

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 25, Issue 1
1st Quarter 2018



The History of the Commercial Vehicle Safety Alliance

Plus...

.....
**CVSA Launches
Online Learning
Management System**
.....

**CVSA Offers New
Policy Guide**
.....

**CVSA Updates, Adds
Inspection Bulletins**



IN THIS ISSUE

| | |
|---|----|
| Insight | |
| President's Message | 1 |
| Executive Director's Message | 3 |
| Knowledge Matters | |
| CVSA and Road to Zero Coalition Attend IIHS Crash Test..... | 4 |
| You're Not Alone! | 4 |
| Government News | |
| The Legislative and Regulatory Rundown | 5 |
| CVSA Offers New Policy Guide | 5 |
| From the Driver's Seat | |
| Not On My Watch | 6 |
| Cover Story | |
| The History of the Commercial Vehicle Safety Alliance | 7 |
| CVSA Committee and Program News | |
| Advanced Hazmat Training Offered at 2018 COHMED Conference..... | 16 |
| 2018 Regional COHMED Training Schedule | 17 |
| CVSA Brake Safety Symposium | 18 |
| CVSA Updates, Adds Inspection Bulletins | 18 |
| International Roadcheck Set for June 5-7 with Focus on Hours-of-Service Compliance..... | 19 |
| CVSA's Fiscal 2017 Annual Report..... | 19 |
| Starting April 1, 2018, Drivers Operating a Vehicle Not Equipped with a Required Compliant ELD Will Be Placed Out of Service | 20 |
| CVSA Launches Online Learning Management System..... | 20 |
| CVSA Accepting 2018 College Scholarship Applications..... | 21 |
| Scott Hernandez Joins CVSA as Director of Crash Standards and Analysis..... | 21 |
| Regional News | |
| South Dakota Highway Patrol Troopers and Inspectors 'Rake the Town' | 22 |
| Michigan State Police Conducts Two-Day Inspection Operation at the Mighty Mac Bridge and the International Bridge | 23 |
| In Memory of Longtime CVSA Supporter and Associate Member Pat Crahan | 24 |
| Quebec's Operation Motorcoach 'All Aboard' | 26 |
| Updates from the Saskatchewan Trucking Association | 26 |

| | |
|---|----|
| Industry Perspectives | |
| Tire Tech and the Law: Everything Rides on Them | 28 |
| RAD Inspection News | |
| Level VI Certification Classes Held in New Mexico and Texas | 31 |
| NRC Prepares New Rules for Power Reactors Transitioning to Decommissioning | 32 |
| DOE Submits Greater-Than-Class C Report to Congress | 32 |
| Roadside Inspections, Level VI (2017 - Calendar)..... | 32 |
| CVSA Level VI National Instructor Tony Anderson Retires..... | 33 |
| ELD Guidance for Level VI Inspections | 33 |
| CVSA Level VI Basic Certification Classes for Calendar Year 2018..... | 34 |
| 2018 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook Now Available | 34 |
| Roadside Inspections, Level VI Violations (2017 - Calendar) | 34 |

GUARDIAN

6303 Ivy Lane • Suite 310 • Greenbelt, MD 20770-6319
Phone: 301-830-6143 • Website: www.cvsa.org

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

CVSA Staff: *Collin B. Mooney*, MPA, CAE, Executive Director • *Adrienne Gildea*, Deputy Executive Director • *Carlisle Smith*, Director of Level VI Inspection Program • *William Schaefer*, Director of Safety Programs • *Ken Albrecht*, Director of Multimedia Development • *Bill Reese*, Director of COHMED Program • *Kerri Wirachowsky*, Director of Roadside Inspection Program • *Scott Hernandez*, Director of Crash Standards and Analysis • *Nicole Leandro*, Manager of Communications • *Claudia McNatt*, CMP, Manager of Conferences and Exhibits • *Iris Leonard*, Manager of Member Services • *Jake Fischer*, Multimedia Specialist • *Mark Mills*, Multimedia Specialist • *Richard Williams*, CPA, Controller • *Moniladae Adewoyin*, Accountant • *Amelina Kassa*, Administrative Assistant

Copyright 2018, CVSA. All rights reserved. No part of this issue may be reproduced without written permission from the publisher.

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



Commercial Vehicle
Safety Alliance



@CVSA



CVSA
Communications



PRESIDENT'S MESSAGE

Training Officers to Detect Drug and Alcohol Impairment

By Capt. Christopher Turner, *Kansas Highway Patrol*

All inspectors should be trained to detect drug and alcohol impairment during an inspection or after a crash to determine whether drugs or alcohol were a factor in the collision. This article will focus on statistics which clearly demonstrate why officers must have impairment training.

Every day, in the United States, more than 100 people die in automobile crashes, according to the National Safety Council. More than 40,000 people died in 2016, the most in nearly a decade. And drug- and alcohol-related impairment were major factors in these crashes, according to the National Highway Traffic Safety Administration's (NHTSA) Drug and Alcohol Crash Risk Study. The study found that drug and alcohol presence increased crash risk by more than five times. The most common drugs were:

1. THC (Marijuana)
2. Stimulants
3. Narcotic-Analgesics (Pain Control)
4. Sedatives
5. Antidepressants

Some drivers tested positive for more than one drug.

Positive drug tests were found more often than alcohol among fatally injured drivers, according to the Drug-Impaired Driving Report released in 2017 by the Governors Highway Safety Association and the Foundation for Advancing Alcohol Responsibility.

Dedicated safety professionals throughout federal and state governments, as well as industry representatives, continue to work diligently to re-secure the safety gains we fought to achieve. There are numerous technological initiatives to reduce crashes and make our roads safer, such as electronic logging devices, pre-selection systems, lane departure systems, truck platooning, autonomous vehicles, etc. The focus of most of these innovations is to assist the driver with an early warning or remove driver error.

The Large-Truck Crash Causation Study (LTCCS) conducted by the Federal Motor Carrier Safety

Administration, now more than a decade old, provided law enforcement data on the factors that contributed to crashes. These factors were not new or earth-shattering then, any more than they are now. The study identified the critical reason for crashes and analyzed those reasons in categories. The categories were:

- Driver (87 percent)
- Vehicle (10 percent)
- Environment (3 percent)

These categories clearly demonstrated the need to focus on assisting drivers to reduce crashes. Many of our current technologies owe their beginnings to the LTCCS. Recent trends showing drug and alcohol presence in crashes demonstrate the need to focus on these causal factors to reduce crashes.

The news is filled with stories on the tragic increase in opioid use in the U.S. Additionally, many states have legalized marijuana usage either for medical or recreational use. This is

Continued on next page



Both NHTSA and the CDC estimate drug and alcohol impairment are major causes of crashes that take place in the United States.

Continued from page 1

not an article about the societal impacts of these recent shifts in drug usage; however, the driving deaths associated with these changes can be quantified.

Both NHTSA and the Centers for Disease Control estimate drug and alcohol impairment are major causes of crashes that take place in the United States. In July 2016, NHTSA reported alcohol-related driving deaths rose 7.7 percent in calendar year 2015. On average, more than 10,000 people die annually from drunk driving crashes.

Part of the problem in quantifying the number of alcohol- and drug-related crashes is the frequency of testing. Nationally, most fatality crashes result in impairment testing of the fatal victim. However, many living drivers are not tested in fatality crashes or crashes where a fatality does not occur. Even with limited testing, NHTSA estimates 28 people die every day from an alcohol-related vehicle crash. Because not all fatality victims or other drivers are routinely tested, NHTSA is under-reporting the number of drug- and alcohol-impaired drivers.

Recent NHTSA studies have also found large increases in drivers using marijuana and other illegal drugs, leading to more drug-involved crashes. In 2015, 21 percent of all fatal crashes in the U.S. involved at least one driver who tested positive for drugs after the incident, compared to 2005 where the number of at least one driver testing positive for drugs in fatality crashes was 12 percent.

The cost of these crashes is not only measured in lives lost, but devastating financial consequences as well. According to NHTSA statistics, the total cost of motor vehicle crashes was more than \$430 billion in 2016, an increase of 12 percent from 2015. Lost wages and productivity, and medical and administrative expenses as well as employer costs and property damage costs are all included in this estimate.

There is a difference in the drug and alcohol training that officers and inspectors receive throughout the nation. Some inspectors are full-time police officers, some a hybrid of inspector and officer, and some only have power to inspect commercial motor vehicles. Regardless of the type of enforcement powers granted to inspectors, drug and alcohol detection should be included in the initial training inspectors receive.

The initial training, developed by NHTSA, is the DWI Detection and Standardized Field Sobriety Testing (SFST) Basic Course. The 24-hour course trains law enforcement officers to recognize behavior pointing to impaired driving, the importance of SFST and how to properly administer the tests, when to make an impaired driving arrest, how to write accurate detailed reports, and how to give clear and convincing testimony. Two additional modules may be added onto this training. These modules introduce officers to the skills necessary to detect drug-impaired drivers. Advanced courses should come over time. These courses are Advanced Roadside Impaired Driving Enforcement (ARIDE) or the

Drug Recognition Expert (DRE) Program. ARIDE is a 12-hour course. The Kansas Highway Patrol sent all inspectors (nearly 400 inspectors) through ARIDE training during our inspectors' in-service two years ago. The training has been invaluable and led to the detection of numerous drivers who were under the influence of a drug.

The ARIDE Program was developed by NHTSA with input from the International Association of Chiefs of Police, the Technical Advisory Panel and the Virginia Association of Chiefs of Police. ARIDE was intended to bridge the gap between SFST training and the DRE Program. The DRE Program is outstanding. I would recommend it to anyone who makes impaired driving a career path. The training is highly specific, rigorous and the skills learned are invaluable. Clearly, it is not feasible to send all officers through the DRE school; however, there should be a core group of DRE-trained officers available in every state to work specifically with drug-impaired drivers.

CVSA's new committee, the Crash Standards and Analysis Committee, will focus on reducing crashes and determining their cause. One of the goals of the committee is to determine what training inspectors should have, as well as where law enforcement should focus enforcement efforts to save the most lives.

In conclusion, I believe the data clearly shows the need for all inspectors to be trained in basic alcohol and drug detection. There is no question that crashes are on the rise. Ensuring our inspectors have training to detect impaired drivers will save lives. ■



Drug and alcohol detection should be included in the initial training inspectors receive.



EXECUTIVE DIRECTOR'S MESSAGE

The Alliance – An Early Reflection

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

In the early 1990s when I first started conducting commercial motor vehicle (CMV) inspections with the Saskatchewan Highway Transport Patrol and later with the Alberta Commercial Vehicle Enforcement Branch, I had the pleasure of working with a few of the exceptional leaders and founders of CVSA. At the time, my professional goal was to establish a career in law enforcement; however, as time passed, I became increasingly interested in a specialized career in CMV safety. Admittedly, for many of us, we were unaware of the organizational potential that was forming.

In my early years, my first memory of CVSA was the introduction to the various levels of inspection involving a systematic approach to the mechanical fitness inspection of a commercial motor vehicle, the evaluation of a driver's operating credentials, and the review and analysis of hours-of-service requirements.

The second early memory was the introduction of the CVSA certification patch, which was viewed as a badge of honor that we all wore proudly on our uniforms. The certification patch represented that we were all a part of a larger purpose as one united North American organization, as opposed to operating independently as an isolated jurisdiction. At first, the CVSA certification patch displayed only the Canadian and the U.S. flags. However, a short time later, Mexico joined the Alliance and the CVSA logo and certification patch were updated to proudly display the flags of all three North American countries.

The first enforcement campaign that I remember was the creation of International Roadcheck. Since this program was established as a 72-hour continuous check stop and since I was early in my CMV enforcement career with no seniority, I needed to pay my dues and was regularly scheduled the overnight shift. The interesting aspect of this event was that each jurisdiction was provided the opportunity to do something different. In my experience, we strategically selected locations away from traditional inspection/weigh stations (such as high-crash corridors, municipalities, secondary highways and local roads) to conduct a concentrated number of roadside inspections. This unique event was an opportunity to target areas within a jurisdiction that may escape the regular interaction of the CMV enforcement community. Today, this high-profile event

continues to serve as the Alliance's longest running enforcement program by providing a snapshot of CMV safety throughout North America.

Another early memory was in 1998, after several years of CMV roadside enforcement, I made a re-commitment to myself to be the best roadside CMV inspector that I could be. In the weeks that followed, I self-selected to retake all of the basic roadside inspection courses in an effort to fine-tune all aspects of my CMV roadside inspection, including enhancing my driver interview and investigation skills. The biggest issue I faced was that once I completed the North American Standard Inspection Part B Course and passed the exam, I had to re-certify by conducting another 32 inspections. It wasn't the inspections that I was concerned about. It was the fact that the inspection facility was being utilized by others in the class and I was tasked with completing my inspections outside in -40-degree weather.

My most memorable experience as a CMV inspector was the 1999 North American Inspectors Championship (NAIC) in Tampa, Florida. At the time, this signature program of the Alliance was the highlight of my career in CMV safety. As a commercial vehicle enforcement official and roadside inspector, I had no idea how NAIC would impact me personally. Since regulatory compliance and the enforcement of traffic safety laws can be a thankless job, the Alliance recognized this very unique and important role that the CMV enforcement community serves and went out of its way to make everyone in attendance (contestants and volunteers) feel like they were special, by rewarding their significant commitment to transportation safety. Even though I didn't win any awards, this experience re-energized me and served as the pivot point of my career in CMV safety.

In early 2003, the next step in my CVSA journey was the opportunity to join the Alliance as a member of staff. This change was a significant milestone not only for me personally, but for the organization as well. Over the last few years at CVSA headquarters, I have been presented with the opportunity to grow the organization by enhancing and expanding the programs and services that the Alliance provides to the CMV enforcement community, the motor carrier industry and the traveling public.

Over the past 27 years of CMV enforcement, I have witnessed the transportation landscape change around us and because of these experiences and insights, I have observed the organization take a few missteps and fail to capitalize on opportunities that were well suited for the Alliance to address. As with any organizational or personal reflection, hindsight is always 20/20. However, through my experience, the lesson learned is to always assist the elected leadership of the Alliance to stay on task, informed about the pitfalls of the past and well positioned to take advantage of future opportunities.

To the CMV enforcement community and all transportation safety professionals, thank you for your commitment to CMV safety and everything that you do to make our highways safe for everyone. ■



Collin Mooney first joined the commercial motor vehicle community as an inspector with the Saskatchewan Highway Transport Patrol.



"My most memorable experience as a CMV inspector was the 1999 North American Inspectors Championship in Tampa, Florida."



At first, the CVSA certification patch displayed only the Canadian and the U.S. flags. However, a short time later, Mexico joined the Alliance and the CVSA logo and certification patch were updated to proudly display the flags of all three North American countries.

CVSA and Road to Zero Coalition Attend IIHS Crash Test

On Nov. 7, 2017, CVSA staff joined other members of the Road to Zero Coalition at the Insurance Institute for Highway Safety's (IIHS) Vehicle Research Center in Ruckersville, Virginia, to witness a truck underride test. The test featured a passenger vehicle colliding with the rear of a semitrailer.

In addition to the crash test, attendees were able to participate in a demonstration of several vehicle technologies. Participants rode in cars on a test track, testing out options such as automatic emergency braking and self-parking.

CVSA is a member of the Road to Zero Coalition, which is an initiative founded by the National Safety Council, the Federal Highway Administration, the Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration and is geared toward eliminating traffic fatalities within 30 years. Adrienne Gildea, CVSA's deputy executive director, serves on the Road to Zero Steering Committee. ■



CVSA Executive Director Collin Mooney, Deputy Executive Director Adrienne Gildea and Director of Safety Programs Will Schaefer join Road to Zero members and other stakeholders at an IIHS crash demonstration.

You're Not Alone!

By **Anne-Marie Noël**, Chief, Inspection Standards and Safety Awareness, Transport Canada, Government of Canada

By publishing the “You're not alone!” Transportation of Dangerous Goods Safety Awareness Kits and document for emergency planners, Transport Canada wants communities and municipalities to know that in the event of a dangerous goods transport incident, they have access to many resources for help and guidance.

The “You're not alone!” document for emergency planners includes valuable information about emergency preparedness, especially for any flammable liquids being transported through or near city limits. In fact, it includes an entire section that explains how flammable liquids behave, their properties, and how to respond and address the hazards they present.

It covers basic principles such as:

- Planning
- Preparedness
- Elements to consider

Transport Canada created this document to help communities/municipalities prepare for a dangerous goods incident. It contains:

- A section that explains both the Incident Command System (ICS) and the Unified Command Structure (UCS)

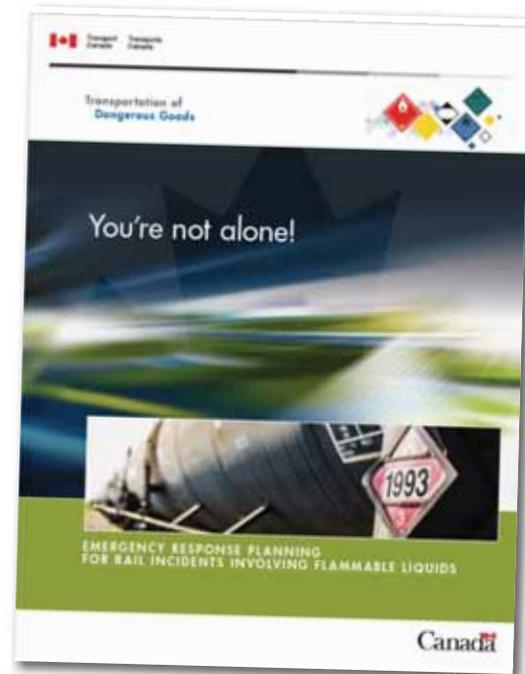
Note: Transport Canada strongly recommends everyone involved in incident response adopt these systems. If everyone works in a similar response system, organizing the response is easier when everyone “speaks the same language.”
- Tools emergency planners may need when putting in place their all-hazard emergency response plan
- An introduction to useful tools for use during an incident as well as in the recovery phase
- Information on public or private partners that can help during an incident, such as the federal government, response teams, etc.

Note: It also includes a section on roles and responsibilities for different entities to explain their presence at an incident site.

To help first responders at the scene of an incident, Transport Canada also developed and inserted a quick reference for Class 3 Flammable Liquids. It outlines the most important safety measures, grouped in a series of five steps, to consider during emergency planning and response to a transport incident involving flammable liquids.

Transport Canada regulates the transportation of dangerous goods in Canada. The department develops and enforces safety standards to reduce, as much as possible, the risks of a dangerous goods incident. However, since risks cannot be reduced to zero, we all need to be prepared.

You can view the document online at www.tc.gc.ca/eng/tdg/safety-awareness-kit-communities-municipalities.html. ■





THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Federal Funding Delays Continue

Congress continues to have trouble passing a long-term spending bill. On Jan. 19, 2018, the continuing resolution funding the federal government was allowed to expire without a new funding mechanism in place. As a result, the federal government experienced a brief shutdown as lawmakers negotiated yet another short-term continuing resolution; this time, through Feb. 8, 2018. State safety and enforcement activities were not impacted, as the Federal Motor Carrier Safety Administration (FMCSA) was not forced to furlough any employees.

While the state motor carrier enforcement programs were not directly impacted by the federal shutdown, the current stopgap approach to federal funding is having a negative impact on state programs. The Moving Ahead for Progress in the 21st Century Act (MAP-21), passed in 2015, made several changes to the Motor Carrier Safety Assistance Program geared toward reducing the administrative burden on states and allowing them to do multiyear planning for their programs. However, many of these programs rely to some degree on federal funding and it is not possible to plan long term without a full-year appropriations bill in place. Without guaranteed funding levels, state program managers cannot fill positions or make investments in needed equipment and facilities.

FMCSA Responds to ELD Exemption Requests

The electronic logging device (ELD) requirement went into effect as scheduled on Dec. 18, 2017. In the weeks that followed, FMCSA published several requests for comment on a number of exemption applications the agency received. Various segments of industry, including trash haulers, oilfield operators and small trucking companies are seeking some form of relief from the ELD requirement. Exemption requests are based on arguments that some companies are not prepared for the mandate or their industry is unique and not well suited to the mandate.

FMCSA has also granted a number of waivers to certain segments of industry. FMCSA maintains a list of all active ELD exemptions and waivers: www.fmcsa.dot.gov/hours-service/elds/electronic-logging-device-eld-exemptions-and-waivers.

DOT Update

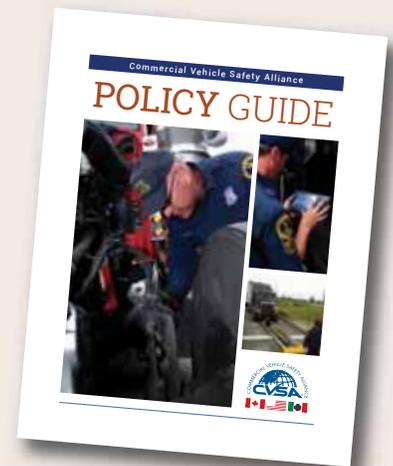
The pace of federal rulemakings remains slow as we enter the second year of the Trump administration. Agencies continue to review existing regulations and identify those that can be repealed or modified in an effort to reduce the regulatory burden on industry. As of early February, the president's nominee for FMCSA administrator, Ray Martinez, was still awaiting Senate confirmation, though the nomination is expected to be approved once it is brought to the Senate floor.

Changes in Key Transportation Leadership

The new year brought with it a number of changes in key transportation leadership positions in Congress. Sen. Booker (D-NJ) has left the Senate Commerce Committee to join the Senate Judiciary Committee. Before leaving the Commerce Committee, Sen. Booker served as ranking member on the subcommittee that oversees commercial motor vehicle issues. Sen. Peters (D-MI) has taken over as ranking member on the subcommittee.

In addition, House Transportation and Infrastructure Committee Chairman Shuster (R-PA) announced in January that he is retiring from Congress at the end of his current term. Shuster's term as chairman of the committee expires at the end of the year. Congressman Graves (R-MO) and Congressman Denham (R-CA) have both expressed interest in taking over as chair in the next Congress. Congressmen Duncan (R-TN), LoBiondo (R-NJ) and Farenthold (R-TX), long-time members of the committee, have all announced their retirements as well. ■

CVSA Offers New Policy Guide



CVSA now offers a new Policy Guide outlining the Alliance's policy positions on issues related to commercial motor vehicle safety and enforcement. These policies have been approved by the CVSA Board of Directors and serve as the official positions of CVSA.

While not all policies are supported by every CVSA member jurisdiction, they do, by nature of the policy process, represent a consensus opinion of the Alliance's membership.

Through the CVSA Policy and Regulatory Affairs Committee, the Alliance's positions on various issues are proposed, reviewed and updated, as appropriate. As such, the policy document should be treated as a living document. All policies will be noted with the approval date, for reference.

To download the new CVSA Policy Guide, visit www.cvsa.org/policypage/policy/policy-positions. ■



FROM THE DRIVER'S SEAT

Not On My Watch

By **Gary Smith**, Professional Truck Driver, Garner Trucking, America's Road Team Captain

As truck drivers, my colleagues on America's Road Team and the 3.5 million of us who drive our nation's highways each day, we can serve as the eyes and ears on the road.

Being a truck driver sometimes means monotony. Drive. Park. Sleep. Repeat. On an October night in 2008, though, something happened to break the monotony.

I had just begun my career as a truck driver and had pulled into a truck stop outside Indianapolis for the night. I closed my curtains and fell asleep, listening to the sound of a torrential autumn rain. At 3 a.m., I heard a loud knock at my truck door, so I opened my curtains to see what this was all about, expecting to see a disgruntled truck driver telling me I had blocked him in.

It was a young girl, no older than 15.

"What?" I said.
"Do you need company?" she replied.
"No! I'm not lonely. Go away."

Her expression stuck with me to this day. Totally blank and unfeeling. She retreated into the night.

Six years later, I was at our company's annual dinner. Truckers Against Trafficking (TAT) had set up their Freedom Drivers Project trailer outside the office. As I went through the Freedom Drivers Project exhibit and learned about trafficking, a lump swelled in my throat and I was overcome with a sick feeling.

When the keynote speaker at that night's banquet went through her story on human trafficking, I knew what I had seen on that October night in 2008, when instead of rescuing a young woman and giving her a chance to be saved, I sent her back into the darkness as a victim in the world of trafficking.

January was National Slavery and Human Trafficking Prevention Month in the United States and on Jan. 11, I joined thousands of TAT-trained professional truck drivers in recognizing the National Day of Human Trafficking Awareness. It is encouraging that human trafficking has been identified as one

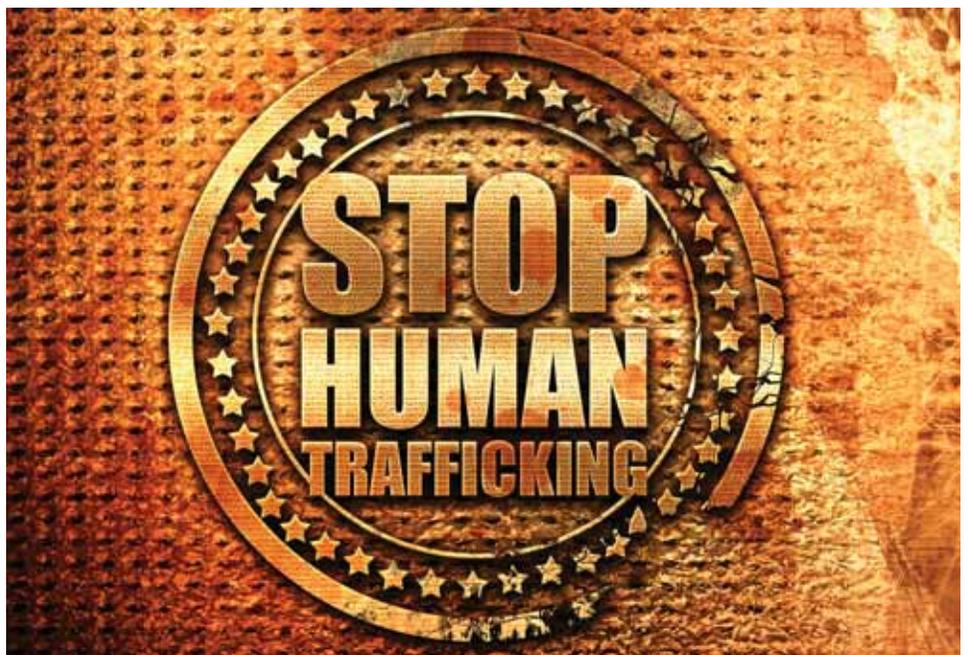
of the greatest problems of our day. The more we can raise awareness on this issue, the more we'll be able to train professional truck drivers to look for signs of human trafficking and react appropriately, potentially preventing greater abuses and helping to rescue victims.

In February, Truckers Against Trafficking launched the Demand Campaign, which seeks to elevate the issue even more by encouraging men to talk to other men about the need to end the demand for trafficking. The idea is, if there is less demand for trafficking, there will be less reason for traffickers to supply the market, making human trafficking a less rewarding business for the criminals involved. Truckers Against Trafficking has some great materials for truck drivers and law enforcement officers looking to learn more about human trafficking and what they can do to make a difference (www.truckersagainstrafficking.org).

I encourage everyone reading this to learn more about human trafficking. As truck

drivers, my colleagues on America's Road Team and the 3.5 million of us who drive our nation's highways each day, we can serve as the eyes and ears on the road. We go to the same truck stops every day and see many of the same faces. When something stands out as odd or maybe a bit unusual, drivers should not be afraid to make the call. We count on law enforcement officers to make important judgments each day and by putting information in their hands, we can equip them to analyze situations and make potentially life-saving decisions. That means fewer traffickers, fewer victims and fewer lives ruined by this horrible stain on our society.

I can't turn back the hands of time to rectify what I saw that rainy night in Indianapolis. But, I made a solemn promise to myself to say, "Not on my watch." As truck drivers, we don't have to make the same mistake I made. Get trained by Truckers Against Trafficking and help us put an end to modern-day slavery. ■





The History

of the Commercial Vehicle Safety Alliance

Alexander Winton invented the semi-truck in 1898 as a way to deliver his manufactured vehicles. He sold the first manufactured semi-truck in 1899.

The first semi-truck was invented in **1898** by Alexander Winton in Cleveland, Ohio. Winton was a carmaker and needed a way to transport his vehicles to buyers around the country.

Less than 25 years later, by **1920**, there were more than a million trucks on America's roads. However, it wasn't until the 1930s, with the increased construction of paved roads, that trucking began to achieve a significant foothold, emerging as a necessary public service in many areas.

The task of regulating the trucking industry in the United States was given to the Interstate Commerce Commission (ICC) by the passage of the Motor Carrier Act of **1935**. In its beginning, the trucking industry was considered a public utility, like power and telephone services, and was regulated by the ICC according to that consideration. Consequently, some of the earliest state agencies that regulated trucking agencies were public utility commissions.

Although the ICC was the regulatory authority for interstate motor carriers, its focus was mainly on operating authority and rates. "Safety was a secondary enterprise," said Paul R. Henry (in the first quarter 2011 edition of "Guardian" magazine), formerly with the Oregon Department of Transportation, CVSA's first president and one of the founders associated with the birth of the Alliance. "Typically, truck safety was attended to by the various state police and highway patrol agencies."

By the time we reached the **1970s**, the transportation industry in the U.S. and Canada was subject to a variety of compliance and enforcement activities when traveling from one jurisdiction to another. There was concern about the lack of a comprehensive and coordinated approach to transportation safety throughout North America.

"Each state had its own inspection criteria, protocols and means for enforcement. It was a 'mixed bag' all across the country," said Larry Stern, formerly with the West Virginia Public Service Commission. "The carriers and drivers

didn't know what type of inspection they'd run into. They may have a run from Virginia to California and in every state, each inspection would be somewhat different – different rules, different regulations they'd have to abide by. It really was a nightmare for industry."

In February **1980**, commercial motor vehicle inspection and enforcement individuals from four states – California, Idaho, Oregon and Washington – gathered in Portland, Oregon, to discuss the mutual "necessity for pursuing reciprocity among states' inspection activities."

Minutes from that first 1980 meeting outlined a variety of topics of priority at that time, such as exchanging information, potential joint activities, reciprocity among states regarding equipment, inspection activities, the establishment of a common stickering (decal) system, hazardous materials, data systems and federal funds.

That 1980 meeting started it all. There were commercial motor vehicle inspections long before 1980; however, in most cases, each jurisdiction operated separately. Those initial four states realized the necessity of working together and met to pursue that goal. This initial group of jurisdictions became known as the Western States Commercial Vehicle Safety Alliance.

The 1980 meeting highlighted areas of common need and ways in which uniform standards, procedures and methods could be utilized to greatest effectiveness. Early on, there was recognition that various states and provinces were, in large part, using common criteria for commercial motor vehicle regulation and inspection functions but there was also a redundancy of work effort. That redundancy wasted government resources, equipment, personnel and time, and caused monetary loss for the motor carrier industry.

A memorandum of understanding (MOU) was developed to establish uniformity and reciprocity of highway enforcement and to improve the safe operation of commercial motor vehicles. The MOU outlined minimum

▶ According to meeting minutes from that first meeting, "Initially, it was proposed that we name this organization the Pacific States Commercial Vehicle Safety Alliance." However, at that time, the group felt it would be beneficial to extend the Alliance to include states west of the Rocky Mountains. They decided to name the organization the Western States Commercial Vehicle Safety Alliance.

Continued on next page

Continued from page 7

Today, CVSA produces the “North American Standard Out-of-Service Criteria Handbook and Pictorial,” a 230-page spiral-bound book featuring detailed information on driver, vehicle, hazardous materials and administrative out-of-service criteria, as well as helpful charts, illustrations, tables, graphs and photographs.



inspection standards and processes and the out-of-service criteria that the parties to the agreement would agree to follow. The MOU outlined the agreement that state agencies would not only be uniform, but would recognize each other’s inspections of commercial motor vehicles, drivers and cargo.

A “critical inspection item” system, which focused on the most common crash causes, was established, setting the foundation for the North American Standard Inspection Program that is still followed to this day. The first version was a 10-page document containing the following 12 minimum inspection criteria items: brake adjustment; air loss rate; low air pressure warning device; brake hoses; brake drums and discs; brake shoes, linings and pads; steering mechanism; wheels; tires; drawbars and fifth wheels; suspension; and drivers’ hours of service.

“To preclude a multiplicity of decals on one vehicle, it is agreed that a common safety inspection identification system is warranted,” read the document that established the Alliance’s decal program. “The purpose of said decal is to identify equipment having successfully passed inspection; and by way of identification, obviate the necessity for further safety inspection by parties hereto so long as the decal remains in force and effect.”

Almost immediately, the agreement, criteria and concepts were successful.

On July 1, 1980, the Motor Carrier Regulatory Reform and Modernization Act, which deregulated the trucking industry, was signed

into law by President Jimmy Carter. This had a huge impact on the trucking and transportation industries. Deregulation dramatically increased the number of trucking companies in operation. More trucks on the road meant an increased urgent need to address safety on our roadways.

“One of the greatest impacts of truck deregulation was the disappearance of many well-established and safe motor carriers,” said Henry. “For the first time, untested and unknown people and companies were at liberty to purchase a truck and begin providing cartage services to the general public. Many of these new carriers were unqualified and/or unsafe. The national campaign for highway safety had started.”

A second CVSA meeting was held in 1980; this one was in October. Jurisdictions in attendance expanded from the initial four states to include: Alaska, Alberta, British Columbia, Colorado, Montana, Utah and Wyoming. According to minutes from the meeting, topics discussed included: school bus inspections, weigh-in-motion equipment, the Commercial Vehicle Safety Act of 1980 and highway routing of radioactive materials.

In recognition of Canadian participation, the Western States Commercial Vehicle Safety Alliance changed its name and became known as the Commercial Vehicle Safety Alliance (CVSA) to ensure the equal inclusion of Canada. The Alliance also agreed that federal representatives and industry representatives were permitted to attend and participate in future meetings.



This is the first vehicle inspection decal, which was an agreed-upon common safety inspection identification system, created by the Western States Commercial Vehicle Safety Alliance in February 1980.

The Journey Begins



1980

An MOU was developed to establish uniformity and reciprocity of highway enforcement and outline minimum inspection procedures and the out-of-service criteria.

1982

CVSA becomes a legal entity and is officially recognized as a legal nonprofit organization.

1982

The Alliance begins operation with Ed Kynaston as CVSA’s first part-time executive director.

1980

The first meeting took place, laying the groundwork for CVSA today.



1981

CVSA creates its first logo.

1982

CVSA adopts its first official bylaws and constitution.

1982

The U.S. Surface Transportation Assistance Act establishes funding for state motor carrier enforcement programs.

At that time, it was decided that “there will be no formal officers, bylaws or affiliation with states east of the Rockies or national organizations.” The Alliance believed that its “unstructured and informal approach contributed to its success.”

In April 1981, CVSA held its third meeting, in Boise, Idaho.

In addition to its established membership, three other Canadian jurisdictions (Manitoba, Saskatchewan and Northwest Territories) as well as three new states (Arizona, Nevada and New Mexico) attended the Sept. 29-Oct. 1, 1981, meeting held in Calgary, Alberta, Canada.

The October 1982 meeting in Seattle, Washington, was a very important meeting, setting the foundation for the framework of the Alliance, many aspects of which are still intact today. This is the year when CVSA became a legal entity and was officially recognized as a legal nonprofit organization.

The first elected officers of CVSA, selected by its Nominations Committee, were:

- President Paul Henry of Oregon
- First Vice President Ed Kynaston of California
- Second Vice President Ross Hogg of Alberta
- Secretary Joe Keefe of Washington

CVSA also adopted its first official bylaws and constitution which stated that:

The purpose of this Alliance shall be to promote and encourage the maintenance and operation of commercial motor vehicles in a manner that safeguards and protects the health and safety of the general public. This shall be accomplished through reciprocity between the member jurisdictions and the identification, analysis and implementation of new or remedial action programs which have the potential to neutralize or dilute potential hazards; the gathering of communication and exchange of pertinent data, information and experiences; fostering an increasingly uniform and effective national enforcement system, this in concert with reciprocity agreements where appropriate; development of education, testing and investigation aids; and the collective consideration and appraisal of important trends and developments affecting the safe transportation of goods and people over North America's highways.

At that time, CVSA also implemented a regional organizational structure, designating four geographical regions of the Alliance throughout Canada and the United States.

In addition, there were initially only two classes of membership – regular membership and associate membership. Regular membership was for representatives of state or provincial governments with responsibility within their jurisdiction for the control and safety of commercial motor vehicle operations on the

Continued on next page



Once the organization was renamed the Commercial Vehicle Safety Alliance, a new decal was created and implemented.

▶ Today, CVSA headquarters is located in the Washington, D.C., metropolitan area, with a committed full-time staff of 16. Collin Mooney is the current executive director.

1984

The Motor Carrier Safety Act of 1984 directs the secretary of transportation to establish criteria for the inspection of interstate motor carrier vehicles.

1986 

CCMTA adopts the CVSA North American Standard Out-of-Service Criteria as the national roadside inspection standard in Canada.

1987

CVSA, the Michigan State Police and the Federal Highway Administration initiate a development project to create and provide state safety enforcement agencies with standardized training modules.

1984

Funding under MCSAP officially begins.

1985

William “Russ” Fiste is selected as CVSA’s first full-time executive director and a centralized office is located in Washington, D.C.



1986

CVSA updates its logo to include the U.S. and Canadian flags.

1988

After more than a year of input, research and development, a standardized training package was completed.

Continued from page 9



Today, there are five geographical regions that make up the membership of the Alliance.

Today, CVSA has more than 450 associate (industry) member companies, associations, agencies and organizations.

highway system. Associate membership was open to individuals or organizations desiring to promote and be associated with the activities of the Alliance.

“Prior to 1980, some jurisdictions considered the out-of-service criteria to be quasi-confidential,” said Henry. “Dissimilar inspection and out-of-service standards were a handicap to the effective movement of goods. CVSA offered a uniform system that industry could understand and was able to comply with. This is where the Alliance’s commitment to the establishment of inspection uniformity and reciprocity ‘paid big dividends.’”

Also at that 1982 meeting, with the expanding interest, inclusion and attendance of some jurisdictions east of the Rocky Mountains, the group decided it would be in the best interest of the Alliance to “contact states to the east and promote CVSA membership.”

Also in 1982, the U.S. Surface Transportation Assistance Act established funding for state motor carrier enforcement programs. Grant funds were authorized and the framework for the Motor Carrier Safety Assistance Program (MCSAP) was established; funding for MCSAP officially began in 1984.

The U.S. Surface Transportation Assistance Act provided important funding for state programs but there was a need to unify the inspection and out-of-service criteria of CVSA with that of MCSAP. In August 1984, the criteria of both procedures were melded into one North American Standard, which has been adopted by both MCSAP and CVSA.

“After CVSA was created, the biggest catalyst for CVSA membership was the Motor Carrier Safety Assistance Program,” said Stern. “Once federal funding was going to the states for the inspections and they allowed the states to pay dues and become a member of CVSA, that’s when all of the states really started to come on board.”

“MCSAP was passed and for the first time, monies flowed from the federal government to the states for the specific purpose of enhancing safety on our nation’s highways,” said Henry. “The arrival of MCSAP spurred the growth of the Alliance and enhanced member participation by authorizing the use of MCSAP funds for travel and work performed.”

“From roughly 1983 to 1984, state and federal officers sat down together and, frankly, it was a bit of a turf battle at first,” said Stern. “In fact, the issues we were working on back then were many of the same issues we are working on today.”

“The Alliance caused a move from adversarial relationships to one of a partnership between agencies and companies with a common goal – improved highway safety,” said Henry.

The Motor Carrier Safety Act of 1984 was a significant U.S. federal law of importance to CVSA. The Act preempted all state regulations for interstate motor carriers. In addition, it directed the secretary of transportation to establish criteria for the inspection of interstate motor carrier vehicles. The Act addressed items of uniformity and reciprocity that the agencies in CVSA had already been working to address and resolve. The proactive

1988

International Roadcheck starts. It is the Alliance’s longest standing program.

1991

The Alliance, which had been made up of Canada and the United States, expands to include Mexico.

1993

CVSA holds the first-ever International Inspectors’ Competition (now called NAIC) in Denver, Colorado.

1995

South Dakota, the final state in the continental United States, becomes a member of the Alliance.

1990

CVSA’s newsletter was officially renamed “CVSA Newsleader.”



1991

CVSA updates its logo to include the Mexican flag.

1994

CVSA’s newsletter “CVSA Newsleader” is renamed “Guardian.”



1996

CVSA launches its website.

work by CVSA toward uniformity, consistency and reciprocity and the Alliance's record of accomplishment led to the 1984 Act giving specific recognition to CVSA states.

"That's when the feds realized that CVSA was a valuable asset to them because we were bringing all of the states together, and we were already working on uniformity and having an inspection criteria that's recognized by all of the states," said Stern.

"Things started to jell together with the federal government and CVSA becoming a stronger voice of the states," said Stern. "There was a shift in power from the federal to the state level that many people were not comfortable with. We were sharing all the information with the states and provinces and slowly began to build our ground as the voice of the roadside commercial vehicle inspector."

In 1985, CVSA membership and activity grew to the point that it became necessary to create a full-time executive director position and establish a centralized office. Ed Kynaston had been serving as executive director part time from 1982-1985. In 1985, William "Russ" Fiste became the first full-time CVSA executive director.

In Canada, regulations governing commercial vehicles, drivers and motor carriers are based on the National Safety Code (NSC) standards. In 1986, the Canadian Council of Motor Transport Administrators adopted the CVSA North American Standard Out-of-Service Criteria as the national standard in Canada (NSC Standard 12 - "CVSA On-Road Inspections").

"The inclusion of CVSA's out-of-service criteria in Canada's National Safety Code was a major milestone in fostering a uniform inspection criteria between Canada and the United States," said current CVSA Executive Director Collin Mooney. "This was a giant leap forward toward creating a North American roadside inspection program designed around uniformity, consistency and reciprocity."

Concerned by the lack of quality training at that time, in May 1987, CVSA, the Michigan State Police and the Federal Highway Administration - facilitated by Program Coordinator Michelle King, a University of Michigan PhD candidate in adult and continuing education - initiated a training project to develop, create and provide state safety enforcement agencies with training modules to standardize the instructional content necessary to conduct uniform safety inspections of commercial motor vehicles. The project was designed to provide a formalized training package for driver/vehicle inspections, safety management audits and minimum standards of training to be utilized by safety agencies responsible for commercial motor vehicle and driver inspections.

The complete training package - including a student and instructor manual, as well as video scripts covering driver inspections, walkaround inspections, the North American Inspection Standard and the out-of-service criteria - was completed in May 1988.

Continued on next page



One of the key mandates of the MCSAP legislation was that vehicle inspection data be provided in a uniform format. SAFETYNET started in 1984 as a desktop tool for state managers to manage MCSAP in their states. Pictured here is the second CVSA-sponsored SAFETYNET hands-on workshop, held July 11-13, 1989, in Baltimore, Maryland.



At the 1987 CVSA Annual Conference and Exhibition in Detroit, Michigan, CVSA President Lt. Col. James Daust of the Michigan State Police presented the first-ever President's Award to Larry Strawhorn, director of engineering at the American Trucking Associations.

1996

CVSA releases its first strategic plan.

1998

CVSA creates the Operation Airbrake Program.



1999

The North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities of Radioactive Material becomes permanent, making it the Alliance's sixth inspection level.

2000

Mexico's NOM-o68 is published referencing "commercial driver and vehicle safety inspection training of Commercial Vehicle Safety Alliance."

1997

CVSA creates the Submission of Issue/Request for Action Form, a one-page document that had to be mailed to CVSA headquarters.

1999

Stephen Campbell becomes CVSA executive director.

1999

CVSA starts its College Scholarship Award Program.

2000

FMCSA is created.



Continued from page 11

Today, FMCSA's National Training Center (NTC) delivers motor carrier safety training to federal, state and local government officials. CVSA provides training videos and other necessary materials to assist NTC in its training program.



In 1993, CVSA held its first International Inspectors' Competition (now called the North American Inspectors Championship), a competition testing commercial motor vehicle inspectors' skills. Tpr. John Pitzer with the Colorado State Patrol was the winner of the first competition.



Also in **1988**, International Roadcheck was established. It is CVSA's longest serving program. International Roadcheck is a 72-hour enforcement event when CVSA-certified commercial motor vehicle inspectors in jurisdictions throughout North America conduct high-volume, high-visibility inspections of large trucks and buses.

In **1991**, the Alliance, which had been made up of Canada and the United States, expanded to include Mexico, making CVSA the North American coalition that it is today.

More than 25 years ago, Tim Africa with the Nevada Highway Patrol read an article about a military helicopter rescue competition where rescue personnel took part in a contest that re-created various rescue situations for the contestants to complete. He thought to himself, "We should create a similar competition for commercial motor vehicle inspectors." With Tim leading the charge and with the help of the Nevada Highway Patrol, volunteers from industry and enforcement, and federal support and grant funding, in **1993**, the first-ever International Inspectors' Competition, known at that time as the "Challenge," took place in Denver, Colorado. That competition is now known as the North American Inspectors Championship (NAIC).

Prior to 1993, the primary method of determining safety fitness came from ratings based on the results of on-site safety compliance reviews. In **1993**, the U.S. Department of Transportation developed an automated safety performance monitoring system for assessing motor carrier safety fitness

called SafeStat. Roadside inspection data captured by inspectors and entered into the system by data quality specialists played a critical role in holding motor carriers and drivers accountable for their role in safety.

Also in **1993**, CVSA bylaws were amended requiring a new training program for certification of law enforcement officers as CVSA inspectors. CVSA internationally commenced a process to develop the program and introduce it to jurisdictions in the U.S.

In **1995**, in New Orleans, Louisiana, at the third annual International Inspectors' Competition (now called NAIC), motorcoach inspections were added to the competition for the first time. The motorcoach competition was not part of the final scoring of the Grand Champion and at that time participation was voluntary, although all competing contestants participated.

At the **1995** CVSA Workshop in Charlottetown, Prince Edward Island, Canada, the CVSA Executive Committee and committee chairs began the process of developing the Alliance's first official strategic plan. Later that year, a follow-up strategic planning development session took place at NAIC in New Orleans, Louisiana. The Alliance also received survey responses from nearly 300 members regarding its first strategic plan. After a year of brainstorming, meetings, member input, research and discussions, CVSA released its first strategic plan in **1996**.

In **1997**, CVSA created the Submission of Issue/Request for Action Form, a one-page document that had to be mailed to CVSA

2004
PHMSA is established.



2005
CVSA changes its logo to its current version.

2007
Class II Local Member becomes an official classification of CVSA membership.

2007
CVSA launches its Operation Safe Driver Program.



2003
CVSA assumes the responsibility of coordinating and hosting the COHMED Conference.

2005
CVSA begins offering webinars.

2006
CVSA's Issue/Request for Action Submission Form goes online.

2007
The Level VII Jurisdictional Mandated Commercial Vehicle Inspection is approved by the CVSA Executive Committee.

2007
RAD Inspection News, which was a newsletter specific to the Level VI Inspection Program becomes a devoted section in CVSA's "Guardian" magazine.

headquarters. By using the form, stakeholders were able to suggest issues to CVSA for discussion and/or action. This system for ensuring important issues and concerns of the membership are addressed by the appropriate committee(s) is still successfully in use to this day.

Also in **1997**, Canadian jurisdictions, as members of CVSA's Region V, amended the U.S. training material for Canadian jurisdictions through a contract with Ontario Safety League. The project was completed in **1998**. Region V mandated an ad hoc group to address specific inadequacies in the Canadian training materials and review amendments. Through this process, Canadian jurisdictions were able to have inspectors certified in CVSA North American Standard Inspections through the Part A and Part B Courses, similar to the U.S.

Because brake-related defects are among the most significant and frequent violations that roadside safety inspectors discover during inspections, in **1998**, CVSA created the Operation Airbrake Program focused specifically on bringing attention to the importance of keeping the brake systems of commercial motor vehicles in safe operating condition and increasing the knowledge of drivers, mechanics and motor carriers on brake safety inspection, maintenance and performance.

In **1999**, CVSA started its College Scholarship Award Program. Through this program, CVSA provides college scholarships to outstanding graduating high school seniors whose parent or legal guardian is a member of the Alliance. The CVSA College Scholarship Award Program

recognizes high school seniors by weighing academic performance and extracurricular activities.

Also in **1999**, a pilot study (which started in 1986 when CVSA entered into an agreement with the U.S. Department of Energy) to develop an enhanced inspection program was completed. The North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material became a permanent program, making it the Alliance's sixth inspection level. It is commonly referred to as CVSA's Level VI Inspection Program.

On Jan. 1, **2000**, pursuant to the Motor Carrier Safety Improvement Act of 1999, the Federal Motor Carrier Safety Administration (FMCSA) was created as a separate administration within the U.S. Department of Transportation dedicated to improving the safety of commercial motor vehicles. With the passing of this act, all responsibilities for commercial motor vehicle activities and initiatives were transferred from the Federal Highway Administration Office of Motor Carrier Safety to FMCSA. To this day, CVSA and FMCSA work closely together toward the goal of reducing crashes, injuries and fatalities on our roadways.

Also in **2000**, Mexico's NORMA Oficial Mexicana 68 (NOM-068) was published referencing "commercial driver and vehicle safety inspection training of Commercial Vehicle Safety Alliance." NOM-068 establishes the physical and mechanical specifications of vehicles to ensure safe transit on Mexico's roads and the compliance requirements to acquire

Continued on next page

▶ Today, NAIC contestants are evaluated in the North American Standard Level V Passenger Carrier Vehicle Inspection, Level I Inspection, Level I Inspection Procedures, Hazmat/Dangerous Goods Inspection, Cargo Tank/Other Bulk Packagings Inspection and the Out-of-Service Criteria.

▶ Today, the Submission of Issue/Request for Action Form is an online form available on the CVSA website.

▶ Since its inception, roadside inspections conducted during International Roadcheck have numbered more than 1.5 million.



2010

Stephen Keppler becomes CVSA's executive director.

2015

CVSA releases its first annual report.

2016

CVSA selects Collin B. Mooney as its executive director.

2016

The Alliance transitions from a nonprofit association to a nonprofit corporation.

2017

CVSA Board of Directors approves the addition of the Level VIII Electronic Inspection to the North American Standard Inspection Program.



2015

CVSA launches its driver award program, the International Driver Excellence Award.

2016

Scannable barcodes are added to CVSA decals.

2016

PHMSA awards CVSA its Community Safety Grant to offer the roadside enforcement community in-person and web-based hazardous materials training.

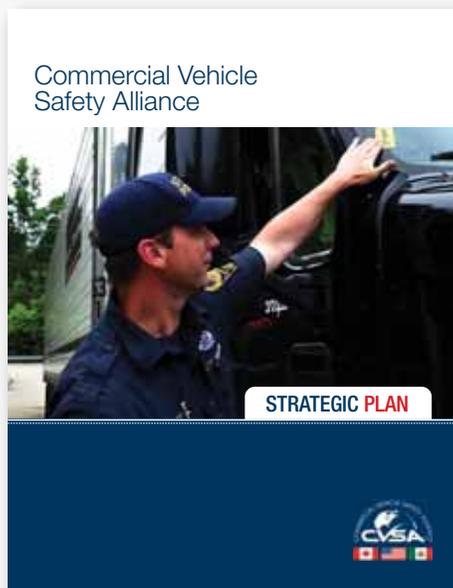
2017

CVSA launches online learning management system.

Continued from page 13



The CVSA Executive Committee and committee chairs arrived at the CVSA Workshop in Charlottetown, Prince Edward Island, Canada, two days early to begin the Alliance's first strategic planning session. Pictured here, CVSA President David Rich and staff member Gary Curtis discuss CVSA organizational options.



CVSA's current strategic plan focuses on four goals and objectives: (1) enhance programs and services, (2) expand communication and outreach activities, (3) expand advocacy and outreach initiatives, and (4) improve organizational development.

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

authorization to circulate on the country's roads. Enforcement inspections are also outlined in the standard.

"Just as the inclusion of CVSA's out-of-service criteria in Canada's National Safety Code cultivated reciprocity between Canada and the United States, Mexico's acceptance of CVSA's North American Standard Inspection Program completed the circle by expanding that reciprocity to include Mexico," said Mooney. "Today, Mexico is a strong, active and equal partner within the Alliance."

Also in **2000**, a recommendation was made to formalize the ad hoc group created in 1997 and the Canadian Education Quality Assurance Team (EQAT) was sanctioned by CVSA Region V and the Canadian Council of Motor Transport Administrators.

The Cooperative Hazardous Materials Enforcement Development (COHMED) Program was administered by the U.S. Department of Transportation's Research and Special Program Administration (RSPA), the predecessor agency to the Pipeline and Hazardous Materials Safety Administration. When RSPA decided to discontinue the program, CVSA saw the value and potential of the program and the need for it to continue. In **2003**, CVSA took over the COHMED Program and assumed the responsibility of coordinating and hosting the COHMED Conference, elevating the program to become a showcase event for the hazardous materials enforcement community. The goals of the program are to improve hazardous materials transportation safety through training and education, provide technical assistance to the hazmat community, and enhance the development of new safety programs that improve hazardous materials transportation safety and compliance.

The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) was established in **2004**. The agency is responsible for developing and enforcing regulations for the transportation of hazardous materials. CVSA works closely with PHMSA on issues related to the safe transportation of hazardous materials by commercial motor vehicles.

In January **2007**, an amendment was proposed to the CVSA bylaws to allow for the creation of a local membership type. On March 26, 2007, Class II Local Membership became an official classification of CVSA membership representing city, county or municipal police departments. Also in **2007**, CVSA launched its Operation Safe Driver Program. The goal of this program is to

reduce deaths and injuries resulting from crashes involving large trucks, buses and private passenger vehicles by improving the behavior of all drivers through educational and enforcement strategies. This enforcement and education campaign targets unsafe driving behaviors, such as speeding and distracted driving, by conducting a week-long, high-profile traffic enforcement campaign.

In addition, in **2007**, the CVSA Executive Committee voted to approve the addition of a seventh level of inspection – Jurisdictional Mandated Commercial Vehicle Inspection. The Level VII Inspection is a jurisdictional mandated inspection program that does not meet the requirements of any other level of inspection, such as school buses, limousines, taxis, shared-ride transportation, hotel courtesy shuttles and other intra-state/intra-provincial operations.

In December **2010**, FMCSA released its Compliance, Safety, Accountability (CSA) Program and Behavior Analysis and Safety Improvement Categories (BASIC) and scores, replacing the SafeStat system for rating carriers. CSA 2010 evaluated the safety of individual motor carriers by considering all safety-based roadside inspection violations, out-of-service violations and state-reported crashes, using 24 months of performance data. CSA is still in place today as FMCSA's safety compliance and enforcement program.

In **2015**, the Alliance released its first annual report containing financial information, notable statistics, and summaries of CVSA's major initiatives, activities, accomplishments and achievements throughout the fiscal year. Every year since the first report, CVSA provides an annual report to the public, demonstrating transparency in the Alliance's goals and progress.

Also in **2015**, CVSA launched its driver excellence award program, the International Driver Excellence Award (IDEA), to thank and recognize one commercial motor vehicle driver each year who has distinguished him or herself conspicuously and beyond the call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

In January **2016**, the CVSA Board of Directors appointed Collin B. Mooney as its executive director. He is the organization's current executive director.

Also in **2016**, PHMSA awarded a Community Safety Grant to CVSA to provide training to

state, local and federal personnel responsible for enforcement of the rules and regulations related to the transportation of hazardous materials.

On April 27, 2017, the Level VIII Electronic Inspection was added to the North American Standard Inspection Program. The Level VIII Electronic Inspection is conducted electronically or wirelessly while the vehicle is in motion, without direct interaction with an inspector.

Building on the building blocks of the past, today CVSA is comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives. The Alliance aims to achieve uniformity, compatibility and reciprocity of commercial motor vehicle inspections and enforcement by certified inspectors dedicated to driver and vehicle safety.

“We’ve had our ‘family feuds’ but overall we work very well together – all for our common goal of improving the roadside inspection process and highway safety,” said Stern.

The exact words of the Alliance’s mission may have changed slightly over the years but its main goal has always stood intact – improving commercial motor vehicle safety and inspection uniformity. ■

CVSA Executive Directors

Collin B. Mooney
2016-Present

Stephen A. Keppler
2010-2015

Stephen F. Campbell
1999-2009

William R. Fiste
1985-1998

Ed Kynaston
1982-1985 (part time)

CVSA Presidents

2017-2018 Christopher Turner, *Kansas*
 2016-2017 Julius Debuschewitz, *Yukon*
 2015-2016 Jay Thompson, *Arkansas*
 2014-2015 William “Bill” Reese, *Idaho*
 2013-2014 Thomas Fuller, *New York*
 2012-2013 Mark Savage, *Colorado*
 2011-2012 David Palmer, *Texas*
 2010-2011 Steve Dowling, *California*
 2009-2010 Francis “Buzzy” France, *Maryland*
 2008-2009 Darren Christle, *Manitoba*
 2007-2008 John Harrison, *Georgia*
 2006-2007 Donald Bridge Jr., *Connecticut*
 2005-2006 Ron Cordova, *New Mexico*
 2004-2005 Paul Claunch, *Arkansas*
 2003-2004 Peter Hurst, *Ontario*
 2001-2003 Paul Sullivan, *Massachusetts*
 2000-2001 Steve Vaughn, *California*
 1999-2000 Lisa Moye (Irwin), *Michigan*
 1998-1999 Harry Eubanks, *Oregon*
 1997-1998 Jack Van Steenburg, *New York*
 1996-1997 Phil Vasquez, *Colorado*
 1995-1996 Bob Brooks, *West Virginia*
 1994-1995 David Rich, *Idaho*
 1993-1994 Ron “Curly” Krolikowski, *Nebraska*
 1992-1993 Gary Burns, *Massachusetts*
 1991-1992 G. Stephen Anders, *Kentucky*
 1990-1991 Fergus Savage, *British Columbia*
 1989-1990 Paul Henry, *Oregon*
 1988-1989 Jim Luman, *Illinois*
 1986-1988 Jim Daust, *Michigan*
 1985-1986 Harlan Pierson, *Maine*
 1984-1985 Ross Hogg, *Alberta*
 1983-1984 Ed Kynaston, *California*
 1982-1983 Paul Henry, *Oregon*

Advanced Hazmat Training Offered at 2018 COHMED Conference

More than 200 individuals involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods attended the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, Jan. 29-Feb. 2, 2018, in Garden Grove, California.

Hosted by CVSA, the COHMED Conference is an annual five-day event designed specifically to provide specialized technical training and instruction to the federal, state, provincial, territorial and local agencies responsible for regulating and enforcing the safe transportation of hazardous materials (hazmat) and dangerous goods, along with industry stakeholders.

Representatives from local, state, provincial, territorial and federal agencies, hazardous materials specialists and instructors, enforcement personnel, emergency planning managers, manufacturers of hazardous materials, first responders, trucking companies and associations, interest groups and private industry attended the COHMED Conference to receive proactive and progressive training on highly specialized issues; discuss and address concerns related to hazmat and dangerous goods regulations and enforcement; share perspectives; and provide input into future changes and regulations.

"Transportation of hazardous materials presents unique challenges," said CVSA President Capt. Christopher Turner of the Kansas Highway Patrol. "At CVSA's annual COHMED Conference, qualified experts provide technical training and education to individuals representing jurisdictions and local governments to give them the tools necessary to enhance existing programs and develop new ones to improve hazardous materials safety."

Attendees at the conference received regulatory updates from Transport Canada, and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration and the Pipeline and Hazardous Materials Safety Administration (PHMSA). The 2018 COHMED Conference also



More than 200 individuals involved in the regulation, enforcement and safety of transporting hazardous materials/dangerous goods attended the 2018 COHMED Conference.

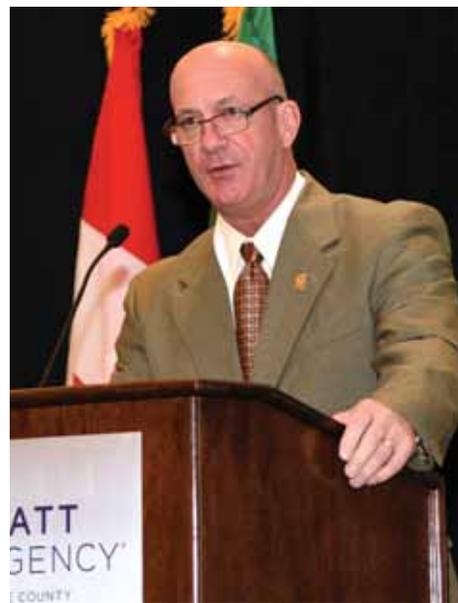
featured informative and collaborative sessions on some of the most important topics related to the hazmat community, such as:

- The Global Harmonization System
- Online Resources for Hazardous Materials Inspectors
- Canadian vs. U.S. Cylinders
- Fireworks Enforcement
- Toxicology of Class 9 Materials
- Chemistry 101
- Intermediate Bulk Containers and Portable Tanks
- Regulated Medical Waste
- Modular Emergency Response Radiological Transportation Training

During the general session, COHMED Chair Donna McLean, director of the Canadian Transport Emergency Centre, presented the Industry Appreciation Award to Guy Dalton with Linde North America Inc. In addition, each year, the chair has the distinct honor of selecting an individual who exemplifies excellence in hazmat transportation safety to receive the Chairman's Award. This year, McLean selected Jim Boehringer, co-owner of J.E.B. Environmental Services. Also, COHMED leadership industry liaisons, Brian Kucharski with US Ecology and Melanie Levac from the Canadian Propane Association, presented COHMED Vice Chair Phillip Haskins of the Public Utilities Commission of Ohio Transportation with the Law Enforcement Appreciation Award.

Through a grant from PHMSA, CVSA also offers regional training courses throughout the country – giving hazmat specialists who were unable to attend the COHMED Conference an opportunity to receive high-level hazmat training, closer to home. For dates and locations for this year's COHMED training courses, visit www.cvsa.org/trainingpage/training.

Next year's COHMED Conference is scheduled for Jan. 28-Feb. 1, 2019, in San Antonio, Texas. ■



CVSA Vice President Capt. Scott Carnegie with the Mississippi Department of Public Safety spoke at the general session to welcome everyone to the 2018 COHMED Conference.



COHMED Chair Donna McLean presented the Industry Appreciation Award to Guy Dalton of Linde North America at the COHMED Conference general session.



Each year, the Chairman's Award is given to an individual who has demonstrated a strong commitment to transportation safety. COHMED Chair Donna McLean selected Jim Boehringer of JEB Environmental Services as this year's award recipient.



The COHMED Program industry liaisons – Brian Kucharski with US Ecology and Melanie Levac with the Canadian Propane Association – presented COHMED Vice Chair Phil Haskins of the Public Utilities Commission of Ohio Transportation with the Law Enforcement Appreciation Award.

2018 Regional COHMED Training Schedule



Motor Vehicle Safety Directorate Nathalie Belliveau gave a federal regulatory update for Transport Canada at the COHMED Conference.



Melissa Williams, General Engineer, HM Division, provided a regulatory update from the Federal Motor Carrier Safety Administration.



Indianapolis, Indiana
March 28-29, 2018



During the Hazmat Olympics, participants are divided into teams and presented with hazmat problems to solve together.



Congratulations to the winning team from the Hazmat Olympics.



Atlanta, Georgia
April 24-25, 2018



The Pipeline and Hazardous Materials Safety Administration's Director of Outreach, Engagement and Grants Aaron Mitchell provided a regulatory update during the general session.



At each COHMED Conference, a raffle is held where proceeds are given to a deserving charity. This year, COHMED Chair Donna McLean selected Miracles for Kids, an organization that helps families with critically ill children fight bankruptcy, homelessness, hunger and depression so they can focus on fighting for their child's life. Many items were raffled off; however, the big-ticket winners were James Wright with the Maine State Police, who won the Austin Powder Company clock made by Tom Snyder, and Jose Najera with the Texas Department of Public Safety won the challenge coins and display case which was handmade by Jason Bandy with Colorado State Patrol.



Dallas/Fort Worth, Texas
May 22-23, 2018



Salt Lake City, Utah
July 17-18, 2018

For more information, visit www.cvsa.org/trainingpage/training.

CVSA BRAKE SAFETY SYMPOSIUM

CVSA will hold its Brake Safety Symposium on May 15-16, 2018, in Schaumburg, Illinois.

CVSA is hosting this two-day symposium to provide interested attendees with an informative program covering commercial motor vehicle braking and brake-related technologies, regulations, inspection procedures, tools and maintenance concepts all focused on improving knowledge and understanding in order to increase safe operation of commercial motor vehicles.

We welcome roadside inspectors, instructors, drivers, owner-operators, maintenance technicians, government regulators, enforcement officials, safety directors, engineers, crash investigators and others seeking to learn more about commercial motor vehicle brake and brake-related technologies, regulations, inspections, and related maintenance issues and solutions.

Visit www.cvsa.org/eventpage/events/brake-safety-symposium for more information and to register.



CVSA Updates, Adds Inspection Bulletins

By **Kerri Wirachowsky**, Director of Roadside Inspection Program, Commercial Vehicle Safety Alliance

On Dec. 7, 2017, at the CVSA Board of Directors Meeting in Alexandria, Virginia, the board voted to add new Inspection Bulletins and approved updates to existing Inspection Bulletins.

The following two Inspection Bulletins were created:

- 2017-05 – Hand-Held and Electronic Logging Devices (ELDs) Inspection Bulletin**
 This bulletin reviews the requirements for devices used to record a driver's hours of service according to 49 CFR 395 Subpart B – Electronic Logging Devices.

- 2017-04 – Medical Certification Information Available in Nlets Inspection Bulletin**
 This bulletin summarizes National Law Enforcement Telecommunication System (Nlets) enhancements; specifically, an enhancement that allows users to review and validate medical certification data elements by using a new selection option when inspecting drivers with a commercial driver's license or commercial learner's permit.

The existing **2012-05 – Automatic On-Board Recording Devices (AOBRDs) Inspection Bulletin** was updated. This bulletin reviews the requirements for devices used to record a driver's hours of service according to 49 CFR 395.15 – Automatic On-Board Recording Devices (AOBRD). It identifies the minimum requirements for a compliant AOBRD and information that must be displayed and available to roadside enforcement inspectors for hours-of-service compliance.

The **2018-01 – Unified Carrier Registration (UCR) Agreement Enforcement Bulletin for 2018 Registration Year** is available as well. This bulletin provides guidance for verifying compliance with the UCR Agreement during a roadside inspection and encourages roadside enforcement for the 2018 registration year, effective Jan. 1, 2018, with a revision on Jan. 23, 2018.

CVSA asks all certified roadside inspectors to visit the Inspection Bulletins section of the CVSA website (www.cvsa.org/inspections/inspections/inspection-bulletins) to download the latest versions of the Inspection Bulletins. We want to ensure all inspectors are conducting roadside inspections using the most up-to-date version of each bulletin. The CVSA website will always contain the current version of each Inspection Bulletin which should be in use by all CVSA-certified roadside enforcement personnel. ■



International Roadcheck Set for June 5-7 with Focus on Hours-of-Service Compliance

International Roadcheck will take place June 5-7, 2018. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and drivers. This year's focus is on hours-of-service compliance.

"The top reason drivers were placed out of service during 2017 International Roadcheck was for hours-of-service violations," said CVSA President Capt. Christopher Turner of the Kansas Highway Patrol. "Thirty-two percent of drivers who were placed out of service during last year's three-day International Roadcheck were removed from our roadways due to violations related to hours-of-service regulations. It's definitely an area we need to call attention to this year."

"Although the electronic logging device (ELD) rule that went into effect on Dec. 18, 2017, does not change any of the underlying hours-of-service rules or exceptions, the ELD mandate placed a spotlight on hours-of-service compliance," said Capt. Turner. "We thought this year would be a perfect opportunity to focus on the importance of the hours-of-service regulations."

During International Roadcheck, inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness.

The vehicle inspection includes checking brake systems, cargo securement, coupling devices,

driveline/driveshaft components, exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, and windshield wipers. Additional items for buses include emergency exits, electrical cables and systems in the engine and battery compartments, and seating.

Drivers are asked to provide their operating credentials and hours-of-service documentation, and will be checked for seat belt usage. Inspectors will also be attentive to apparent alcohol and/or drug impairment.

If no critical violations are found during a Level I or Level V Inspection, a CVSA decal will be applied to the vehicle, indicating that the vehicle successfully passed an eligible inspection conducted by a CVSA-certified inspector.

If an inspector does identify critical violations, he or she will render the driver or vehicle out of service.

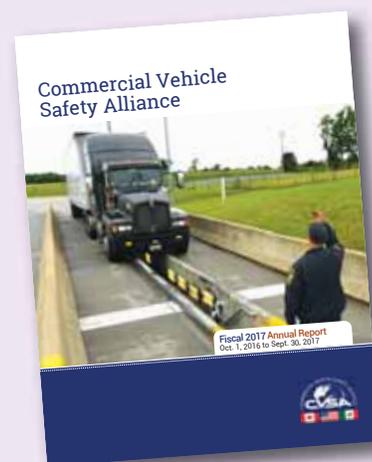
Since its inception in 1988, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns.

International Roadcheck is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

For more information about International Roadcheck, visit www.roadcheck.org. ■



Check Out CVSA's Fiscal 2017 Annual Report



CVSA released its fiscal 2017 annual report, which encompasses Oct. 1, 2016, to Sept. 30, 2017. The annual report contains financial information, statistics worth noting, and summaries of CVSA's major initiatives, activities, accomplishments and achievements throughout the fiscal year.

In fiscal 2014, CVSA produced its first annual report. Since then, the Alliance is firmly committed to creating and sharing a new annual report with its stakeholders and the general public every year.

Visit www.cvsa.org/about-us-page/about-cvsa/annual-report to check out CVSA's fiscal 2017 annual report.

Starting April 1, 2018, Drivers Operating a Vehicle Not Equipped with a Required Compliant ELD Will Be Placed Out of Service

When the electronic logging device (ELD) rule went into effect in the United States on Dec. 18, 2017, inspectors and roadside enforcement personnel started documenting ELD violations; some issued citations. However, commercial motor vehicle drivers were not placed out of service if their vehicle was not equipped with a compliant ELD or an automatic on-board recording device (AOBRD) that was installed prior to Dec. 18, 2017.

That will change on April 1, 2018; inspectors will start placing commercial motor vehicle drivers out of service if their vehicle is not equipped with the required compliant ELD or AOBRD.

Please note that a motor carrier may continue to use a grandfathered AOBRD until Dec. 16, 2019. The AOBRD must meet the requirements of 49 CFR 395.15.

To assist with a smoother transition to the new ELD requirement, CVSA provided a phased-in approach by giving motor carriers, drivers and the enforcement community an adjustment period of Dec. 18, 2017, to March 31, 2018, wherein drivers were not placed out of service for ELD violations. On April 1, 2018, the ELD footnotes 11 through 14 in Part I of the North American Standard Out-of-Service Criteria will be implemented and drivers operating commercial motor vehicles with violations related to ELD compliance in those footnotes will be placed out of service.

Remember, the ELD mandate does not change any of the underlying hours-of-service requirements.

For more information on the ELD rule, visit FMCSA's ELD implementation website at www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices. ■

CVSA Launches Online Learning Management System

CVSA is proud to announce the release of its new online learning management system (LMS), a training tool available to all CVSA members.

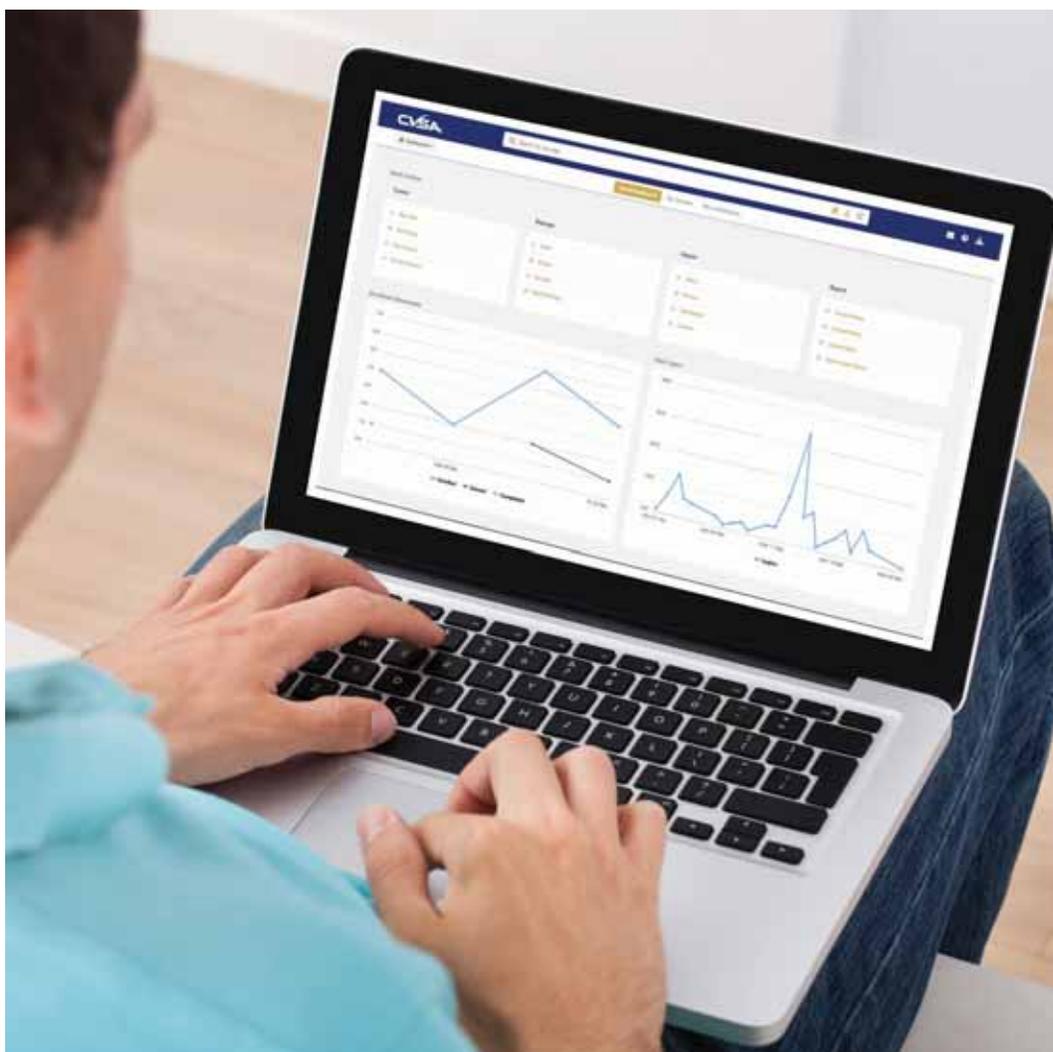
There are currently three general hazardous materials refresher courses available in the system. These courses provide in-service/refresher training to the roadside inspector on the material taught during the General Roadside Hazardous Materials Inspection Course. The courses also expand into some new areas, including the modal hazardous material regulations in the Federal Motor Carrier Safety Regulations.

The courses are available to all four classes of CVSA members (Class I Members, Class II Local Members, Class III Associate Members and Class IV Federal Members). While the training is focused on the roadside inspector, it is applicable to anyone who works in the hazardous materials transportation industry.

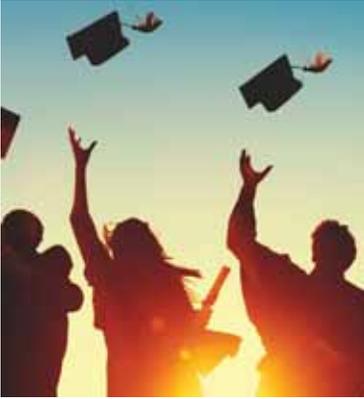
To access the LMS, visit www.cvsa.org and click on "Member Login" at the top of the homepage to log in to your CVSA member portal. Once you're logged in, select the "Online Training" tab on the top toolbar to be taken to the dashboard for the LMS.

"This is an exciting new development for our membership," said CVSA Executive Director Collin Mooney. "The LMS gives us an effective tool to get more training to our members. We plan to greatly expand the courses offered in the LMS in the future."

If you have questions about the LMS or if you are a certified inspector who is not a CVSA member and are interested in learning more about the LMS, contact CVSA Director of COHMED Program Bill Reese at billr@cvsa.org. ■



CVSA Accepting 2018 College Scholarship Applications



Is your child currently a high school senior planning to attend college this fall? Could he or she use a scholarship toward their college education? CVSA is now accepting applications for its 2018 College Scholarship Award.

CVSA will provide \$1,000 college scholarships to outstanding graduating high school seniors whose parent or legal guardian is a member of the Alliance in good standing.

The CVSA College Scholarship Award Program is competitive in its selection criteria, uniquely tailored to recognize outstanding high school seniors by weighing academic performance and extracurricular activities. Students who meet the following criteria are eligible for the scholarship. The candidate must:

- Be a legal dependent of a Class I Member, Class II Local Member, Class III Associate Member or Class IV Federal Member (cannot be a legal dependent of a member of the CVSA Board of Directors)
- Be a graduating high school senior
- Have a minimum high school grade point average (GPA), or equivalent, of 3.0
- Be a citizen and/or permanent legal resident of Canada, Mexico or the United States (and associated territories)

All applications and corresponding documentation must be received by April 30, 2018. Applications must be completed with all of the required documentation submitted together at the same time. Incomplete applications will not be considered.

Recipients will be selected by the CVSA College Scholarship Committee and notified of the committee's decision by the end of May. Payment will be made to the recipient's school of choice upon notification and in accordance with the school's scholarship guidelines.

Visit www.cvsa.org/program/programs/college-scholarship-award-to-download-the-2018-scholarship-application-form. ■

The CVSA College Scholarship Award Program is dedicated to Gary E. Curtis. While working for the Virginia State Police, Gary was an active member of CVSA and a cornerstone in the development of the North American Standard Inspection Program. Gary was recruited by the former U.S. Interstate Commerce Commission and later focused on commercial motor vehicle safety programs as the federal government restructured and developed the Office of Motor Carrier Safety (OMCS) under the Federal Highway Administration. Gary retired from the OMCS and came to CVSA in 1992, faithfully serving as the Alliance's director of technical services. His efforts and contributions helped form the solid base upon which CVSA now proudly stands. Gary lost his life to cancer in December 1998.

Scott Hernandez Joins CVSA as Director of Crash Standards and Analysis



Scott Hernandez joined CVSA on Jan. 22, 2018, as director of crash standards and analysis.

Hernandez has more than 30 years of experience as a member of law enforcement with the Colorado State Patrol. He started at Colorado Port of Entry where he was a CVSA-certified inspector and size and weight officer, and worked his way up throughout the years to become colonel of the Colorado State Patrol. Hernandez retired from the Colorado State Patrol as colonel in 2017.

Hernandez specializes in accident reconstruction with training in commercial motor vehicle (CMV) crash investigation. He holds Level 4 Accident Reconstruction Certification and completed the Commercial Vehicle Crash Inspection Course through the Florida Highway Patrol. Hernandez brings a career of knowledge and passion in improving commercial motor vehicle safety – from completing inspections to supervising compliance officers to working cooperatively in the development of rules that ensure safety and compliance with federal regulations.

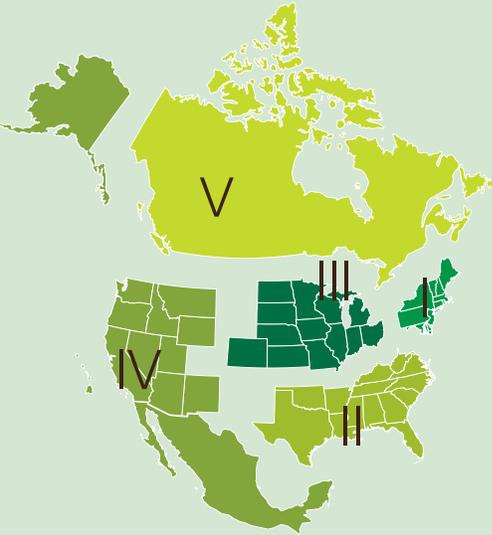
“The director of crash standards and analysis is a newly created position, requiring specific technical program knowledge in the areas of motor carrier safety, commercial motor vehicle crash reduction efforts and crash data standardization objectives,” said CVSA Executive Director Collin Mooney. “Scott is a highly motivated, responsible, qualified and accountable leader who possesses the desired abilities, skills, education and experience to take on the challenges of the new position.”

As director of crash standards and analysis, Hernandez manages the Alliance's commercial motor vehicle crash data quality efforts, and adapts and integrates law enforcement training concepts and principles to achieve optimum performance of CVSA's CMV crash analysis initiatives. He serves as the primary resource on CMV crash reduction efforts, issues and programs, and provides advice and counsel on CMV crash reduction strategies, CMV crash data standardization and analysis, CMV post-crash analysis and training, CMV crash data quality improvement, legislation, CMV safety policies, information systems and technology.

Hernandez also serves as the CVSA staff liaison and expert for the new CVSA Crash Standards and Analysis Committee, which will have its first official meeting at the 2018 CVSA Workshop in Portland, Oregon, this April.

“As the director of crash standards and analysis, I will draw on my years of experience and education to ensure consistency with CVSA's mission and goals,” said Hernandez. “I have proudly served the state of Colorado for more than 30 years and I now look forward to serving the members of CVSA.”

Scott is a graduate of the FBI National Academy, the FBI National Leadership Institute and the Northwestern Police Staff and Command School. ■



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



South Dakota Highway Patrol Troopers and Inspectors ‘Rake the Town’

By Sgt. Matt Koll, Motor Carrier Services, South Dakota Highway Patrol

On Oct. 31, 2017, South Dakota Highway Patrol motor carrier troopers and inspectors participated in the Workers on Wheels Rake the Town event. This event had more than 1,000 volunteers who raked more than 360 yards in the Sioux Falls area. Rake the Town is a community-wide event to help the elderly and/or disabled who do not have family available to help with their yard work and are not financially or physically able to do the work themselves. Rake the Town is beneficial to senior homeowners who want to remain independent in their homes but need a little extra help with chores. ■



Michigan State Police Conducts Two-Day Inspection Operation at the Mighty Mac Bridge and the International Bridge

By Spl/Sgt. Kevin Hogan, Commercial Vehicle Enforcement Division, Michigan State Police



Motor carrier officers of the Michigan State Police conducted inspections on the north and south ends of the Mackinac (mak-uh-naw) Bridge. Affectionately known as the “Mighty Mac,” the bridge connects Michigan’s two peninsulas and is the longest suspension bridge in the western hemisphere and the fifth longest in the world. Inspections were also conducted at the International Bridge connecting the United States and Canada at Sault Ste. Marie, Michigan.

During the operation, motor carrier officers conducted 30 inspections on vehicles transporting hazardous materials (HM) in bulk containers, 15 inspections on vehicles with non-bulk containers and nine inspections on vehicles that were not transporting HM. Five vehicles were placed out of service for violations of the HM and motor carrier safety regulations.

While at the International Bridge, Motor Carrier Investigator (MCI) Eli Recollet noticed a cargo tank displaying “Explosives 1.5” placards. However, the vehicle did not display identification numbers as required by 172.302. After some teamwork and a review of the Transportation of Dangerous Goods Regulations and CFR 49, it was determined that the vehicle was in compliance. The vehicle was marked in accordance with Canadian regulations and was allowed to travel into the U.S. MCI Recollet confirmed that identification numbers are not required by contacting the Compliance and Response Branch of Transport Canada.

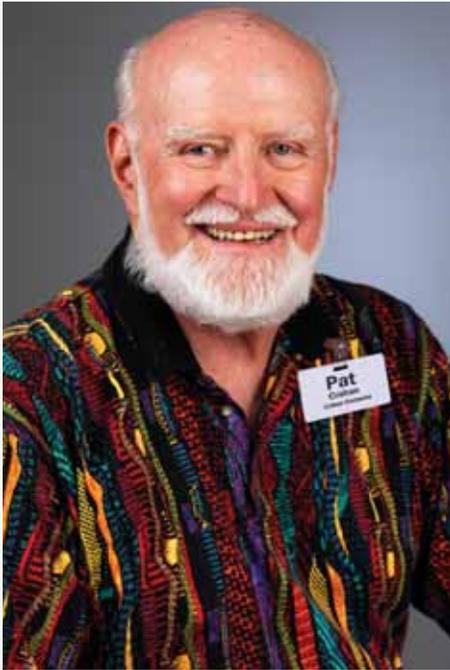
The team also stopped a multipurpose bulk truck transporting ammonium nitrate emulsion (UN3375) and acetic acid solution (UN2790). By reviewing Special Provision 148, Section 173.66, and the Institute of Makers of Explosives (IME)

Standard 23, the team found that this vehicle was in compliance. IME Standard 23 is located in Guard/eFOTM under the HM documents link.

The successful operation gave motor carrier officers a chance to find unique vehicles traveling into Michigan. ■



In Memory of Longtime CVSA Supporter and Associate Member Pat Crahan



Pat Crahan

Pat Crahan, a 54-year U-Haul Team member, passed away on Dec. 31, 2017. He was 89 years old. He is survived by his wife, Velva, and their four children, along with several grandchildren and great-grandchildren.

Perhaps Crahan's crowning achievement with U-Haul was securing a process known as apportionment, in which all trucks are permanently licensed in Arizona and all states and provinces receive their fair share of licensing fees. Before this move in 2000, U-Haul spent a lot of time and resources trying to get new license plates attached to thousands of trucks.

A veteran of the U.S. Air Force, Crahan joined the U-Haul Team in 1963, almost by accident. After an Oklahoma oil rig equipment company laid him off from his job as an offshore drilling supply specialist, Crahan sent out résumés to several companies. When he received a packet from U-Haul, he set it aside, assuming it was information on moving. It wasn't until he received a call from U-Haul asking to set up an interview that he remembered applying with the company.

Crahan knew very little about U-Haul at the time and when he showed up to his interview in Oklahoma City, he assumed he'd be speaking with a human resources representative. As it turned out, his interviewer was U-Haul co-founder L.S. "Sam" Shoen, who was so impressed with Crahan that he asked him to be the marketing company president for what was then U-Haul Company of Oklahoma and Arkansas.

"I told Sam, 'I'm willing to take a chance on you if you're willing to take a chance on me,'" Crahan told U-Haul News in 1993. "He gave me the address of the office, told me to show up Monday morning and tell the staff I was the new boss."

That marked the beginning of a 54-year U-Haul career for Crahan, who wasted little time making his mark.

"Early on, there was a lot I had to do fast, and what impressed me was the amount of authority and responsibility I was given from the get-go," Crahan recalled in a 2008 U-Haul News story. "In the first three days of working



2014-2015 CVSA President Bill Reese presented Pat Crahan with the CVSA President's Award at the 2015 CVSA Annual Conference and Exhibition in Boise, Idaho.

at U-Haul, I made more decisions than I'd made in eight years with my previous employer."

In 1970, Crahan, a lifelong Oklahoman with roots going back several generations in the state, moved his family to Phoenix to work at U-Haul headquarters. He served as vice president of U-Haul International, a position that put him in charge of all departments and operations in the U-Haul Towers. Eventually, he gravitated toward zoning and government relations (which included working with state and provincial governments, as well as with oil companies). In 1974, Crahan was named vice president of government relations, the title he held until 2014, when he transitioned into what he called a "working retirement."

High Accolades

Because he spent more than 40 years as vice president of government relations, Crahan was well-known and very popular among countless members of state and provincial motor vehicle administrators. To them, Crahan was U-Haul. In 2000, the American Association of Motor Vehicle Administrators (AAMVA) honored him with the Distinguished

Service Award-Distinguished Community Member, one of the AAMVA's highest honors.

Crahan also received high accolades from U-Haul over the years. In 1985, he received the Hap Carty E&E Award, the highest award in the company.

Here at CVSA, 2014-2015 CVSA President Bill Reese presented Crahan with the CVSA President's Award at the CVSA Annual Conference and Exhibition in Boise, Idaho, on Sept. 14, 2015. This is a special honor that each CVSA president bestows upon an individual who has made significant contributions to the Alliance.

A Love Story

When accepting these prestigious honors, Crahan made sure to thank his wife, Velva, saying he couldn't have done it without her support. Pat and Velva were married in 1956, and anyone who knew Pat will tell you it's impossible to tell his story without mentioning Velva, who also spent several years working for U-Haul, many of them alongside Pat.

The Crahans met when Pat's previous employer sent him to Beaumont, Texas, as part of a management training program. He rented a room in Beaumont from Velva's aunt, and Pat and Velva eventually started dating. A few months later, they got married, and as they say in fairy tales – and it is certainly true here – they lived happily ever after.

Pat Crahan summed up their relationship in 2006, when he and Velva celebrated their 50th wedding anniversary:

"What's blessed our union," he told U-Haul News, "is the fact that we've always supported each other in all areas of our lives. Velva gives me the confidence that helps me succeed in my negotiations for U-Haul." ■



ABOVE: Pat and Velva Crahan celebrate their 50-year wedding anniversary. **LEFT:** Pat Crahan in the United States Air Force in 1952.

Quebec's Operation Motorcoach 'All Aboard'

By **Eric Santerre**, Head of Media Relations-Awareness and Media Relations Division; Policy Programs, Prevention and Administrative Support Branch; Vice President for Roadside Control and Vehicle Safety; Quebec Automobile Insurance Corporation

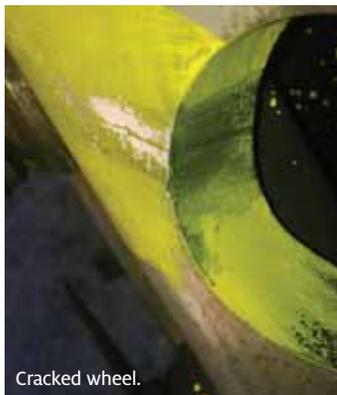
On Oct. 3-4, 2017, Contrôle routier Québec (CRQ) carried out a major operation in Québec City centered on passenger transportation by chartered buses and taxis.

As we know, Québec City is a favourite destination for many travelers coming mostly from Canada and the United States. The operation aimed to ensure that the transportation of passengers by bus and taxi is being carried out safely and in compliance with the laws and regulations in effect and that the vehicles are mechanically compliant.

During the operation, 20 carrier enforcement officers from CRQ and six police officers from the municipal police force were assigned to work sites in the city. Sixty-one charter buses and 16 taxis were inspected during the two-day operation. Out of the vehicles inspected, 43 percent of buses and 44 percent of taxis did not comply with laws and regulations. In total, the officers issued 19 statements of offence, and identified 104 minor mechanical defects and eight major mechanical defects on 27 vehicles. Three buses were given an out-of-service order (see below).

The officers also took the opportunity to raise driver awareness about courtesy on the road.

CRQ has developed a highly qualified expertise. Through its commitment and hard work, CRQ ensures the safety of all road users. CRQ has the mandate to monitor and control road transportation of goods and passengers in the province of Québec. ■



Cracked wheel.



Cracked rotor (disc).



Exposed cord in tire.

Updates from the Saskatchewan Trucking Association

By **Charlene Danvers**, Marketing and Communications, Saskatchewan Trucking Association



Reg Quiring is New STA Board Chairman

The Saskatchewan Trucking Association (STA) announced the appointment of new Board Chair Reg Quiring at its 2017 Annual General Meeting held in Regina, Saskatchewan, Canada, on Oct. 21, 2017.

Quiring replaces Graham Newton, who moved into the past board chair position; Brett Marcoux of AFI Distribution Group moved into the first board chair position. Quiring, Newton, Marcoux and Glen Ertell (North Resource Trucking) now make up the STA Executive Committee. Two new additions were made to the board – Nithi Govindasamy and James Gordon who will serve on the Government Relations and Membership Committees, respectively.

"I am proud to fill the position of board chair and am excited to work collaboratively with the membership to accomplish much in the coming year," said Quiring. "I would like to thank Graham Newton, the outgoing board chair. Graham stepped up for the STA when the board needed new leadership mid-term and throughout his time as chair has helped usher in many changes to the association, all for the better. The importance of membership engagement cannot be stressed enough – we are only effective together."

STA Supports Government of Saskatchewan Carbon Tax

In the fall of 2016, the STA Board voiced support of the initiative to fight the attempts of the federal government to force provinces to implement a provincial carbon pricing system. The result was a white paper, submitted to multiple government departments, titled "Carbon Pricing in Saskatchewan – Trucking Industry Made Solutions." The paper urges policy makers to fight the tax, but to also create industry-friendly policies in case carbon pricing in our province becomes a reality. The report can be viewed at www.sasktrucking.com/advocacy-new/carbon-pricing-sk.

NWP Provinces Submit Priorities to Provincial Governments

Leveraging the power of the New West Partnership (NWP), the respective trucking associations submitted multiple letters to the government that highlighted the need for harmonized policy and red tape reduction on fuel efficient, industry-friendly technologies.

Minister Announces Allowance of WBT at Par Weights in Saskatchewan

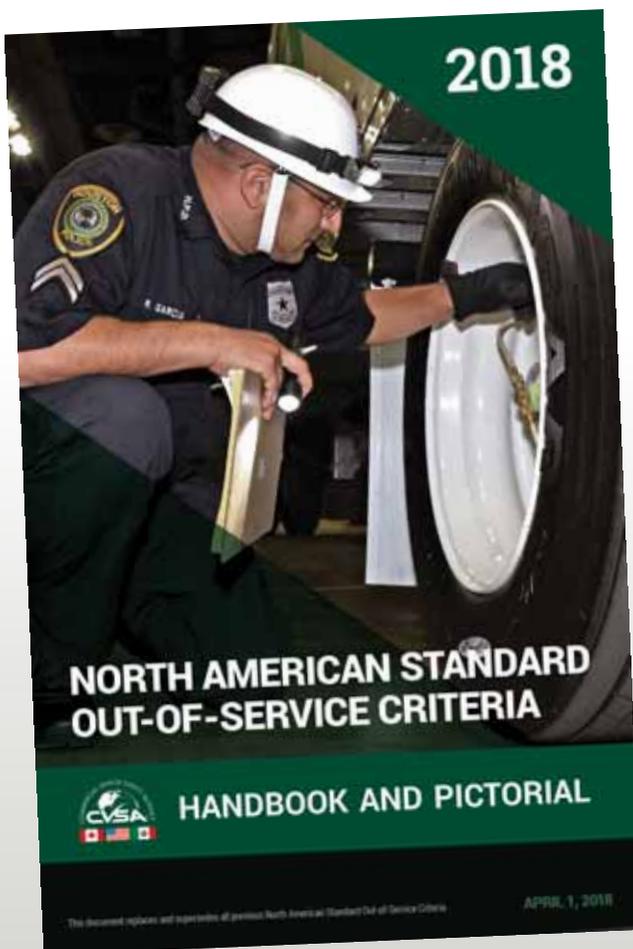
The STA's most important advocacy win of 2017 was the now operational permit pilot on new generation wide base tires (WBTs). This advocacy file has been on the STA executive director's priority list for over a decade. Many member companies are already utilizing the system and the STA will push to make it even more industry friendly in 2018.

Advocacy for Extended Tractor Wheel Base for B-Trains

The western provincial trucking associations recommended increasing the maximum overall length of B-Trains to 27.5 meters and allowing tractors with a longer wheelbase (up to 6.8 m). While part of the recommendation has been adopted – the maximum length for B-Trains is now 27.5 m – the request to allow tractors with a longer wheelbase has not. The STA lobbied the provincial government to adopt the change and the request was granted.

To learn more about the STA, visit www.sasktrucking.com. ■

ORDER YOUR PRINT OR ELECTRONIC VERSION OF THE NEW 2018 CVSA OUT-OF-SERVICE CRITERIA HANDBOOK



Updated out-of-service criteria go into effect on April 1, 2018. The 2018 edition replaces and supersedes all previous editions. If you do not have this new edition of the handbook, you will be operating using outdated information.

- **PART I** details violations which would place a driver out of service.
- **PART II** identifies critical vehicle inspection items and provides direction on identifying the point at which a commercial motor vehicle can no longer be safely operated due to the risk of causing a crash or breakdown.
- **PART III** provides guidance for hazardous materials/ dangerous goods transportation, including conditions which fail to communicate a hazard and those which are themselves hazards.
- **PART IV** outlines the criteria for placing a motor carrier out of service.

**FEATURES NEW ELECTRONIC LOGGING
DEVICE OUT-OF-SERVICE CRITERIA**

Visit www.cvsa.org and select “Store” to purchase your print or electronic copy of the new “2018 North American Standard Out-of-Service Criteria Handbook and Pictorial.”

The handbook is \$35 for members, \$45 for non-members.

CORRECTION: In the last edition of *Guardian* magazine, this article was published with an incorrect byline. To correct this error, we are re-publishing this article with the correct author.

Tire Tech and the Law: Everything Rides on Them

By Michael Stange, Public Transit Professional, Author of 'The Compliance Maze'

In 1887, when Scottish veterinarian John Boyd Dunlop was searching for a way to reduce the vibration on the solid tires of his son's bicycle, he became the first commercially successful inventor of the pneumatic tire. Since then, tire technology has changed the course of transportation for many conveyance systems, from tricycles and tractors to automobiles and commercial motor vehicles.

Although pneumatic tires are clearly different in size, construction and load-carrying capabilities, they inherently perform similarly under their given duty-cycle. That is, they provide good handling characteristics, resist cutting, displace water, perform safely throughout a wide range of temperatures and manage a variety of road/load conditions while providing a comfortable ride.

Tire Construction

Not just black, round and smelly when new, tires are a turn-of-the-century marvel used in a wide variety of applications which has revolutionized the art of "rolling." Although their purpose is similar for most applications, tire aspect ratios, load ratings, inflation pressure and speed rating are some of the many differences required to meet diverse need essentials. Tread design, overall size, function and performance are very distinct between different types of tires, based

on their intended operating condition, while tire construction within type (bias-ply vs. radial) is similar.

Two basic types of tire construction, bias and radial, must be considered when selecting a replacement tire or when specifying new tires for a vehicle or fleet.

Bias-ply tires are constructed by overlapping crossed layers of cord material. Oftentimes, nylon or polyester material (cords) form the tire casing. The cords are manufactured diagonally from tire bead to tire bead with additional cross plies (belts) underneath the tread for increased strength. This construction creates a stiff sidewall area that is strong, shock absorbent and resistant to impact. However, its inherent design does not absorb road shock as well as the radial design and therefore is often used for specific applications.

Radial-ply tubeless tires are made with the cord material running from tire bead to tire bead directly across the tire at a 90-degree angle from the tire center. The cord material is oftentimes made of steel or other related material while, depending on the construction, the under tread generally has multiple layers of cross plies or belts to strengthen the tread area depending on the purpose on the tire.

Based on performance data and road testing, the radial design appears to offer numerous advantages over bias-ply in the areas of tread wear, fuel economy, reduced noise, road hazard resistance and overall handling. The radial tire, however, can be more susceptible to curb damage because of less stiff sidewalls specific to their design for a given duty cycle.

Note: Valuable information is molded into the sidewall of most tires. The information includes brand name, manufacture date, tire size, tube type, tire grade, speed rating, load and inflation information.

Inflation: The Magic of Air

A tire is a pneumatic (compressed air) device that supports a load. The compressed air inside a tire applies tensile stress to the cords of polyester, nylon and/or steel, permitting them to carry a load. The area inside the tire, construction material and the inflation pressure determine a tire's load-carrying capacity. Maintaining proper inflation pressure, at all altitudes and ambient temperatures, is critical to load rating, tire performance and wear. It is the single most important maintenance-related factor that will determine tire life, passenger and cargo handling, performance and safety. On average, a tire will lose approximately 1-2 psi of



air per tire per month. For nitrogen-filled tires, refer to your tire distributor/manufacturer for nitrogen loss information.

Over inflation causes a tire to stress the cords, which may result in the transmission of unwarranted road shock. Over time, this could affect suspension components, provide a less comfortable ride and may distort the tire, causing premature wear at the center of the tread. Overall tire performance may be affected and the handling characteristics of the vehicle compromised. Excessive over inflation may result in irregular tread wear patterns, affect puncture resistance and may result in tread lift/separation.

Under inflation reduces a tire's ability to properly support a load and could affect the tire's ability to handle properly, brake and accelerate. The tire can distort, causing the side walls and tread to excessively flex whereby causing premature failure.

Further, under inflation is a major cause of excessive tire heat generation which will accelerate tread wear, reduce fuel economy, degrade casing durability and may lead to tread separation. Excessive heat, oftentimes caused by sustained under inflation, is detrimental to

proper tread wear and will quickly damage the tire.

The tire industry recommends inflation pressure for automotive and heavy-duty pneumatic tires be checked on a weekly basis. Tire manufacture engineers have stated that pneumatic tires under inflated by only 20 percent over their lifetime average approximately 16 percent fewer total miles.

For pneumatic tires, the use of metal or nylon valve-stem caps (not plastic) is recommended to provide a seal from the outside environment. The absence of a valve-stem cap may allow air leaks and outside contaminants to foul the stem, and may result in a premature failure or unnecessary loss of air pressure.

As mentioned previously, proper inflation is especially important for the performance, handling and endurance of tires. Their design characteristics and low aspect ratio (especially for automotive applications) does not easily allow for the visual detection of under inflation because of normal sidewall deflection which generally gives the allusion of a tire low on air. Therefore, it is recommended that a tire pressure gauge be used to determine proper inflation pressure as opposed to the old kick or "eyeball it" method.

Tire Terminology and Definitions

When selecting a replacement tire for your car, truck or bus, many factors must be considered to ensure your money is well spent for the proper application. The essential data to know, aside from price, is tire type and dimension, load and speed rating, inflation pressure and if available, road hazard contracts. As the consumer (vehicle owner or other), transit authority or commercial motor vehicle operator, essential information is crucial. You must decide on a myriad of choices which include, but are not limited to: tread design and application, appearance, cost, construction, tread depth, traction wear, temperature and speed ratings.

To thoroughly understand the tire quality grading system, the weight-carrying capabilities of a tire and other related information, refer to the federal new tire standard, Federal Motor Vehicle Safety Standard (FMVSS) No. 119 and the Federal Motor Carrier Safety Regulation Part 393.75 of the U.S. code of regulations. Your local tire distributor is also a source for information regarding tire regulations and requirements for passenger vehicles and/or commercial motor vehicles.

Continued on next page

Continued from page 29

More basically, understanding the need and application of a tire is simplified when common terms and definitions are understood.

- **Tubeless Tire** is a tire with a thin layer of rubber, from bead to bead, on the inside of the tire (inner liner) that creates an internal seal, eliminating the need for a conventional inner tube.
- **Tread** is the rubber that contacts the road surface. Its primary purpose is to provide traction.
- **Sidewall** is the side of the tire from the bead (area that contacts the rim) to the base of the tread.
- **Tread Width** is the distance across the tread surface (contact patch).
- **Tread Depth** is the depth from the top of the tread, at any given wear, to the bottom of the tread grooves.
- **Casing** is the complete tire structure.
- **Aspect Ratio** is the height of a tire relative to (divided by) the width of a tire expressed as a percentage. The aspect ratio of a tire is also referred to as the "series." Refer to the following note and examples.
- **Low Aspect Ratio** is a radial tubeless tire that has a shorter sidewall height and a wider tread width.

Note: By law, the passenger car tire manufacturers must comply with the Uniform Tire Quality Grading System to allow the consumer to compare tires in three major areas:

1. Treadwear grades, an indication of a tire's relative wear rate
2. Traction grades, an indication of a tire's ability to stop on wet pavement
3. Temperature grades, a tire's resistance to heat

Examples of aspect ratios:

- A 305/75R 24.5 commercial tire has a width of 305 millimeters from sidewall to sidewall. The "75" is the aspect ratio wherein the tire height is 75 percent of its width. "R" is radial construction and "24.5" is the rim diameter in inches.
- A P215/65R15 89H automobile tire can be broken down as follows: The "P" is for passenger car tire, the "215" is the width in millimeters from sidewall to sidewall. The "65" is the aspect ratio wherein the tire height is 65 percent of its width. The "R" is radial construction. The "15" is the rim diameter in inches. The "89" is the load index and the "H" is the speed rating.

Tire Safety and Compliance, Regulated Equipment

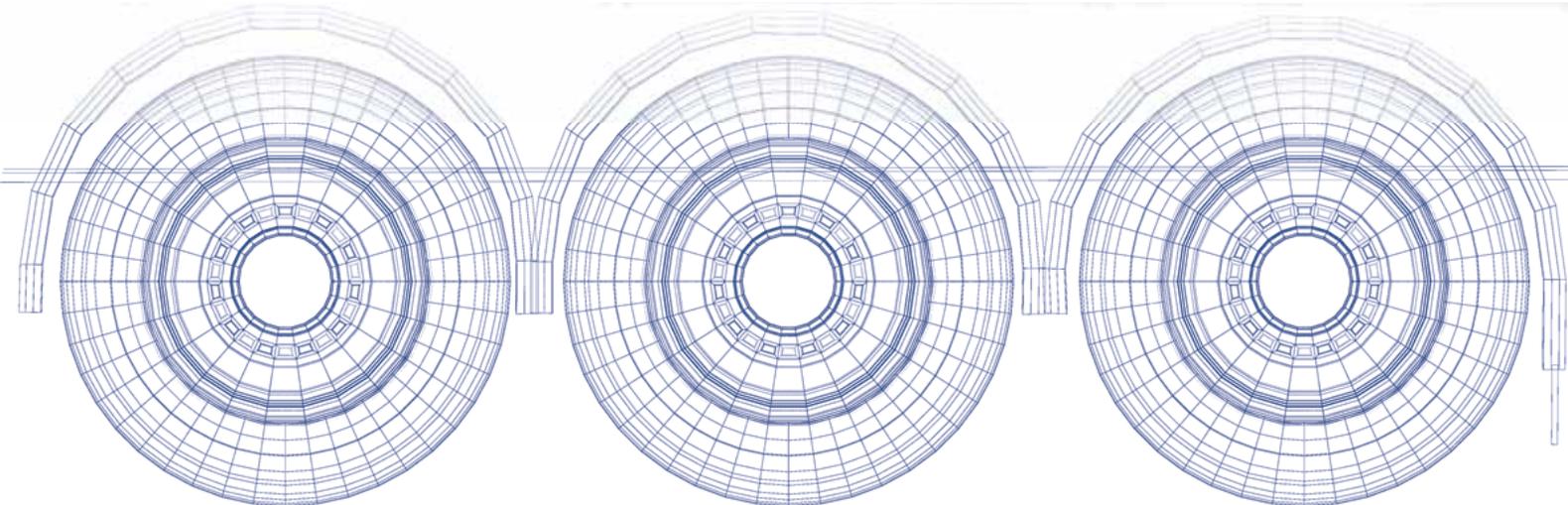
Commercial motor vehicle operators are required to comply with regulations that govern how equipment (such as tires) is fitted, inspected and maintained for the operational conditions. Federal or provincial standards set the minimum maintenance standards. If tread depth is worn well below the regulatory minimum, Part 2 Section 11 of the CVSA North American Standard Out-of-Service Criteria identifies conditions that are not only violations but imminent hazards such that the vehicle will not be permitted to continue.

Being familiar with tire violations and how to identify them, according to Part 393 of the U.S. Federal Motor Carrier Safety Regulations and Section 9 of the Canadian National Safety Code Standard 11, is a matter of law, a requirement of a vehicle operating safely on the roadway and a professional obligation the carrier/operator has as part of their commercial motor vehicle operation and policies.

Unlike many other vehicle component checks, basic tire inspection and air pressure readings are the most important and easiest to perform. While the commercial motor vehicle operator is required to inspect (pre-trip) the vehicle before operation, the passenger vehicle operator would be well served by inspecting the tires, at least the tread and outer sidewall, for damage and air pressure on a weekly basis.

Note: Newer automobiles are required to employ tire pressure monitoring systems to alert the operator when a tire(s) is under inflated. The rule does not apply to heavy trucks or buses. Regardless, it is recommended that tire pressure be manually checked with a tire pressure gage on a weekly basis. A tread depth and air pressure gage can be purchased from any automotive parts store for less than \$5 each. They are very easy to use, inexpensive and will provide necessary and accurate information required of the operator.

Last, proper tire maintenance and accurate inflation pressure is good for the environment. Tires last longer when properly inflated and when repairable damage is identified through routine inspection, fewer tires require replacement which minimizes tire casing waste. ■



Level VI Certification Classes Held in New Mexico and Texas



ABOVE: Level VI National Instructor Rion Stann of the Pennsylvania State Police provides students from Class 167 instruction on the TRU-PACT II shipping container during an outside practical lesson. **INSET:** Level VI National Instructor Tom Fuller of the New York State Police reviews with students from Class 167 answers to a practical exercise.

CVSA held its 166th and 167th Level VI certification classes this past October and November.

In October, in Austin, Texas, the Texas Department of Public Safety hosted 17 students representing the Texas Department of Safety, Oklahoma Highway Patrol, Idaho State Police, Kentucky State Police, Houston Police Department and Galena Park (Texas) Police Department.

In Albuquerque, New Mexico, this past November, the New Mexico Department of Public Safety hosted 13 officers representing the New Mexico State Police, Idaho State Police, Kentucky State Police and Utah Highway Patrol.

As a result of the two classes, 25 newly certified Level VI inspectors have joined the roster of more than 700 Level VI certified officers nationwide. ■

About 'RAD Inspection News'

'RAD Inspection News' features news and other stories pertaining to the North American Standard Level VI Inspection Program for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material. This inspection is for select radiological shipments that include enhancements to the North American Standard Level I Inspection Program and the North American Standard Out-of-Service Criteria with added radiological requirements for transuranic waste and HRCQ of radioactive material.

Learn more about the Level VI Inspection Program at www.cvsa.org.

'RAD Inspection News' is made possible under a cooperative agreement with the U.S. Department of Energy (DOE). Since January 2007, it has run as a section inside CVSA's "Guardian." ■



NRC Prepares New Rules for Power Reactors Transitioning to Decommissioning

On Nov. 20, 2017, the U.S. Nuclear Regulatory Commission (NRC) issued a regulatory basis document to support future rulemaking related to the decommissioning of nuclear reactors.

The document, Regulatory Improvements for Power Reactors Transitioning to Decommissioning (NRC Docket ID: NRC-2015-0070), notes that the "rulemaking would provide for an efficient decommissioning process; reduce the need for exemptions from existing regulations and license amendment requests; address other decommissioning issues deemed relevant by the NRC staff; and support the principles of good regulation, including openness, clarity and reliability."

To view the docket and all related documents and comments, visit www.regulations.gov/docket?D=NRC-2015-0070.

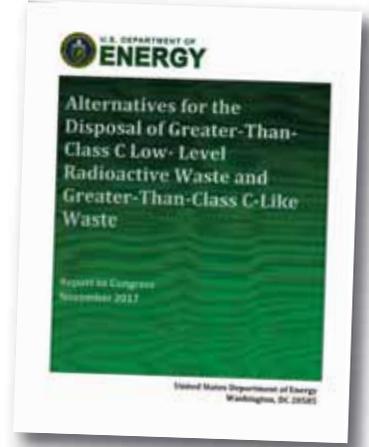
According to the timetable found with the docket on regulations.gov, the NRC expects to release the notice of proposed rulemaking in November 2018 and the final rule in February 2020.

DOE Submits Greater-Than-Class C Report to Congress

In November 2017, the U.S. Department of Energy (DOE) submitted to Congress a report on "Alternatives for the Disposal of Greater-Than-Class C Low-Level Radioactive Waste and Greater-Than-Class C-Like Waste." The completion of this report was required by statute prior to any final decision-making about how to dispose of DOE's Greater-Than-Class C (GTCC) low-level radioactive waste (LLRW) and GTCC-like waste.

According to the report's executive summary, the department concluded that "disposal at generic commercial facilities and/or disposal in the WIPP geologic repository" is the preferred alternative for management of GTCC LLRW and GTCC-like waste. Congress would have to approve this disposal plan before DOE can begin implementation.

To view the report, visit www.gtccis.anl.gov/documents/docs/GTCC_Report_to_Congress_Nov_2017.pdf. ■



Roadside Inspections, Level VI (2017 - Calendar)

| LEVEL VI INSPECTIONS | Federal | State | Total | % of Total |
|---|---------|-------|-------|------------|
| Number of Level VI Inspections | 1 | 524 | 525 | 100% |
| Point of Origin | 1 | 294 | 295 | 56.19% |
| En Route | 0 | 228 | 228 | 43.43% |
| Point of Destination | 0 | 2 | 2 | 0.38% |
| Unknown Location | 0 | 0 | 0 | 0% |
| Level VI Inspections with No Violations | 0 | 506 | 506 | 96.38% |
| Level VI Inspections with Violations | 1 | 18 | 19 | 3.62% |
| Level VI Inspections with Out-of-Service (OOS) Violations | 1 | 10 | 11 | 2.10% |

CVSA Level VI National Instructor Tony Anderson Retires

By Carlisle Smith, Director of Level VI Inspection Program, Commercial Vehicle Safety Alliance

Tony Anderson of the Idaho State Police has retired after 22 years as a trooper and a senior hazmat specialist. Prior to his time with the Idaho State Police, Anderson served in the U.S. Navy as a submariner, serving on three submarines and at two nuclear land facilities, supervising the operation, maintenance and repair of their nuclear power plants. Tony retired from the U.S. Navy in 1995.

As a Motor Carrier Safety Assistance Program (MCSAP) trooper for the Idaho State Police, Anderson competed in and earned the Jimmy K. Ammons Grand Champion Award at the 2005 North American Inspectors Championship. In 2004, Anderson became a Level VI-certified inspector and inspected his first of many transuranic waste shipments leaving the Idaho Nuclear Laboratory, bound for the Waste Isolation Pilot Plant (WIPP) site near Carlsbad, New Mexico. In 2006, Anderson was asked to join the CVSA Level VI National Instructor Team.

Anderson's experience and background in the nuclear navy, his skills as an instructor and personable nature have made him a valuable asset to CVSA's Level VI Inspection Training Program these past 11 years. His fellow Level VI national instructors thank him for his comradery, his insight, his service to his country and his friendship.

We wish you and Wanda the very best. ■



ELD Guidance for Level VI Inspections

On Dec. 18, 2017, the Federal Motor Carrier Safety Administration's electronic logging device (ELD) rule went into effect. As of Dec. 18, 2017, a non-exempt commercial motor vehicle not equipped with an ELD or a grandfathered automated on-board recording device (AOBRD) is in violation of 49 CFR 395.22(a) but will not be placed out of service until April 1, 2018. The same rule applies to commercial motor vehicles subject to the Level VI Inspection Procedures.

From Dec. 18, 2017, through March 31, 2018, the ELD rule will not impact the defect-free point of origin inspection. As of Dec. 18, 2017, if a carrier is found to be operating without an ELD or AOBRD, a violation of 395.22(a) will be documented on the Level I report and a citation may be issued, but will not be placed out of service nor will it prevent the vehicle from obtaining a CVSA decal or a Level VI decal.

Beginning April 1, 2018, the ELD out-of-service conditions will be added to both the North American Standard Out-of-Service Criteria and the Level VI Out-of-Service Criteria. At that time, it will be considered an out-of-service condition for both the point of origin defect-free inspection and an enroute inspection.

Any questions pertaining to the ELD rule and Level VI Inspection Program should be directed to CVSA Director of Level VI Inspection Program Carlisle Smith at carlises@cvsa.org. ■

CVSA Level VI Basic Certification Classes for Calendar Year 2018

May 14-17, 2018
Jefferson City, Missouri

June 18-21, 2018
Springfield, Illinois

July 23-26, 2018
Forsyth, Georgia

Oct. 15-18, 2018
Austin, Texas

Nov. 5-8, 2018
Sacramento, California

Registration is required. To register for a CVSA Basic Level VI Inspection class, contact CVSA Director of Level VI Inspection Program Carlisle Smith at carlises@cvsa.org. ■

2018 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook Now Available

The 2018 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook is now available to CVSA members. Through the cooperative agreement with the U.S. Department of Energy's Carlsbad Field Office, the handbooks are free of charge to all CVSA-certified Level VI inspectors nationwide.

To receive your free copy of the 2018 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook, contact Director of Level VI Inspection Program Carlisle Smith at carlises@cvsa.org. ■



Roadside Inspections, Level VI Violations (2017 - Calendar)

| Violation Code | Violation Description | # of Inspections | # of Violations | % of Total Violations | # of OOS Violations | OOS % |
|----------------|--|------------------|-----------------|-----------------------|---------------------|-------|
| 177.817A | No Shipping Papers (Carrier) | 3 | 3 | 11.11% | 0 | 0% |
| 393.45B2 | Brake Hose/Tubing Chaffing and/or Kinking | 2 | 2 | 7.41% | 1 | 50% |
| 393.45UV | Brake Tubing and Hose Adequacy Under Vehicle | 2 | 2 | 7.41% | 2 | 100% |
| 393.201A | Frame Cracked/Loose/Sagging/Broken | 2 | 2 | 7.41% | 2 | 100% |
| 393.9A | Inoperative Required Lamps | 2 | 2 | 7.41% | 0 | 0% |
| 393.48A | Inoperative/Defective Brakes | 2 | 2 | 7.41% | 1 | 50% |
| 396.3A1 | Inspection/Repair and Maintenance Parts and Accessories | 2 | 2 | 7.41% | 1 | 50% |
| 393.104F3 | Loose/Unfastened Tiedown | 2 | 2 | 7.41% | 2 | 100% |
| 393.45D | Brake Connections With Leaks/Constrictions | 1 | 1 | 3.7% | 0 | 0% |
| 393.45 | Brake Tubing and Hose Adequacy | 1 | 1 | 3.7% | 1 | 100% |
| 393.75A | Flat Tire or Fabric Exposed | 1 | 1 | 3.7% | 1 | 100% |
| 172.602B | Form and Manner of Emergency Response Information | 1 | 1 | 3.7% | 0 | 0% |
| 392.2IRP | IRP Apportioned Tag or Registration Violation | 1 | 1 | 3.7% | 0 | 0% |
| 393.25E | Lamp Not Steady Burning | 1 | 1 | 3.7% | 0 | 0% |
| 396.17C | Operating a CMV Without Periodic Inspection | 1 | 1 | 3.7% | 0 | 0% |
| 393.75BOOS | Tire-Front Tread Depth Less Than 2/32 Inch on a Major Tread Groove | 1 | 1 | 3.7% | 1 | 100% |
| 393.75A3 | Tire – Flat and/or Audible Air Leak | 1 | 1 | 3.7% | 1 | 100% |
| 393.205C | Wheel Fasteners Loose and/or Missing | 1 | 1 | 3.7% | 0 | 0% |

CVSA LEADERSHIP

BOARD OF DIRECTORS

PRESIDENT

Capt. Christopher Turner
Kansas Highway Patrol

VICE PRESIDENT

Capt. Scott Carnegie
Mississippi Highway Patrol

SECRETARY

Sgt. John Samis
Delaware State Police

PAST PRESIDENTS

Maj. Jay Thompson
Arkansas Highway Police

Sgt. Thomas Fuller
New York State Police

Deputy Chief Mark Savage
Colorado State Patrol

REGION PRESIDENTS

Region I

Sgt. Scott Dorrler
New Jersey State Police

Region II

Capt. Ross Batson
Arkansas Highway Police

Region III

Capt. John Broers
South Dakota Highway Patrol

Region IV

Lt. Scott Hanson
Idaho State Police

Region V

Richard Roberts
*British Columbia Ministry of
Transportation and Infrastructure*

REGION VICE PRESIDENTS

Region I

Sgt. Eric Bergquist
Maine State Police

Region II

Lt. Allen England
Tennessee Highway Patrol

Region III

Capt. John Hahn
Colorado State Patrol

Region IV

Lt. Daniel Wyrick
Wyoming Highway Patrol

Region V

Sean Mustatia
*Saskatchewan Ministry of Highways
and Infrastructure*

LOCAL PRESIDENT

Ofc. Wes Bement
Grand Prairie (Texas) Police Department

LOCAL VICE PRESIDENT

Ofc. Jason Belz
Arlington (Texas) Police Department

NON-VOTING LEADERSHIP

ASSOCIATE MEMBER PRESIDENT

Jason Wing
Walmart Transportation LLC

ASSOCIATE MEMBER VICE PRESIDENT

Dave Schofield
Oldcastle Materials

COMMITTEE CHAIRS

Driver-Traffic Enforcement Committee

Lt. Chris Barr
Indiana State Police

Enforcement and Industry Modernization Committee

Chief Derek Barrs
Florida Highway Patrol

Hazardous Materials Committee

Sgt. Brad Wagner
Nebraska State Patrol

Information Systems Committee

Holly Skaar
Idaho State Police

Passenger Carrier Committee

Lt. Donald Bridge, Jr.
Connecticut Department of Motor Vehicles

Policy and Regulatory Affairs Committee

Alan R. Martin
Public Utilities Commission of Ohio

Size and Weight Committee

Maj. Jeremy Nordloh
Texas Department of Public Safety

Training Committee

Milan Orbovich
Public Utilities Commission of Ohio

Vehicle Committee

Tpr. John Sova
North Dakota Highway Patrol

PROGRAM CHAIRS

Level VI Inspection

M/Sgt. Todd Armstrong
Illinois State Police

Cooperative Hazardous Materials Enforcement Development (COHMED)

Donna McLean
Transport Canada

International Driver Excellence Award (IDEA)

Don Egli
Iowa Motor Truck Association

Operation Safe Driver (OSD)

Chief David Lorenzen
Iowa Department of Transportation

Operation Airbrake (OAB)

Lt. Scott Hanson
Idaho State Police

Shelley Conklin
Landstar Transportation Logistics

International Roadcheck

Maj. Michael Forman
*Mississippi Department of
Transportation*

North American Inspectors Championship (NAIC)

Richard Roberts
*British Columbia Ministry of
Transportation and Infrastructure*



CVSA SPONSORS

PREMIER



DIAMOND



PLATINUM



GOLD



CVSA SPONSORS

SILVER

ABF Freight
Amazon
American Pyrotechnics Association
Austin Powder Company
Brake Tech Tools
Canadian Council of Motor Transport
Administrators
Cargo Transporters Inc.
Great West Casualty Company

Iteris
JNJ Express Inc.
Kenan Advantage Group Inc.
Landstar Transportation Logistics
MANCOMM Inc.
Meritor
PGT Trucking Inc.
Schlumberger Technology Corporation
Specialized Carriers and Rigging Association

STEMCO Brake Products
Swift Transportation Company
Sysco Corporation
Techni-Com Inc.
US Ecology Inc.
Usher Transport
WABCO

BRONZE

American Bus Association
Anderson Trucking Services Inc.
Asplundh Tree Expert Company
BigRoad Inc.
Blue Ink Technology Inc.
DATTCO Inc.
Direct ChassisLink Inc.
ELD Solutions
Fleetmatics
Frontier Logistics
Gateway Distribution Inc.

Geotab Inc.
Gorilla Safety Fleet Management
Greatwide Truckload Management
Greyhound Lines Inc.
Groendyke Transport Inc.
iGlobal LLC
ISE Fleet Services
J.E.B. Environmental Services LLC
Lytix Inc.
Pedigree Technologies
PeopleNet

SleepSafe Drivers
Smart Safety Services
Stoneridge Electronics
Telogis
Uber Advanced Technologies Group
United Motorcoach Association
Walmart
Warren Transport Inc.
Werner Enterprises Inc.
Western Express Inc.
Workforce QA

FRIENDS OF CVSA

American Coatings Association
Bork Transport of Illinois
Canadian Propane Association
Commercial Vehicle Safety Associates
of Florida Inc.

Envirun Inc.
EQT Corporation
Greg Neylon
Horizon Freight System Inc./Kaplan Trucking Co.
Institute of Makers of Explosives

NIC Federal
Praxair Inc.
Sutliff & Stout, Injury & Accident Law Firm
Western States Trucking Association

NEW CVSA ASSOCIATE MEMBERS As of Feb. 7, 2018

Logiflex Inc.

Oasis Petroleum

TSE Brakes Inc.

Wahington Trucking Associations

Wilson Oil, Inc. dba Wilcox & Flegel

NEW CVSA LOCAL MEMBERS As of Feb. 7, 2018

City of Grande Prairie (Texas)

Dallas County Sheriff's Office (Texas)

Hurst Police Department (Texas)



6303 Ivy Lane, Suite 310
Greenbelt, MD 20770-6319

NON-PROFIT
U.S. POSTAGE
PAID
SUBURBAN, MD
PERMIT No. 2800

View the magazine online at
www.cvsa.org.

Brake Safety Symposium

MAY 15-16, 2018
Schaumburg, Illinois

► Improving knowledge and understanding in order to improve safe commercial motor vehicle operations.

Visit www.cvsa.org/eventpage/events/brake-safety-symposium for more information.