and alert. ■

## SAMPLE EXERCISES

### WARM-UP

- ✓ Squat with a hug
- ✓ Arm lift with calf raises
- ✓ Little squat with arm raise/cross
- ✓ Arm circles with knee raises
- ✓ Any light cardio
- ✓ Mimicking any resistance

### CARDIO

- ✓ March with high knees and add cross jab, uppercut, hook
- ✓ Run in place; optional: fast, high knees, kick back
- ✓ Walk sideways; jumping jacks optional

### RESISTANCE

- ✓ Squats
- ✓ Lunges: forward, side, back
- ✓ Push-ups; optional: modified, military, diamond
- ✓ Burpees: squat + plank + push-up + calf raise or jump and clap
- ✓ Hip raise hold

### STRETCHING

- ✓ Forward bow and move one knee at a time, with head shaking yes and no
- ✓ Sit on your legs with feet flat, massage the soles of your feet with hand knuckles
- ✓ Sit on your toes, arms stretched with deep breathing
- ✓ Low lunge stretch
- ✓ Pigeon stretch
- ✓ Plank rotating sides
- ✓ Downward dog with back kicks
- ✓ Half tortoise stretch with elbows locked, try touching floor with nose
- ✓ Standing separate leg stretch

### BALANCING

- ✓ Crossed legged squat
- ✓ One leg slow run stretch
- ✓ Quad/shoulder/back stretch
- ✓ Standing head-to-knee







# INSPECTOR'S CORNER

## Traffic Safety: A Joint Venture

By **Tomasz Krolak**, Minnesota State Patrol; North American Inspectors Championship Jimmy K. Ammons Grand Champion

Technological advancements are unequivocally improving our quality of life, with each advancement building off past innovations. Ancient Roman roads, whose primary purpose was to provide for military movement, paved the way for modern-day highway engineers to design safe, sustainable and convenient means for commercial and leisure travel. Carl Benz's 1885 single-cylinder, two-stroke engine vehicle was arguably the blueprint for present-day automobile manufacturers that produce technologically advanced vehicles for every climate. Leonardo da Vinci's 15th-century drawings of flying machines, the Wright brothers' airplane and countless other inventions elevated today's engineers to create new heights of travel. Without these and many other technological advancements, we would not be able to enjoy many modern-day luxuries.

Although technology has advanced at exponential rates, human behavior and our decision-making abilities have taken a more linear path. We're constantly gaining knowledge and understanding; however, we periodically fail to apply what we learn and consequently find ourselves back at square one. Because humans are often driven by and filled with emotions and cognitive bias, we are predisposed to making irrational decisions, allowing the situations we sometimes find ourselves in to trigger a response from our primitive brains. Rather than slowing down and increasing the distance between our vehicle and the vehicle that just cut us off, we are flooded with emotions that cause us to partake in risky driving behavior we know is dangerous.

Furthermore, our experience and perception of people, places, things and ideas have sometimes steered us in the wrong direction. For instance, having a vehicle equipped with cutting-edge stability and traction control does not absolve us of our duty to drive with due care. The technology intended to reduce crashes can inadvertently establish a false sense of safety, leading to driver complacency. In an attempt to engineer human error out of the equation, we may allow individual responsibility to go by the wayside.

What can we do to counter these tendencies? We must first take personal responsibility and then lead by example. It's difficult to change human behavior, especially when social and cultural norms have allowed poor habits to be instilled, but we must start somewhere. A good starting point is at home with younger drivers. Teenagers, who typically are more impressionable or susceptible to peer pressure than adults, may engage in risky behavior for acceptance, out of boredom or through unconscious emulation of parents or other influential people in their lives. They see this behavior and believe it's acceptable, regardless of the law or educational efforts by law enforcement. Some young drivers are distracted by their phones, speed excessively, fail to wear their seatbelts and even consume alcohol and other drugs while driving. They were not instructed to do so; they watched and learned from example. There is also the influence of social media, which we see in people of all ages, not just teenagers. Therefore, setting the right example early in life sets the stage for better drivers in the future.

Another good place to start is at work. No one likes a leader whose mantra is "Do as I say, not as I do." Set the right example and clear expectations for your workers so there's no dissonance. Additionally, if you're struggling to captivate your workforce or if they are tired of hearing the same message from you, reach out to your network, including law enforcement, for help. You can't do the same thing over and over and expect different results.

On that note, the relationship between industry and enforcement shouldn't be contentious. Industry and law enforcement professionals alike should build a positive relationship focused on the common goal of traffic safety. Inviting law enforcement professionals as public speakers for safety stand-downs periodically may only reach a handful of people, but those people could become catalysts of change in your work culture.

I'm often bewildered by the actions taken by people and organizations to avoid responsibility. This isn't unique to law

enforcement or industry, but rather everyone is guilty of it. We blame our ignorance on a lack of training or guidance yet don't take action to identify deficiencies. We point to our "smart" devices as reasons for going the wrong speed or taking the wrong routes, knowing we are required to obey posted regulatory signs. And when all else fails, we justify our actions by exclaiming, "Everyone else is doing it!"

Traffic safety is a joint venture that requires everyone to act responsibly to reduce the tens of thousands of reported fatalities on North American roads. As pedestrians, we should wear reflective clothing and keep in mind personal forcefields haven't been invented, at least not yet. As drivers, we should slow down and focus on what we are there to do – drive! As organizations, we should strive to build more safety-minded cultures. Finally, we should use technology to help us drive safely and legally, not to alert us of speed traps or speed detection devices ahead. That mindset toward these and many other technologies causes drivers to temporarily slow down, only to accelerate down the road.

The goal of reducing crashes and fatalities on our nation's roads may appear insurmountable, but that is only an illusion based on our perspectives. Change your perspective and work together toward this common goal, and remember – life by the mile is hard, but inch by inch, it's a cinch. ■





# THE LEGISLATIVE AND REGULATORY RUNDOWN

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

## Preparing for Reauthorization: Building Stakeholder Support

In early March, the U.S. Congress cleared a major legislative hurdle, passing a package of appropriations bills that included funding for the U.S. Department of Transportation for fiscal 2024. The modal administrations received funding for their operations budgets, as well as funding for the Motor Carrier Safety Assistance Program and the discretionary grants at the Federal Motor Carrier Safety Administration and the training grants managed by the Pipeline and Hazardous Materials Safety Administration.

At publication, we will be a third of the way through the legislative year and there are several transportation-related bills under development on Capitol Hill, including an aviation reauthorization, a rail safety bill and pipeline reauthorization. However, given the current political climate on the Hill and the fact that this is a presidential election year, it is unlikely that Congress will make significant progress on any non-essential legislation before the chambers adjourn for the summer recess and fall campaign schedule.

All that to say that we are a long way off from the next highway bill. However, CVSA continues to lay the groundwork for a successful reauthorization when our turn comes. The Alliance has been working with stakeholders on a number of issues, including identifying ways to improve the DataQ process; getting motor carriers access to the information available through the pre-employment screening program on an ongoing basis, rather than just during the hiring process; and improvements to household enforcement.

As the same time, CVSA has been conducting outreach to members of Congress, as well as other stakeholders, advocating for CVSA's current top priorities of establishing a requirement that all commercial motor vehicles (CMV) be equipped with a universal electronic vehicle identifier and clarifying the definition of the personal convenience designation within the hours-of-service regulations to reduce abuse and improve safety.

### Universal ID

*CVSA supports requiring all commercial motor vehicles to be equipped with technology that allows them to be identified electronically by enforcement.*

Given the size of the motor carrier industry, jurisdictions do not have the resources necessary to inspect every vehicle, driver and motor carrier operating on our roadways on a regular basis. To maximize resources, jurisdictions use a combination of methods to identify vehicles, drivers and motor carriers for intervention and enforcement. As a result, inspectors interact with only a small fraction of the CMVs currently operating on our roadways. Technology currently exists that would enable inspectors to quickly identify and screen CMVs in their area electronically, allowing enforcement to increase the number of vehicles that are screened and utilize data to better prioritize vehicles and drivers for intervention, creating efficiencies for the enforcement community and the motor carrier industry.

### Personal Conveyance

*CVSA supports adding a maximum time and/or distance on the use of personal conveyance.*

The current guidance on the use of personal conveyance is incomplete because it does not provide a maximum time and/or distance that a driver can travel under the personal conveyance designation. This adversely affects safety by allowing drivers to utilize personal conveyance to drive beyond the hours-of-service limits, increasing the risk of fatigued driving. The lack of clarity in the regulations can also make it difficult for inspectors to identify the misuse of the provision, further incentivizing abuse of the personal conveyance designation.

In addition, the CVSA Reauthorization Task Force continues its efforts to develop the Alliance's priorities for the next highway bill. In March, the group met with industry stakeholders to gather their input on CVSA's priorities, as well as hear other concerns and issues facing the CMV safety community. Invited groups included: Advocates for Highway and Auto Safety, American Association of Motor Vehicle Administrators, American Association of State Highway and Transportation Officials, American Bus Association, American Trucking Associations, Autonomous Vehicle Industry Association, National Tank Truck Carriers, Owner-Operator Independent Drivers Association, the Trucking Alliance, Truck Safety Coalition and United Motorcoach Association.

The task force will use the information gathered in this meeting, including some very specific legislative priorities other groups are working on, to inform their ongoing discussions about what changes CVSA should be supporting in the future. As a result of the March meeting and the group's ongoing discussions, the task force will be presenting several recommendations to the Policy and Regulatory Affairs Committee for consideration at the 2024 CVSA Workshop in Louisville, Kentucky. Any recommendations approved by the committee will be submitted to the CVSA Board of Directors for approval at the end of the week. Following the workshop, CVSA staff will head to the Hill to advocate the approved positions to member offices. We will also continue outreach to stakeholder organizations to build support for the Alliance's policy recommendations.

It will likely be a long time before work begins in earnest on the next highway bill. However, there is much work to do between now and then to build consensus among our industry partners and support among members of Congress.

Have an idea or concern the task force should consider? Please reach out to the task force chairman, Tpr. William Alarcon, of the New Jersey State Police with your thoughts. He can be reached via email at [william.alarcon@njsp.gov](mailto:william.alarcon@njsp.gov). ■



## Speed Limiter and Dump Box Warning Device Requirements Coming to British Columbia Spring 2024

By **Amber Davies**, Communications Officer, Commercial Vehicle Safety and Enforcement Business Operations, Ministry of Transportation and Infrastructure, British Columbia

Carriers and drivers who are based or operate in British Columbia (BC) should prepare themselves for new provincial regulations, offenses and fines coming into force this spring as part of the BC Ministry of Transportation and Infrastructure's work to improve the safety of commercial motor vehicles (CMV) on provincial roads and highways.

Effective this April, CMVs manufactured after 1994, with a gross vehicle rating of more than 11,793 kg (26,000 lbs.) and an electronically controlled engine will be required to have speed limiters activated, restricting their speed to a maximum rate of 105km/h (65 mph). Drivers caught without activated, set and/or accurately programmed speed limiters will be fined \$368 for each violation.

Readers may know that Ontario and Quebec have required speed limiters in heavy CMVs since 2009, with Ontario reporting a more than 70% reduction in speed-related at-fault crashes by CMVs in the first two years. Adopting the same requirement in BC will enhance consistency for carriers and truckers traveling between these provinces.

By June, CMVs with dump boxes capable of rising above 4.15 meters must have in-cab warning devices installed to alert drivers if their box is raised, or they will face a fine of \$598, with violations recorded against the carrier's safety profile.

To avoid fines and penalties, BC operators must have the technology ready to go by the noted

dates. This also applies to any operators from other provincial jurisdictions traveling through BC following these dates.

More information about these safety measures can be found at: [www2.gov.bc.ca/assets/gov/driving-and-transportation/cvse/bulletins-notices-circulars/ctpm/circulars/2023/cvse-bulletin-07-2023-over-height-regs-speed-limiters-in-cab-warning-systems.pdf](http://www2.gov.bc.ca/assets/gov/driving-and-transportation/cvse/bulletins-notices-circulars/ctpm/circulars/2023/cvse-bulletin-07-2023-over-height-regs-speed-limiters-in-cab-warning-systems.pdf).

For questions, contact [cvsegeneralinquiry@gov.bc.ca](mailto:cvsegeneralinquiry@gov.bc.ca). Thanks for your attention, and safe driving, everyone. ■





# HAZARDOUS MATTERS

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# FROM THE DRIVER'S SEAT

## Wait to Pass

By **Jeff Rose**, Professional Driver, Santmyer Logistics Inc.; America's Road Team Captain

I am Jeff Rose, a professional truck driver for Santmyer Logistics Inc. in Ohio. I have been driving for 39 years and have accumulated more than four million accident-free safe driving miles.

There are traffic laws that every driver should abide by, but unfortunately, drivers do not always follow the rules. Additionally, there is more traffic on the roads now than ever. Over the years, I have traveled many interstate highways, state highways and country roads, all of which have no-passing lanes at some point on the drive. I see people in all types of vehicles, even motorcycles, passing in these no-passing zones. I always shake my head and wonder what they are thinking and why they would do that. Almost no vehicle doing this gets to its destination any quicker, yet it causes the driver and those around them more stress – not to mention, they are wearing out their brakes and using more fuel by getting on and off the brake pedal, costing them more money.

I haul fuel, and I travel a lot of state and country roads. Almost daily, I see someone passing in a no-passing zone and have witnessed several near head-on collisions. Serious accidents on two-lane roads occur for various reasons, including driver inattention, excessive speeding and illegal passing. The no-passing zones are there for a reason.

In Ohio, we have a lot of rolling hills and curves. Being unable to see what is over a hill or around a curve is one reason for a no-passing zone. It is not uncommon to see horses and buggies, bicycles, tractors, and pedestrians walking on the side of the road. Before zipping around a slower car in front of you, remember: they are going slow for a reason. Patience and waiting for a passing zone to get around any vehicle safely are essential.

This is especially true if the vehicle ahead is a semi-truck. It takes time to get a semi-truck's speed up to safely pass a horse and buggy. As a professional driver, I follow at a safe

distance until it is safe to pass. I do not want to take the risk of hurting myself or someone else. We all need to be more mindful of the consequences of our actions and how they will affect ourselves and others.

There is no reason that anyone, including myself, should take the risk of hurting someone else to save some time. Whether driving to your job, school, a shopping mall or a football game, arriving safely and a little late is far better than the consequences of an accident or ticket. My daily goal is to make it home safely to see my wife, kids and grandkids. It does not matter if you are driving a commercial motor vehicle, motorcycle or car; everyone's family wants them home safe.

Remember, the best part of the day is when you are home with the people you love. So, ask yourself: is being in a hurry and breaking the law worth the risk of hurting yourself or someone else, or worse, not coming home at all? ■

***Wait for a passing zone to get around any vehicle safely.***



## Aurora Innovation Partners with Frisco Police Department for Self-Driving Safety

By **Leslie Keaveney**, Senior Manager of Policy Engineering, Aurora Innovation

In December 2023, Aurora Innovation, an autonomous vehicle (AV) developer, partnered with the Frisco (Texas) Police Department (PD) to safely test emergency vehicle interactions with autonomous trucks along Aurora's trucking route on I-45 in Texas.

On Dec. 19 and 20 of 2023, Ofc. Thomas Mrozinski pulled over a manually driven Aurora Class 8 truck multiple times between Palmer and Ennis on I-45. These planned pullovers helped Aurora collect data about emergency vehicle interactions, specifically in scenarios that autonomous vehicles do not regularly encounter during daily operations.

The Aurora trucks were driven manually by a commercially licensed vehicle operator, with the Aurora Driver, the vehicle's automated driving system (ADS), running in the background to collect data about how the vehicle perceived and tracked Frisco PD's vehicles. The Aurora Driver is equipped with a powerful computer, advanced camera, and

radar and lidar sensors that create a near 360-degree view of what's happening around the vehicle at all times.

These planned interactions with Frisco PD revealed valuable information to the ADS about law enforcement-initiated pullovers and driving behaviors. For example, these tests showed how the ADS tracks when emergency vehicles approach the AV to pull it over, when emergency vehicles leave pullover interactions and when emergency vehicles pass the AV. These interactions even included an emergency U-turn by the Frisco PD vehicle on a frontage road – a scenario rare even for human drivers to encounter.

Ofc. Mrozinski said, "Autonomous trucks are growing to be an important part of Texas's economy and supply chain. At the Frisco Police Department, we are working with Aurora to help ensure these vehicles can conduct safe interactions with law enforcement and the communities in which they operate. We

value Aurora's transparency, openness and partnership in this process."

Aurora is using the data collected to improve the Aurora Driver's ability to detect and appropriately respond to emergency vehicles. Gary McCarthy, senior manager of first responder interaction at Aurora, said, "We are committed to working with our partners in law enforcement, fire service, emergency medical services and all those who serve as first responders to make sure our vehicles respond appropriately to emergencies. We're grateful to Frisco PD and all of our first responder partners for helping us make the Aurora Driver as safe as it can be. We look forward to much more collaboration in the future."

Aurora plans to begin driverless operations on I-45 in late 2024. As the company launches their autonomous trucking product and expands operations, it plans to continue working closely with first responders on autonomous vehicle safety. ■







## You Can See Clearly Now! Next Step? Get Your Credentials Squared Away!

By **Tom Bray, Sr.**, Industry Business Advisor, J. J. Keller and Associates Inc.

One professional commercial motor vehicle (CMV) driver has had enough of fighting with glasses and contacts for years on end, so she decides to have corrective eye surgery.

The surgery is a huge success, and the driver no longer needs corrective lenses. Her day-to-day life improves vastly. She can see in the morning as soon as she opens her eyes. Her vision is sharper. Her eyes are less tired.

Three months later, the driver goes through a roadside inspection. The officer sees on the commercial driver's license (CDL) and motor vehicle report (MVR) and/or medical card that the driver has a restriction requiring corrective lenses. Because the driver is not wearing corrective lenses, she is cited and placed out of service. The specific violation will depend on the details of the situation.

- §391.11(b)(5)/§ for non-CDL or 383.23(a)(2) for CDL for not using corrective lenses when required on the license, and/or
- §391.11(b)(4) for operating a CMV without corrective lenses when required on the driver's medical card/medical qualifications.

Was the officer wrong for writing the violation(s) and placing the driver out of service? No. The officer must go with the credentials the driver presents and what the MVR says. The driver saying that corrective lenses are no longer required because she had eye surgery does not overcome the evidence to the contrary.

### So, how can this situation be prevented?

Once corrective eye surgery is successful, the driver should contact the medical examiner who issued the last medical examination certificate (MEC or med card) and inquire about

having a new one issued. This may require a new medical exam. Once this is done, the driver should receive a new card, and the "wearing corrective lenses" box should no longer be checked (see §391.45).

The driver then needs to go to the state driver licensing agency (SDLA) and take a vision test, providing the agency with a copy of the new medical card. If the driver passes the vision test, the corrective lenses restriction will be removed from the driver's license. During the visit, the driver should verify with the SDLA that the restriction has been removed and that it has been removed on the physical paperwork (check and double-check).

Once this is completed, the driver should have no vision-related issues during a roadside inspection. Go forth and enjoy the benefits of your corrected vision. ■



# Artificial Intelligence

## AI Applications for Commercial Transportation

By **Mike Soricelli**, Segment Development Manager, EROAD

Artificial intelligence (AI) has become a feature of everyday life. Using face identification to unlock a phone, communicating with customer service chatbots and letting smart appliances help manage our homes are just a few of the ways we interact with AI on a regular basis. But what exactly is artificial intelligence? How does it work? How is it helping transportation businesses transform their operations to boost efficiency, safety and profitability as they navigate an increasingly complex regulatory and business landscape?

### What Is Artificial Intelligence?

AI is technology designed to help people solve problems, mimicking our own decision-making capabilities. What that means differs depending on who you ask. For some, technology enables computers and machines to function intelligently. For others, AI facilitates a machine's ability to replace human labor to increase efficiency and precision. Others see it as a system that can interpret vast amounts of data to achieve specific goals. At its core, AI is the simulation of human intelligence in machines, especially computer systems. AI systems enable machines to:

- Learn from data, experiences and interactions to improve their performance.

- Use data and logic to reach conclusions and make decisions.
- Sense and interpret the world through sensors, cameras, microphones and other inputs.
- Adapt to new data and changing environments to refine their abilities and improve performance.

AI has uses across nearly all facets of life and industry, from virtual assistants and immersive video games to autonomous vehicles and, of course, applications in the transportation and logistics industry.

### How Does AI Work?

Various methods, techniques and approaches enable machines to learn, think (i.e., make predictions) and perform tasks that typically require human intelligence. AI comprises complex systems that differ based on their intended uses. Here are some basic components and processes that make AI possible:

- ✓ **Data collection:** AI requires vast amounts of data to learn and make decisions. Data sources include user interactions, databases, the internet, sensors, cameras and more.
- ✓ **Data processing:** Data often needs to be cleansed, organized and prepared for AI to function effectively. This could involve removing irrelevant information, handling missing values and formatting data.

### ✓ Algorithms and learning models:

Algorithms are mathematical instructions that enable AI systems to use data to learn patterns, make predictions and learn tasks. Machine learning enables systems to make predictions and decisions without specific programming. Deep learning uses artificial neural networks (a complex structure of algorithms) to enable AI to process unstructured data, such as documents, images, language and sounds.

- ✓ **Training:** AI models are trained using large datasets and optimization techniques. During training, the model adjusts its parameters to minimize errors or differences between predicted and actual outcomes. This process continues until the model achieves an acceptable level of accuracy.

- ✓ **Feedback loops:** AI systems can continuously learn and improve by receiving feedback on their predictions or actions. This feedback loop helps refine the models and adapt them to changing conditions or new data.

- ✓ **Monitoring systems:** AI implementation requires ethical considerations, including bias mitigation, data privacy and transparency. Monitoring AI systems is crucial to ensure they operate responsibly and within ethical boundaries.





» *“The speed at which you get answers allows you to be a better manager because you've got more information to make a decision with.”*

– Tim Bates, EROAD customer and corporate quality systems director for Golden State Food

## How Is Artificial Intelligence Being Used in Transportation and Logistics?

To the outside observer, trucking operations may appear simple: load a truck with goods, drive it to another location, unload the truck, repeat. Anyone who has spent time in the industry, however, understands that transportation and logistics are exceedingly complex. From regulatory compliance to fleet maintenance to truck routing and beyond, transportation businesses face many challenges to stay viable and profitable. Technological tools powered by AI are increasingly helping businesses beat those challenges. Here are some typical AI applications that benefit transportation businesses today:

- ✓ **Route optimization:** AI-powered systems analyze real-time data on traffic, weather, road conditions and delivery schedules to optimize routes for trucks. This helps reduce fuel consumption, minimize idle time and ensure on-time deliveries.
- ✓ **Predictive maintenance:** AI analyzes data from sensors embedded in trucks to predict potential maintenance issues before they occur. This proactive approach streamlines maintenance and helps reduce breakdowns, minimize downtime, optimize vehicle performance and extend vehicle life.
- ✓ **Fuel efficiency:** AI systems analyze driving patterns and vehicle data to optimize fuel usage. They provide recommendations on efficient driving behaviors and reducing unnecessary fuel consumption and emissions.
- ✓ **Vehicle tracking:** AI systems enable carriers to track trucks in real time, providing fleet managers with updates on location, traffic conditions and potential delays. Real-time tracking supports better decision-making and improved customer service.
- ✓ **Data analytics for decision-making:** AI analyzes vast amounts of data collected from trucks, traffic patterns and operations to provide valuable insights that help in making data-driven decisions, improving operational efficiency and identifying areas for improvement.
- ✓ **Compliance:** AI-powered systems assist in monitoring and ensuring compliance with regulations related to driver hours, vehicle maintenance and safety, helping companies avoid penalties and maintain regulatory compliance.

## What Is the Future of AI?

AI is already helping carriers make sense of vast amounts of data, empowering them to make better operational decisions. Someday soon, AI could take on some of that decision-making (with human oversight), automating common tasks like maintenance scheduling, truck routing, trailer pre-cooling, reefer temperature adjustments during journeys and more.

AI also has the potential to help ease other issues facing the commercial transportation industry, such as the driver shortage, infrastructure obstacles, rising fuel and equipment costs and supply chain challenges. ■

# The Variety of Non-Driving Tasks Facing Commercial Drivers

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

**⚠ TRIGGER WARNING:** the following story graphically describes scenes of death and dismemberment resulting from a traffic collision. This is my own, personal true story; however, I have taken steps to protect the identities of individuals and organizations involved in the incident by omitting precise dates and locations.

Being a trucker is an interesting job. It's both well-known and poorly understood by the general public; although the COVID-19 pandemic did have the effect of highlighting supply chain issues and, consequently, drew attention to truckers. The Alberta Motor Transport Association (AMTA) recently launched a website, [www.driverpathways.com](http://www.driverpathways.com), meant, in part, to help address public misconceptions. I was very involved in creating this site and encourage you to check it out<sup>1</sup>.

I loved being a trucker. I stopped driving after 700,000 kilometers of safe driving once I got into fleet safety management. But I still maintain my commercial license out of a romantic notion that, one day, I'll hit the road again once I enter semi-retirement (get it?).

Being a trucker was also a tiring endeavor. The hours are long, and in the type of work I did, one must be very self-reliant. I don't believe that a transportation safety professional needs to have been a driver or other frontline worker, but I do consider my trucking experience a major strength in my current role as a fleet safety advisor at AMTA. From the motor carrier's perspective, many of the safety controls a carrier can affect are administrative; policies and procedures meant to encourage safe behaviors. Consequently, understanding the jobs of truckers and the psychosocial hazards they face is key for effective fleet safety management for carriers and for collaborative and constructive roadside interactions between drivers and law enforcement.

So, I thought I would use this article to share a personal story of mine about witnessing a collision. I have previously written about it in the academic journal "Safety Science." In that larger paper, I break the story up to explore safety management practices<sup>2</sup>. The purpose of my telling the story here isn't to sum up the contents of that paper. Instead, it is to demonstrate the situations in which truckers may find themselves. Safety policies, regulations or company practices don't necessarily address these situations. Drivers likely don't anticipate them at the start of their careers. Nevertheless, these situations have implications for on-road safety.

Buckle up: this is a little longer than my regular articles. It'll go by fast, though, I promise. As

you read it, I encourage you to consider your relationship to transportation safety and to identify the non-driving tasks I performed in this story, comparing them to your current understanding of the truck-driving professional.

## The Crash

I tap the brake pedal twice to flash my lights at the cars behind me as I let the muffled engine brake bring down the truck's speed. I'm entering a small town with a tall load of hay; a final, firm push on the brakes and I'm down to the town's lower speed limit. Rounding a curve, I see flashing red lights ahead at a railroad crossing. I bring the truck to a stop behind a line of cars, setting the parking brake in anticipation of a long prairie freight train.

I'm fumbling with the radio when the crunching of metal fights its way out from the thunder of a thousand steel wheels and the blaring air horn of the train. I look up and see, over in the ditch near the crossing, something gray, smoking and rocking. It takes a while for my mind to register that it's a small car on its roof, crumpled beyond brand recognition.

I freeze, heart pounding in my ear, as the train thunders on in surreal normality, save the damaged car. This isn't the first collision I've witnessed and horrible visions of previous wrecks flash across my eyes: bodies torn between vehicles and roadways, shocked survivors and bystanders staring blankly with dead eyes or screaming hysterically, and blood. I have basic first-aid training and keep supplies on hand. However, I'm highly aware that I could choose to do nothing and let others handle things, an intrusive thought that creates dissonance with my compulsion to help where I can. As usual, the compulsion wins, and like the car so violently thrown off its original course by the uncompromising battering ram of the heavy steel buttress of the locomotive, I'm torn out of the role of long-haul trucker and into the role of unintentional first responder.

It takes some effort to push memories of past collisions out of my mind, at least enough to focus my gaze and get a handle on my heart rate. Knowing my truck is blocking a lane of travel, I ease it slowly ahead onto the shoulder to allow for the passage of emergency

vehicles that I hope will be there soon. It's a challenging maneuver, as my trembling hands make it tricky to operate the gear shifter and my shaking left leg on the clutch causes the truck to lurch in a manner that, under typical circumstances, might cause me to blush. I know I'm going down to the wreck to help. I've beaten down the impulse to do nothing. "What do I need to do?" I say aloud to myself, swallowing forcefully and taking control of my breathing, forcing it into a steady pattern and closing my eyes for a moment, sweeping away distracting thoughts and anything else unrelated to the present moment.

## The Moments After

"I need gloves, hi-vis coat, headset, phone and first-aid kit," I say aloud, again to myself, as I rock back and forth in my seat. I gather these items, dismount, and soon make my way over to the demolished car with quick steps, first-aid kit in hand. My breathing echoes in my ears and my chest is light with dreadful anticipation. Momentarily, fear grips me and straightens my spine as I am reminded of scenes from a gruesome wreck several years ago. I see half of the remains of a motorcycle and its rider sticking out from between the tandem axles of a semi-trailer on a mountain highway in British Columbia. Emergency workers beat me to that one; this time, I'm up first.

People have gathered on the scene, but no one is getting close to the car. I must look authoritative in my big blue and yellow work jacket with a headset in my ear. A woman is standing on the spur line, yelling to get my attention.

"Get over here! Why are you walking?!" she screams. Her eyes are wide, and her face shows incredulous anger. Her body, though, is in the posture of a small child frozen in place by fear or shock. Seeing a bystander stand and scream uselessly on a set of train tracks gets my face flushed hot with anger. I mindfully relax a forming fist and yell, "Get off the tracks!" and, when I reach her, direct her gently by the arm to a group of bystanders who have gathered from stopped vehicles and nearby businesses. I think, "So, I have to babysit these idiots and be the one person here trying to do anything?"

Almost mercifully, this quick task of managing a bystander has distracted me from the



## ***"I'm torn out of the role of long-haul trucker and into the role of unintentional first responder."***

repetitive thoughts about the horrors that might be ahead of me in the mangled car. A 911 dispatcher brings me back to the moment.

### **The Call**

"911 – what is your emergency?" I hear from my headset. "Fire and ambulance," I state, slowing my speech to compensate for the temperamental connection. "A car's been hit by a train."

"Is anyone hurt?" the voice asks stoically. Rolling my eyes, I think, "You wouldn't ask that if you could see this car," but I respond with, "I don't know. Probably. I'm walking up to the car now."

The damage to the car is severe. Not a single panel of the vehicle is without deformation, and the driver's side door, which appears to have taken the brunt of the impact, is pushed halfway into the center of the vehicle. Impatiently, the voice nags, "What are you seeing?"

I don't want to tell the 911 operator what I see as I stick my head through a hole where a window used to be. I'm glad they can't see me because I can feel my face tighten into what I know is a look of disgust. Torn and crumpled plastic and metal are mixed with the torn and bloody remains of the occupants. I see an arm twisted unnaturally between vehicle components. I see most of a face and torso, and I can't tell immediately if one or two people are in the car. My hands feel the jagged metal through my gloves as I push and pull on a door that won't open. I look at where I'm grabbing to see if there's another way to open the door and recoil violently, hitting my head as I see the blood on my gloves. Flesh, bone and clothing are spread so much throughout the halved space of the car that I have to count hands and feet before I'm confident there's only one occupant. My little first-aid kit feels like a toy, and my heart and shoulders sink as I realize how ill-prepared I am to be of any use other than calling 911.

"I think there's only one person in here," I say into my headset, swallowing some vomit I was only partially successful in suppressing. I can see the lower part of the driver's face. The white lips, capped with a mustache, are open and appear to be moving. "I think he's breathing, but he's so cramped in there I can't

say for sure." I don't describe the deformed skull and exposed bone scattered throughout the interior; I keep my hopelessness to myself.

The operator asks if I can open the door, and I reply that I can't. "It's okay," the voice reassures. "Fire and ambulance are on the way. Make sure there is a way for them to get to the vehicle."

A few people have ventured closer to me in the time I've spent assessing the wreck. A police officer has arrived, and I can hear sirens in the distance.

I hear a voice ask who is in there. I turn to see a wide-eyed man in coveralls. He has wandered over from a nearby agricultural repair shop. His grease-stained hands hang limply along his side, his shoulders are slumped, and he is staring vacantly at the blood on my gloves.

"The driver's hurt, but I can't get it open," I say, adding, "Fire and ambulance are on the way, so we need to get back." From this moment onwards, I'm a spectator in the drama that unfolds. The fire trucks and ambulance stay on the road to avoid getting stuck in the soft ground as first responders come onto the scene. The police officer, a surprisingly young man, comes up to me and asks who I work for. "I'm driving that truck parked over there," I say, motioning over to my idling rig.

"Oh," he says, displaying timidity and shock as he looks at the chaos around him. "You look like you're a first responder."

"No, just work clothes," I say, adding quietly, "I've witnessed a few wrecks like this and carry this stuff with me just in case."

### **The First Responders**

The firefighters and paramedics need no direction as they work busily together. They shout, pass around tools and use something with handles that takes two people to operate to pry open a door. Once open, they work on extracting the occupant and apply a mask over the badly injured face as they bring him out of the vehicle. He doesn't come out intact; a bystander turns, vomits into the grass and walks away.

Another train has arrived, slowly grinding to a halt before the crossing. A pickup truck with a railway company's logo on the door has arrived. A heavysset bearded man walks out of the truck and, seeing the colorful stripes of the police officer's pants, marches over to us. "Who's in charge here?" he asks forcefully and abruptly. "I don't wanna be talking to a bunch of people who don't know what's going on." The officer replies, "I guess I am," looking intimidated by the railroader's terseness.

"We need to get this other train through here. When are they going to have this cleaned up?" the railroader asks, motioning without looking at the crumpled vehicle and paramedics working on the reddish remains of the car driver. "Uh, I don't know," says the officer, suddenly bolder in speech and stature as if feeling challenged by the authority in the railroader's voice. "I'm going to start taking my witness statements."

The railroader doesn't say another word to us and, through the radio on his shoulder, gives the okay for the second train to proceed. Massive diesel engines shake the ground beneath us as the locomotives pick up the train's slack, pulling it at a walking pace past the wreckage. One of the engineers in the cab of the lead locomotive looks straight ahead as if deliberately trying to avoid making eye contact with anyone outside of the train.

I don't do much of anything else as I wait for my turn to give my witness statement. The police officer motions to me, and I walk over to his car. It only takes a short time for me to provide my witness statement to the officer. I'm soon cleared to leave and walk slowly back to my truck, placing my emergency equipment back in the vehicle for the next collision. The energy, trembling and purposeful steps I had as I first made my way over to the wreck are gone; and now, with my arms looser and shoulders not quite so high, my chest is cold and numb.

I sit for a minute at the steering wheel. It's nearly dark now. I don't want to be here, but I also don't want to drive. Lacking a say in the matter, though, I release the parking brakes and slowly pull away from the collision scene. The emergency vehicle lights slowly fade in my

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side mirrors, and soon I only see the glow of my own trailer marker lights to the rear. The headlights cast long shadows deep into the dark prairies ahead of me; looking to my right or left, all I see is blackness. Sensing safety in isolation, I start to feel my face twitch, my eyes water and my throat clench. It takes all my mental strength to push this physical display of emotion back down whatever hole from which it arose. I'm determined to arrive to the customer with dry eyes.

### The Farm

My load of hay is destined for a farming colony just a few dozen kilometers up the road. I pull down the long gravel driveway that passes between white fence posts and rails. There are lights in some of the windows of the row houses. A tractor drives by with a steer carcass swinging from a chain tied to its bucket and disappears into a large steel-sided barn.

Two young men in tractors armed with hay forks and floodlights, directed by an old, bearded man in dress shirt, pants and suspenders, make quick work of pulling the large square bales off my trailer. Soon, I'm walking along the fifty-three-foot-long deck, sweeping the remaining hay and debris off onto the gravel below.

"I'm sorry about being late," I speak in a deadpan voice, pushing words out of my mouth as mechanistically as I would push a log into a wood stove. As I'm getting my paperwork signed by the old man seated in his pickup, I add "There was a wreck in town just before I got here." He replies in an accent, "Yeah, we heard about that." Turning in his seat to look me in the eyes, he adds, "One of our boys on the combine saw your truck there with all the lights."

Only the silence following his words alerts me to the fact he's finished speaking and it's probably my turn to say something. I'm still at the scene, staring in the car, counting hands and feet. "Was it bad?" he pries in the way people do about such things, eyes narrowing slightly and the subtlest of smiles forming through his beard. "Yeah," I say, my eyes looking down at the paperwork but seeing carnage. "I don't see how he survived."

"Did you see it?" he asks. I tell him I went down to help and was the first to try and get the driver out of the car. He simply replies, "Oh."

There's silence for a bit. Something about revealing myself as a witness to someone's

**Safety policies, regulations or company practices don't necessarily address the situations in which truckers may find themselves.**



violent passing has changed the tone of our conversation: I'm no longer the same person to him. His smile is gone, and his eyes appear distracted for a moment as his brow sinks. This change in his composure draws me deeper into this moment. I'm suddenly very interested in what he has to say next. "I've seen things like that," he confidently replies but without any arrogance or dismissiveness. "I went to help at that crossing when a van was hit by a train."

There's more silence. In this moment, I find myself wanting wisdom and help. "You won't forget seeing it," he says matter-of-factly. His eyes display a mix of understanding and vulnerability, dry but conveying deep compassion.

"Yeah, I guess so," I reply. "You can sleep out front along the driveway if you don't have the hours to get anywhere," he says quickly, in a more business-like tone, shaking his head briefly as if to signal the feeling-sharing is over and it's time to get back to business. He starts his pickup truck's engine and puts it in gear, tossing the signed bill of lading onto his empty passenger seat. "Thanks for the hay and have a good night," he finishes. Gravel flies from underneath his rear tires for a moment as the pickup heads off. Dust hangs in the air, momentarily marking the spot where we were speaking as I walk back to the cab of my truck.

### The Night

A few hours later, I'm in my underwear, sitting on the bed in the truck's sleeper with curtains drawn around me. I did indeed have hours

left in my day and, knowing full well the loss of income and home-time that would have accompanied shutting down early at the farm, I elected to drive to a city where I would pick up a load of lumber tomorrow.

The night is deeply dark and envelopes me in a silence that is only broken by a small heater that kicks on and off to keep the bunk warm; the sounds of a crew switching train cars at a small train yard a couple hundred meters away are my white noise machine for the night. My last task before bed is to complete my logbook. I write "attending accident scene" to explain the chunk of time when I was stopped for the collision, the only official report I made in a document that I know won't lead to any follow-up.

I sleep fitfully that night and don't mention anything to my dispatcher for the remainder of my trip. I keep the sights, sounds, smells and all the feelings that go along with them to myself as I continue to work. *But in the years that follow, without fail, I will occasionally find myself staring inside that wrecked car. I carry the broken body of the nameless driver with me, another quiet ghost that hangs around after years of witnessing these sorts of things.* ■

<sup>1</sup> – Alberta Motor Transport Association. "Beyond Licensing: Pathways to Truck and Bus Driving Careers in Alberta." Launched in November of 2023. <https://driverpathways.com/>.

<sup>2</sup> – Elniski, Dave A. "Autoethnography in workplace safety: Revealing the suffering of unintentional first responders in the Canadian trucking industry and beyond." In *Safety Science* 170 (February 2024): 106347. <https://doi.org/10.1016/j.ssci.2023.106347>. If unable to access the journal, please contact me directly at [dave.elniski@amta.ca](mailto:dave.elniski@amta.ca) for a copy of the full article.



## Investing in Safer Roads and a Safer Industry

By **Dan Horvath**, Vice President of Regulatory Affairs and Safety Policy, American Trucking Associations

Regardless of a carrier's size – whether it is a one-truck operator or one of the largest fleets in North America – safety is at the forefront of what the trucking industry is about.

The industry's commitment to safety is a core value, something responsible drivers, fleet managers, safety directors and executives think about every single day. But more than that, it is something that carriers across the country are investing in.

In December 2023, American Trucking Associations (ATA) released the results of a broad survey to see how much the trucking industry is investing in improving highway safety, and the answer, unsurprisingly, is quite high. ATA's survey found that the trucking industry spends \$14 billion a year on technology enhancements, training, driver incentives, maintenance and regulatory compliance, all to reduce crashes.

This survey, which examined a broad cross-section of the industry, underscores just

how committed this industry is to reducing crashes and making our highways safer, a commitment that is growing with each passing year.

According to ATA's Safety Spend Survey ([www.trucking.org/news-insights/new-study-underlines-trucking-industrys-commitment-safety](http://www.trucking.org/news-insights/new-study-underlines-trucking-industrys-commitment-safety)), the industry's \$14 billion investment in 2022 represents a 40% increase from the previous survey, conducted in 2015. ATA surveyed a variety of motor carriers, from fleets with just a handful of trucks to carriers with more than 10,000 power units on the road, running the full breadth of the industry. In total, companies responding to the survey accounted for almost 170,000 drivers and nearly 160,000 trucks.

The \$14 billion figure is not the result of fleets simply spending to comply with state and federal safety rules; it is a commitment by motor carriers of all sizes to go above and beyond to improve safety. It represents a tangible demonstration that safety is not just

a slogan for our industry; it is our mission. While others talk about their commitment to safety, the trucking industry is doing the work — investing in life-saving technology and training every day.

ATA demonstrates its commitment to safety in more than just our industry's investments. We were a First Mover in committing to the U.S. Department of Transportation's National Roadway Safety Strategy. We are a leading voice pushing for data-backed strategies and regulations that will reduce crashes and make the roadways – our industry's shop floor – safer for all motorists, not just truck drivers.

As part of our effort to improve safety, we appreciate the partnership we have with CVSA, the Federal Motor Carrier Safety Administration and countless other organizations all working toward the same goal of reducing crashes. ■



## New Year, New Paradigm: How Enforcement, Compliance and Industry Work as One

By **Jeremy Woolward**, Fleet Safety Manager, Chariot Express Ltd.

With the new year comes the timeless tradition of making resolutions, or the more recent variation, the social media influencer dogma of hashtags involving “new year, new me.” Sadly, not all these goals go according to plan. Whatever the reason, things go off the rails, people’s attention becomes focused elsewhere and what was important before is replaced with something seemingly even more critical. Over time, old resolutions, along with new habits and mindsets, just seem to disappear. Then, Dec. 31 rolls around again, we ring in a new year and the cycle restarts.

The colloquial definition of insanity is to do the same thing over again repeatedly but expect a different result each time. And sure, people talk of change, whether it be changing habits, people, processes or whatever else you can think of. However, I’d posit that unless one wants to become like a verse in Katy Perry’s “Hot and Cold,” the idea of change is almost as hollow as the cycle of New Year’s resolutions: well-meaning at best but unsustainable in the long run. People change jobs, people change governments, people change clothes; but you still have a job, you still have a government, and you still wear clothes. Just not the ones you started with.

What hasn’t changed is the mindset to which you approach a situation. Even then, you cannot just change a mindset. You are the sum of your experiences, and those experiences influence your worldview. If you’re looking for a different result, you will need to do something incredibly radical to shift your whole reality. Your mindset must transform; to accomplish that, you must be willing to consider and entertain ideas and possibilities you wouldn’t have before. It can be frightening, disruptive and detrimental if not handled appropriately. However, it is also rewarding, inspiring and, for some, rejuvenating of one’s intention, purpose and focus, like a phoenix reborn.

Now, you might be asking how any of this relates to our industry and the purpose of CVSA. Great question. Let’s consider the status quo for a moment. You have three silos that make up the commercial trucking industry:

**1. Enforcement** – This is the role of inspectors and law enforcement officers, where CVSA functions to educate, train and inform enforcement on how to perform their duties.

**2. Compliance** – These are the auditors, investigators and other officials who evaluate commercial motor carriers to determine

whether they belong on the road or, in the case of an on-road incident, help inform enforcement on what actions need to be taken by providing empirical data.

**3. Industry** – These are the motor carriers, industry advisors, consultants and instructors who try to piece together what they can to help each other survive and stay safe.

In the traditional status quo, all three are linked by one common element: an adherence to established legislation enacted by the government. While linked together, each stays in its respective lane, following established procedures and, unless required by social convention or decree, not crossing over into another segment’s domain. You end up with three parts of a whole performing their functions without any perspective from outside their lanes informing how those functions are to be performed. It is limiting, leads to a lack of transparency and, in the end, may result in conflict as we all collectively spin our wheels without making enough progress on ensuring safe roads for everyone.

There are avenues to seek different results in this status quo, but they, too, are limiting. You can lobby the government, which many do.



*A safer carrier is a more compliant carrier, and that can lead to more passed inspections, superior compliance, reduced injuries and fewer workplace incidents.*



You can update policies and procedures in your own area of expertise. You can have industry engagement sessions. But unless these actions are coordinated, the results will only be an incremental change of something that exists within the status quo. While treating superficial symptoms, these avenues don't necessarily address the root cause of why the issue came up in the first place.

Addressing the root cause is always unnerving, as it usually requires a systemic overhaul. The root cause, as explained in Frank Bird Jr.'s "Practical Loss Control Leadership, 3rd Edition," is causation at the management, or systemic level, of authority. It's here where the ultimate accountability lies. To move forward, one must consider what parts of the system failed to work as intended and what will be required to produce a different result going forward. There can be multiple root causes for any one incident. From my vantage point, a root cause that has contributed to some of the conflicts or issues present in our industry today is a lack of integration between the aforementioned silos: enforcement, compliance and industry.

What can be done? The title of this piece talks about a new paradigm, a new way of thinking. My thought process is this: like the biblical walls of Jericho, it's time to raise our figurative ram horns and break down that which is limiting each of us from realizing our full potential. I'm not saying suddenly everyone becomes a compliance specialist or an inspector, but rather, like an arm, a leg, a stomach and a torso, we all do our individual functions to move together as one toward a common goal.

In the province of Alberta, our health and safety legislation is founded on the principle of the Internal Responsibility System, in which all parties, based on their authority and level of control, contribute to and are responsible for the health and safety of everyone in the workplace. In Alberta, health and safety legislation is focused on protecting the worker, while transportation safety legislation is focused on the means to protect the public, the environment and the infrastructure at large. Holistic health and safety programs, established by motor carriers with this mindset, successfully merge principles from these two legislative bodies to address the hazards encountered in the industry, such as driver fatigue, poorly maintained equipment and faulty cargo securement methods. I'm of the position that if we take this holistic approach to the enforcement, compliance and industry arms, we can and will transform our industry.

What does this look like? For starters, CVSA's approach in providing roadside inspection programs to industry is a shining example of what that new paradigm looks like. It is a huge milestone that Canada can now offer the Canadian version of the industry roadside inspection programs in Western and Eastern Canada. Another example lies in how this program is delivered. Props to CVSA Director of Inspection Programs Kerri Wirachowsky for building a strong team of instructors who represent the different arms of industry and can provide unique insights you would not be able to find if only one point of view is represented. Having industry partners like the Alberta Motor Transport Association (AMTA) to promote, advocate and collaborate on the execution and delivery of these programs makes a huge impact.

Another example I've applied in my fleet is incorporating information from CVSA programs into my health and safety management system. In the Industry Roadside Inspection Program, we learned all the steps involved in a North American Standard Level I Inspection. (If one took only Driver Requirements, all the steps in a Level III Inspection are covered, and if one took only Vehicle Requirements, all the steps in a Level V Inspection are covered.)

Now, because our transportation safety legislation and health and safety legislation necessitate periodic inspections, it was not too far of a stretch to build an industry inspection covering the same elements. Adding in the compliance element, federal carriers are required to monitor their drivers' hours of service records. In a Level I Inspection in Canada, inspectors review records of duty status (RODS) for the previous 14 days, plus the last change of duty status prior to the inspection. It's not a stretch to include a more detailed component of RODS verification as part of my internal effort.

By knowing what both bodies are looking for and thinking of them as a whole, I can now take a more detailed approach to how I address continuous improvement in my fleet. Doing it this way, not only do I meet the minimum requirements of the regulatory agencies, but I exceed them by grouping them together as one entity, which is what I'd love to see more of in the commercial trucking industry. Ultimately, I meet the requirement for inspections that satisfy transportation safety and occupational health and safety standards, I've monitored driver RODS for accuracy and consistency, and I've managed hazards that may cause harm to the worker or to the public.

Granted, not everybody may have the time or the resources to design such an initiative on their own, but that's what grassroots participation in industry is about: the exchange of ideas and initiatives. When these ideas are shared and used to uplift and grow industry, we all win. A safer carrier is a more compliant carrier, and that can lead to more passed inspections, superior compliance, reduced injuries and fewer workplace incidents. I'd rather see a whole lot of leading indicators instead of lagging ones. I'd also prefer to be proactive rather than reactive; the key to that approach is successful collaboration.

We are all on the same team. We are all looking for safe roads, a resilient economy and, ultimately, workers and drivers who get up, perform their work, earn an honest living and return home to their families and loved ones at the end of the day. We all have our own part to play in that process.

While we all must lift from where we stand, there ought to be nothing in our actions or approach that excludes our partners in other segments of the industry. The consistent flow of information from one group to the next, the interaction and engagement at meetings and conferences, articles in publications like *Guardian* and the delivery of outreach events such as the CVSA Industry Roadside Inspection Driver Requirements Training Course and the AMTA Driver Appreciation Days go a long way in blowing up the status quo and transforming the old paradigm on how we deliver commercial trucking in Alberta, in Canada and, ultimately, in all of North America.

To everyone reading this, I wish you a happy New Year and all the best in 2024. Stay safe. Stay compliant. Stay decaled. ■

## Best Practices for Drivers During a Roadside Inspection

By Sulev "Swede" Oun, Owner, O&K Truck Repairs

Chances are pretty good that if you drive a commercial motor vehicle (CMV), it will be subjected to a roadside inspection by a commercial vehicle enforcement (CVE) officer/inspector. For these inspections, most states and provinces utilize the state police, department of transportation and, in some cases, local police officers trained in all of the various parts contained in the Federal Motor Carrier Safety Regulations pertaining to our industry. These regulations spell out the requirements and responsibilities for carriers, drivers, mechanics and any employee involved with transporting goods or passengers.

Many requirements pertain to reporting, licensing, prohibitions and vehicle maintenance/inspections. The task of CVE is to ensure carriers and drivers abide by these various regulations and requirements. Consequently, verifying that information is a big portion of the roadside inspection. The driver is requested to hand over registration(s), insurance cards, driver's license, shipping papers, and logs or access to electronic records of duty status.

Those who have gone through a roadside inspection can testify that the verification process can sometimes be time consuming. At times, it can take just as long or longer than the actual vehicle inspection for a number of reasons. However, there are things that a carrier or driver can do to reduce

the time involved with this portion of the inspection.

Have you ever been pulled over with your personal vehicle for a traffic infraction (e.g., speeding), and the officer asks for your license, registration and insurance card? You then nervously start looking for them in your glove compartment, buried among other items, as you tell the officer, "I know they are here some place." This is a perfect example of unneeded time consumption. In many of my driver training courses, I suggest using a binder with clear plastic inserts to store all the paperwork presented during a roadside inspection, in order and up to date. I always receive positive feedback from drivers who have followed through with this because the officer thanked them for being so well organized, making their job easier and quicker when verifying information through the various databases they must access.

One of the officers I have worked with said it the best: "Quite often, our job is looking for liars, cheaters and stealers." Well-organized paperwork makes it easier to do that job. This comment is not meant to be an indictment of our whole industry; of course, the overwhelming majority follow the rules and have good intentions. Unfortunately, a very small percentage do meet the criteria of a "bad guy." Every month, more unsafe carriers are stripped of their authority to conduct

business by the Federal Motor Carrier Safety Administration. This leads us to another point: misinformation and lack of information force the officer to spend more time verifying. Keep in mind that if an officer misses something pertinent during inspection and that vehicle/driver has a mishap shortly after, the officer faces repercussions for letting that vehicle/driver proceed.

Lying and fabricating not only add to the length of an inspection, they don't work. The officers are trained to see through those kinds of situations. Attempting to verify such falsehoods adds more time to the roadside inspection, not to mention that you have now given the officer a reason to doubt anything else that pertains to the inspection. The trust factor has been broken. The bottom line is that if you have a known issue, you are better off being honest and transparent about it. Honesty is a quality everyone respects.

Another very important consideration is not to let the inspection become personal. Nobody wins with a confrontational attitude. Yes, we know a roadside inspection is an inconvenience, especially if you have a tight window of time or are trying to get home to your family. However, we need to adopt the attitude that an inspection is part of doing business. After all, do we really want our loved ones driving among unsafe vehicles/drivers? I also need to point out that all the CVE officers





## There's Antiquated, and Then There's 393.95(f)

By **Jim Selevan**, CEO, Pi-Lit Technology

I know are into it for safety, not punishment. A good attitude goes a long way.

As a carrier and/or driver, you should always be on top of things like:

- ✔ Is your medical certification (if required) up to date?
- ✔ Is the annual inspection up to date?
- ✔ Are the registration and insurance up to date?
- ✔ Are your vehicle identification number plates on the vehicle(s) and readable?
- ✔ Do you have the proper class of license and endorsements (if required)?

For example, many drivers operating small CMVs don't realize that, in certain cases, they are required to have medical certification even though they don't have a commercial driver's license. Make sure everyone in your organization is familiar with the rules and regulations.

Another tip for the driver to keep in mind is not to volunteer too much information or play the "blame game." If a violation is discovered, it serves no purpose to bad-mouth the carrier or any individual in your organization for any defects or issues. Chances are, if there is a problem, it usually also involves the driver. After all, it is ultimately the driver's responsibility to ensure he or she is operating a safe vehicle and complying with all the requirements before driving on our highways.

As to the vehicle, first impressions can affect the depth of the inspection. Is there a need for a Level I Inspection, or will a Level II Inspection suffice? That first observation of tires, wheels, lights and appearance can make a huge difference, in addition to the other variables discussed previously, about attitude, organization and paperwork, could be the deciding factor on the level of inspection. If you walk away with anything from this article, realize the potential is there for you to influence the outcome of a roadside inspection. At the end of the day, all of us are trying to get home to our families and loved ones, knowing that collectively, we are keeping our highways safe for everybody. That is our shared goal. Drive safe, everyone. ■

What are liquid flares, and how far back in history have we used them? It's an interesting question and one that is hard to answer. Code of Federal Regulations 49 Section 393.95(f) reads:

Warning devices for stopped vehicles. Except as provided in paragraph (g) of this section, one of the following options must be used:

- (1) Three bidirectional emergency reflective triangles that conform to the requirements of Federal Motor Vehicle Safety Standard No. 125, § 571.125 of this title: or
- (2) At least 6 fusees or 3 liquid-burning flares. The vehicle must have as many additional fusees or liquid-burning flares as are necessary to satisfy the requirements of § 392.22.
- (3) Other warning devices may be used in addition to, but not in lieu of, the required warning devices, provided those warning devices do not decrease the effectiveness of the required warning devices.

The Federal Motor Carrier Safety Administration (FMCSA) believes the regulation predates the U.S. Department of Transportation (April 1, 1967) and is likely from prior to World War I. Not many are old enough to have seen liquid kerosene lamps with a wick, flame and smoke rising atop steel barrels in work zones. Even fewer might realize that these "liquid flares" are still approved for use when your commercial motor vehicle (CMV) is stopped alongside the road.

Flash forward to June 2021, when the Small Business Innovation Research program

published a research grant opportunity to foster the development of a system to autonomously deploy devices approved under 393.95(f). FMCSA anticipates autonomous CMVs using today's quickly developing technology but insists upon using warning devices first developed in 1880. Even for vehicles with human drivers, deploying reflective triangles, flame flares or kerosene smudge pots represents a federal requirement that prohibits modern warning devices that have been shown to be more effective.

Fortunately, FMCSA has seen the light (pun intended). A recent exemption (FMCSA-2021-0187) adds a fourth option to the permitted warning devices under 393.95(f): LED sequential-flashing flares. So, your autonomous tractor-trailer delivering gasoline can still deploy kerosene flares, triangles, or flame flares, but now you also have the option for safe, low-voltage LED sequential-flashing flares. Also, adjuncts to the LED flare option with GPS and cellular communication notify GPS map apps and other cloud mapping services when the LED flares are deployed. With the integration of these technologies, approaching drivers will be made aware of your stopped vehicle, whether it's disabled or delivering product, from miles ahead.

If triangles are getting caught under the seat, bits of plastic fall under the brake pedal, fusee flame flares don't quite mix with your flammable load or dry roadside brush, or kerosene sloshing around in the cab is not your insurance carrier's idea of prudence, maybe it's time to enter the 21st century. There are now safer options. ■







# What it Takes to Clear California's Clean Truck Check

By **Greg Colvin**, Senior Director of Solutions Engineering, Zonar

The transportation industry's track record for decreasing carbon emissions is long and rigorous. In the commercial trucking space, fleet managers make decisions based on fuel consumption data, idle times, tire pressure and other emissions-related data. They use this to inform and train drivers to improve behavior behind the wheel that affects fuel usage and vehicle efficiency, and ultimately, helps fleets achieve sustainability goals.

These data points enable fleets to make operating decisions that have a big impact on reducing greenhouse gas emissions. As new technology and infrastructure are developed, the possibilities of what can be accomplished – in terms of fleet health, safety and sustainability – increase exponentially.

California's Air Resources Board (CARB) is enacting an aggressive plan to cut emissions, and commercial trucks are feeling the brunt of it. The state's Clean Truck Check program, which augments the state's Periodic Smoke

Inspection Program, is designed to identify vehicles needing emissions-related repairs and enforce those repairs.

For now, these requirements present distinct challenges for the industry. Some fleets already conduct many of these checks in regular maintenance updates and pre- and post-trip inspections. This change, however, requires specific compliance with emissions tests. Tests must be performed twice yearly for the first three years, then four times annually afterward.

But it doesn't need to be a burdensome compliance and management shift.

Telematics providers are working with CARB to seamlessly integrate emissions checks into their systems and roadside inspection practices, making these new requirements easily managed across an entire fleet.

## Who Is Affected by Clean Truck Check

California's rules apply to all buses and commercial motor vehicles produced in or after 2013 and exceed 14,000 pounds, whether they're based in or crossing into the state.

Clean Truck Check requires periodic vehicle testing and emissions monitoring. It also includes an enforcement component to ensure carriers, fleets and the drivers responsible for those vehicles complete necessary repairs as soon as possible.

Vehicles had to register with the state by Jan. 31. Nearly 1 million heavy-duty vehicles will be impacted by the Clean Truck Check program.

## How to Ensure Your Fleet and Drivers Comply

As more states set emissions targets, programs like this may become more common. For carriers affected by Clean Truck





» As new technology and infrastructure are developed, the possibilities of what can be accomplished – in terms of fleet health, safety and sustainability – increase exponentially.

Check, we propose four practical steps to maintain lower emissions to avoid fines and compliance issues and contribute to your fleet's larger sustainability goals.

- 1 Maintain your fleet's heavy-duty vehicles to ensure their emissions controls stay in proper working condition. If you, your drivers or your maintenance technicians discover an issue with a vehicle's emissions controls, address and repair it, quickly.
- 2 Make sure drivers can easily access proof of successful testing during roadside inspections. This new law requires every asset to be physically taken to a testing facility on a government-assigned schedule and repaired (if needed), unless the vehicle is equipped with a certified telematics device that can run automatic testing while the vehicle is in service.
- 3 Submit a passing test to CARB within 30 days of receiving notice that a vehicle's test

results indicate it might be emitting higher than the acceptable range.

- 4 Continue annual inspections for vehicles subject to the Periodic Smoke Inspection Program.

### Telematics and Predictive Maintenance is Key

Predictive maintenance technology will be crucial to helping fleets track and be notified of emissions faults that can contribute to CARB inspection failures. These technologies can provide a 360-degree view of your entire fleet on one dashboard so you can see vehicle health, fault codes and location all within a single view.

Many fleets are also adopting emissions check technologies that remotely perform California's required testing from the telematics device. This eases the burden of drivers who would otherwise be rerouted for testing at a physical facility and eliminates the

operational logistics needed to plan physical testing for every vehicle within the fleet that may travel through California.

With this technology, vehicles stay in service and on route while the device collects data in the background. Certified telematics devices continuously connected to a vehicle will be programmed to scan the onboard diagnostic controllers for relevant emissions data and then periodically upload that emissions data to CARB's testing system. The requirement is to achieve a passing score from the CARB Clean Truck Check system within 90 days of each vehicle's certification deadline, every six months to start, and then every three months by 2027.

These capabilities are smart technology investments that ensure the safety and health of your fleet by maximizing vehicle uptime, making meaningful progress toward reducing carbon emissions and meeting requirements in an ever-evolving legal landscape. ■

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