

GUARDIAN

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3rd Quarter 2017

CVSA Adds New Level VIII Electronic Inspection to North American Standard Inspection Program

Plus...

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CVSA

**Prepares for
December
2017 ELD**

**Implementation;
Announces**

**April 1, 2018,
Effective Date for
Out-of-Service
Criteria Related
to ELD Rule**



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

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CVSA Staff: *Collin B. Mooney*, CAE, MPA, 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 • *Nicole Leandro*, Manager of Communications • *Claudia McNatt*, CMP, Manager of Conferences and Exhibits • *Iris Leonard*, Manager of Member Services • *Richard Williams*, CPA, Controller • *Amelina Kassa*, Administrative Assistant

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PRESIDENT'S MESSAGE

Saying Goodbye

By **Julius Debuschewitz, B.A.**, *National Safety Code, Transport Services, Highways and Public Works, Government of Yukon, Canada*

What began in Little Rock last year is already coming to an end. I am referring, of course, to my term as CVSA president. And quite a year it has been.

Much of what has happened was the germination of seeds planted by my predecessors. Thus, the Alliance has experienced continued change, but it is my firm belief that this change has strengthened the organization. There is much work to be done yet, though the foundation is there and it is a strong one.

Probably the most exciting phase of my presidency saw the hiring of new staff members. Adrienne Gildea became the new deputy executive director, moving up from her previous role, and Richard Williams has taken on the demanding job of controller.

These appointments are exciting and the staff members mentioned are doing a fine job in their new positions. But that's not all; we also added Kerri Wirachowsky to our roster as director of the Roadside Inspection Program (apologies to Peter Hurst, her former boss in Ontario) and Bill Reese as director of the COHMED Program. Most of you know Kerri and Bill, and I could not be happier about their addition or, indeed, about any of the human resources changes we undertook.

We have made and must continue to make, progress when it comes to uniformity, one of my pet subjects. In June, two inspectors from Alaska visited Whitehorse to work side-by-side with our CVSA inspectors during International Roadcheck. I know that several other jurisdictions have similar arrangements and I urge you all to continue to work together as much as possible.

I promised to improve communications between jurisdictions and I believe we took

great strides in that area. Of course, having inspectors attend the North American Inspectors Championship also helps tremendously in building those all-important networks. We have become better at listening to industry as well, which was another of my campaign promises.

Equally as important, we have drastically reduced the number of closed meetings and conference call sessions in order to be more transparent. Furthermore, there has been little, if any, interference in the day-to-day operations of the organization. I mentioned that we have great staff members and letting them do their jobs has paid off in more ways than one.

We also took steps to increase membership fees. This was something we did not particularly relish and it was also quite clear to us that doing so in times of fiscal restraints would be somewhat unpopular, but financial reality forced our hands.

I can honestly say that when I first began the journey to become CVSA president, I was awed by the responsibility, and the idea of leading such a large and fine organization caused me a few sleepless nights. I need not have worried too much. Past presidents and staff alike did their best to show me the ropes, as did so many of our members. I owe them all a debt of gratitude.

I would also like to take this opportunity to thank my wife, Deborah, for her tremendous support. We frequently complain about our work and travel schedules, but all too often we forget that our life partners are likewise deeply affected by our long hours in the office and on the road.

People who leave elected office usually hope that they made a difference, that they

continued where their predecessors left off, that they did not create chaos and that they will leave the organization just a little bit better than they found it. That holds true for me as well.

The timing to hand over the reins to the incoming president could not be better. As you may have heard by now, I took on new job responsibilities last September. And although I was able to serve out my presidency, CVSA is no longer a part of my job profile. Hence, I am sad to say that I will not be able to perform my duties as past president as planned when I ran for office.

This pains me, but I have no doubt that incoming president Capt. Christopher Turner will do a fine job without having me look over his shoulder. He already has a good support team and I am certain that former presidents will be only too happy to lend him a helping hand if he needs it.

And this is what makes the Alliance so special. Yes, we have clear goals. Yes, we never tire in our pursuit to make highways safer and reduce injuries and fatalities. But, most importantly, it is our membership, comprised of a closely knit group of selfless people, the likes of which are hard to find in other organizations, that sets us apart.

Leaving all that behind will be difficult for me. Change is not always pleasant but I honestly think it can lead to exciting challenges and new opportunities. I firmly believe that the Alliance will grow stronger and that it will always play an important role in the lives of many people across our three nations.

With any luck, our paths will cross again. I hope you always stay safe and bid you Godspeed. ■



EXECUTIVE DIRECTOR'S MESSAGE

The Voice of the Membership – Moving a Vision Forward

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

Since the founding of CVSA in the early 1980s as an association of commercial motor vehicle (CMV) enforcement and inspection agencies/departments, CVSA has evolved to become the preeminent CMV safety association for the roadside inspection and enforcement community in North America. However, the efforts of the Alliance have largely focused on the roadside inspection of CMVs and the qualification of the thousands of CVSA-certified officers.

As executive director, one of my primary responsibilities is to listen to the needs and wishes of the CMV enforcement and regulated communities regarding what's working well within the Alliance and identify areas for improvement.

Over the past few months, I've spent a considerable amount of time meeting with jurisdictional members of all ranks and positions – whether it be a colonel or chief of a state highway patrol; a director or manager of a department of transportation (DOT) or public utility; a CMV instructor, trooper or roadside inspector; or an industry stakeholder – regarding our organizational structure and related CMV enforcement and inspection activities in pursuit of fulfilling the needs of the entire CMV enforcement community.

North American Standard Inspection Program Enhancements

The roadside inspection and enforcement program is the cornerstone of the Alliance, with 2017 representing 35 years of continued dedication and commitment to maintaining and improving CMV safety throughout North America.

As we continue implementation of our strategic plan, the organization will be getting “back to basics” by focusing significantly more time, energy and resources in maintaining and enhancing the core competencies of the roadside inspection and enforcement programs, in order to ensure a uniform, consistent and reciprocal application of the North American Standard Inspection Program.

To address this need, over this past year, we have restructured and added additional resources to bolster this initiative. For example, many of our core roadside CMV inspection procedures and operational policies have been updated, updates to all of our initial roadside inspection certification courses are nearing completion, and new roadside inspection multimedia tools were recently created. One exciting new initiative currently under development is our online in-service training which we will be rolling out in fiscal 2018.

Traffic Enforcement Initiatives

Over the past several years, since a handful of member jurisdictions have consolidated roadside inspection and enforcement initiatives under one agency/department, CMV traffic enforcement initiatives began to change and take on greater importance. Even though there are organizational similarities within each state, province or territory, every agency/department is unique and can have very different approaches to addressing CMV safety. Therefore, the Alliance needs to be structured in such a way to accommodate all jurisdictional needs.

As identified in a number of independent and government research studies, individual driving behavior (e.g., distracted driving, texting, speeding, unsafe driving, etc.) is a leading cause of fatal and injury crashes throughout North America. As a result, CMV traffic enforcement activities have become increasingly more important, requiring the development of unique CMV enforcement campaigns and initiatives, such as Operation Safe Driver (OSD). However, the challenge we face is that not all CMV traffic enforcement data is collected uniformly, unless it's accompanied by a roadside inspection report. Since this information is not centrally located, this rich data-set can make CMV traffic enforcement compliance efforts difficult to quantify. That's why it's so important that we continue our work toward improved information systems and roadside inspection data quality efforts.

Information Systems and Roadside Inspection Data Quality Efforts

With the creation of the Compliance, Safety, Accountability (CSA) Program by the Federal Motor Carrier Safety Administration (FMCSA), the importance of quality and uniform roadside inspection data collected during a roadside inspection has become increasingly important. As a result, the enforcement community and industry stakeholders expressed their desire for the Alliance to enhance its data quality support activities in an effort to provide guidance and uniformity to the roadside enforcement community.

Acting on this need, the Alliance's Information Systems Committee recently completed its second biennial training workshop dedicated to CVSA Data Management, Quality and FMCSA Systems. Since 2008 when CSA2010 was on the horizon, the Alliance embarked on a roadside inspection data enhancement exercise and has continued to press FMCSA to modernize its roadside inspection data collection processes, software and legacy information systems.

In the United States, the roadside inspection data contained within the Motor Carrier Management Information System (MCMIS) is the underlining information that drives all CMV safety programs, so it's incumbent upon the member jurisdictions of the Alliance to ensure that this data is the best that it can be and we stand ready to assist FMCSA, when necessary.

CMV Post-Crash Investigative and Analysis Initiatives

The next challenge for the Alliance is to leverage its network of dedicated CMV enforcement personnel and allocate resources toward establishing a new committee to assist the various CMV post-crash investigative processes and analysis by developing an accurate and timely risk-based network of safety data. This new initiative would include developing post-crash investigative protocols surrounding the documentation and protection of digital and physical evidence, enhanced mechanical and electrical analysis techniques,

and the retaining and archiving of evidence/information. This new initiative would also consider the development of a CMV Crash Investigation Safety Summit.

Since CMV crash investigative activities are a jurisdictional responsibility, these activities could form the foundation to assist FMCSA in their recently established Crash Preventability Demonstration Program. A number of jurisdictions have long been involved in post-crash training of roadside CMV enforcement personnel, and this initiative could assist in

developing model standards and procedures for assessing crash fault and preventability standards for motor carriers.

Policy and Regulatory Affairs

On the legislative front, without congressional support, many member jurisdictions wouldn't have a CMV safety program and the CMV enforcement activities of several others would be significantly reduced. This sustained support helps ensure that CMV safety continues to remain a top priority. Additionally, it's incumbent upon the Alliance to continue being

responsive to congressional inquiries by providing guidance and input, as appropriate. With regards to the various CMV safety regulations, without a CMV regulatory foundation, the roadside inspection program would fail to exist and highway safety would be jeopardized. Thus, the committees and programs of the Alliance are regularly evaluating and identifying areas of the CMV safety regulations that are in need of improvement. These activities are expressed by submitting petitions and/or providing comments to rulemaking initiatives. ■



LETTERS TO THE EDITOR

Using Simulation Instead of Shadow-Driving Artificial Intelligence

By **Michael DeKort**, *Professionals for Safe and Responsible Autonomous Mobility*

Clearly, artificial intelligence (AI), machine learning (ML), deep learning, etc., are valuable capabilities; however, that which is a blessing can also be a curse. Pursuing AI is counter-productive, especially the use of shadow drivers in autopilot mode driving on public streets. It will take 1 trillion miles and will cost over \$310 billion to bring one vehicle type to level five autonomy in 10 years.

The blessing, of course, is that use of these capabilities can greatly accelerate the early phases of a project or the early efforts required to create a product. What this masks is that these professions do not have the domain or systems engineering experience to make this happen without a little help. While it could be looked at as cheating, it's really smart and understandable cheating. It's better to call it an edge – or proper use of tools.

ML makes autonomous engineering possible through repetitive action, progressive error correction and updates based on the degree of errors experienced. It becomes the expert for

you. The problem is that ML cannot get you to autonomous level five unless you want to spend decades or hundreds of thousands of vehicles to drive the 1 trillion miles needed. Yes, 1 trillion miles. (Why am I picturing a scene from Austin Powers?)

The reason for this is that ML is not perfect. It is a bit mysterious. And in order to learn all the scenarios, all the variations of scenarios and to fine tune, that takes a massive amount of miles driven, especially crash scenarios.

What is the solution? Simulation.

I believe that the solution is to hold an advanced driver-assistance systems (ADAS) simulation trade study, ascertain what the best product or products are, then fill in the gaps with folks from aerospace and other areas. This would be the case for manned simulators and constructive simulation environments.

Next, we need to go beyond the National Highway Traffic Safety Administration's high-

level scenario list and make a detailed scenario matrix and tie it to that simulation/simulator environment. That matrix would include the minimum amount of scenarios and scenario variations to prove the ADAS meet minimum industry-wide standards. This would include ensuring sensors' systems have the proper level of redundancy and data accuracy at all times.

The data for this would come from several sources, including the ML data we do have and from drivers as time goes on. Only in rare situations would this need to come from human beta testers who are shadow-driving. Other sources would be traffic engineers, insurance data, academics, the automotive industry, government organizations, etc. This information would create the base scenarios.

In order to create the scenario variations, an object-oriented matrix system would be created. The objects would be item types or classes and their subclasses or types with progressively more defined attributes, all the way down to tire types, vehicles, weather, road



patterns, signage, stationary objects, moving objects, system exceptions/errors, etc. Once this complete set of scenario variation boundaries can be created, that would include the sub-scenarios that would or could be run for every primary scenario; traffic patterns, for example. Since this is a simulation and not the real world, this can be done over and over, especially after software or system changes are made.

To ensure the primary or support vehicles are performing correctly, manned simulators and test tracks would be used, as well as very specific and controlled public driving, where needed. The simulation would be validated and informed by various levels of real-world data.

This is the part where someone says, you won't figure out every situation. No, we wouldn't. But let's not let perfection be the enemy of the best that can be done. Yes, ML would eventually get there but that assumes there would be some form of matrix that lists every traffic pattern, weather type, etc. Without it, how do you make sure those areas and situations are driven enough times to learn them? Are you actually going to drive all the most dangerous scenarios over and over to train ML on public streets? Are you going to drive cross highway merging in extremely bad weather with snow on the roads and dozens of vehicles around you? And why waste decades of time and needlessly put people at risk to do that?

While this is more complicated than space travel, how many tragic accidents have occurred from broken software at NASA? I think the answer is zero. Those folks know what the true systems engineering best practices and tools are and how to deal with exceptions – things the commercial IT industry has rarely ever done.

Don't be fooled by what you see and hear out there now. These vehicles are nowhere near ready. Most are test driving in benign conditions. The most difficult traffic patterns are not attempted, nor is driving in bad weather or with vehicle errors or problems during testing. And there is certainly no one combining these situations. The ML learning ramp is leveling off. The public's false impression of how far this capability has gone is waning as the echo chamber is broken by incidents and whispers here and there from some folks willing to swim up the waterfall.

Is all of this going to be easy? Not at all. It will be difficult. The question you need to ask yourself is, what is the alternative? How much will be spent in lost lives and treasure staying on the current course? How many years or even decades will be wasted? ■

Additional contributors: Sean Everett, CEO of PROME biologic intelligence; David Pickeral, mobility technologist; Lee Woodcock, global product director of Intelligent Mobility, Atkins; Susan Shaheen, co-director, Transportation Sustainability Research Center and adjunct professor, CEE, UC Berkeley; Susan Eileen Smith, creator of IBM's defect reduction method and former IBM master inventor; Nick Gerhart, chief administrative officer, FBL Financial; Catherine Kargas, business strategist, vice president, MARCON, chair at Electric Mobility Canada; Carlos Eduardo Germani Santi, civil engineer, traffic and transport management specialist, master in urban and road management and infrastructure; James McPherson, attorney, founder, SafeSelfDrive.org; Anthony Griffith, president, A. W. Griffith Transportation Consulting LLC; Edward Lockett, driver trainer for tractor trailers and buses.

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The Role of E-logs in Defending Logbook Violations

By **Anne-Marie Hulseley**, *Director of Business Development, U.S. Legal Services*

The accuracy of records associated with commercial motor vehicle driving has increased in importance for drivers and motor carriers alike. Proof that a driver is in compliance with regulations and laws is indispensable in ensuring that drivers' records are accurate and, when needed, it can also play a role in the legal defense of logbook violations.

Electronic logging devices (ELDs), which will be required by federal mandate to be used by nearly all U.S. truck operators by Dec. 18, 2017, may provide key evidence when violations are in dispute.

Used in coordination with an insurance plan, e-logs can support the defense of logbook violations with information ranging from hours of service and location to speed, braking and more.

ELDs play a particularly important role in the 34-hour restart rule, which allows drivers to reset their 60- or 70-hour clocks. Depending on the circumstances, drivers may be able to use this rule to their benefit as they can get back on the road sooner. Although the rules governing the 34-hour restart were uncertain during the last few years, they are now settled, according to the U.S. Department of Transportation's Office of Inspector General. The requirement that drivers include two 1-5 a.m. periods in a 34-hour restart will be permanently removed, as will the once-a-week limit of the restart's use.

ELDs, event data recorders (EDRs), cameras and other technologies allow the creation of detailed records of events which freight companies can use in accident reconstruction and to make safety improvements across their fleets. Attorneys can also use these records to demonstrate compliance with the 34-hour restart rule and other regulations, and help keep drivers on the road. ■

The ELD Mandate: Your Chance for Change

By Fred Fakkema, Vice President, Zonar Systems

Since the Federal Motor Carrier Safety Administration's (FMCSA) historic ruling two years ago, the electronic logging device (ELD) mandate has loomed over the heads of fleet managers and trucking companies as they work to adopt appropriate technology and implement change management strategies in time. Others are still holding out hope for changes and waiting until the last possible minute to comply, despite the Supreme Court declining to review the mandate.

As the industry drives toward the Dec. 18, 2017, deadline to adopt ELD-compliant solutions, fleet managers should consider approaching this as an opportunity.

Not only will the ELD mandate help keep more vehicles on the road (since paper logs are inefficient and often incorrect at the cost of the driver), but it will also streamline roadside inspections and can improve driver safety on the road. In fact, commercial motor vehicle drivers who use e-logs have a significantly lower crash rate compared to those not equipped with electronic logs.*

Instead of viewing compliance as a costly burden, it's a chance for companies to make significant, long-lasting improvements through a few key investments. After all, who wouldn't want a fleet management solution that increases efficiency, reduces failures on the road, automates service scheduling and reporting, and provides simple, electronically verified inspection reports – all while meeting the new mandate?



By following four simple steps, fleet managers can identify areas of improvement, find the best solutions for their needs and modernize their fleet.

1. Identify Pain Points

Before managers can fix their fleet management operations, they need to know what's holding them back. It could be any number of issues, including a history of roadside inspections violations, slow processing times for inspections, inefficient fuel usage or too much idling time.

In 2016, there were more than three million commercial motor vehicle roadside inspections, with more than five million violations identified. Of the commercial motor vehicles inspected, one in five was placed out of service. These types of pain points can not only put drivers at risk, but can directly impact the bottom line.

2. Research Available Technologies

Once a business can identify their pain points, they have a roadmap to finding the right solution for their needs. For example, a company that has a poor safety record and a history of violations on roadside inspections should take steps to ensure that their pre- and post-trip inspections are happening and are electronically verified and recorded.

Current FMCSA rules state that drivers are only required to submit pre- and post-trip inspections when defects are found. If none are identified, drivers aren't required to complete an inspection report. As is often the case, if it's not required, it doesn't happen.

With attrition rates skyrocketing, many fleets are simply hoping that drivers are meeting FMCSA requirements for their inspections. However, the safety of our drivers and fleets should not be left to chance. The value of electronic pre- and post-trip inspections goes beyond avoiding Compliance, Safety, Accountability (CSA) maintenance violations by enabling drivers to identify and address maintenance issues before they become larger issues. This proactive process can increase your vehicle uptime and become a financial incentive for both fleet owners and drivers. By moving inspections to a digital process, a business can enable substantial top-to-bottom improvements in safety and efficiency.

3. Make a Decision and Implement

With a wide range of products and services available, fleet managers should ask the following questions before purchasing a solution:

- Will this alleviate pain points across the fleet? If the solution isn't specifically tailored to a business and its vulnerabilities, it might not be worth it.
- How much will it cost now and in the future? While the cheapest solution might be tempting, assess how it will impact the business in the long run. Sometimes the better decision is to choose a highly regarded solution, even if it carries a slightly higher price tag initially.
- Do I trust the vendor? Since the ELD mandate was passed, there's been no shortage of pop-up solutions introduced to the market from businesses that see the mandate as an opportunity to make a quick buck. It's best to choose a company with a proven track record since they're more likely to be around in the future to support and improve upon their products.

4. Monitor and Evaluate

After implementation, it's important to regularly evaluate the products and services to make sure they're working as intended. Purchasing a new platform or product is only the beginning of the relationship. Fleet managers should hold their vendors accountable to ensure fleets are operating smoothly.

With less than three months to go until the deadline, going digital may seem like a big undertaking but it's an opportunity to not only identify pain points but improve any number of operational issues facing an organization. By viewing major industry changes like the ELD mandate and earlier updates to out-of-service criteria for commercial motor vehicles as a way to improve tools across the board, as opposed to another annoying regulatory obstacle, motor carriers will set themselves up for success in the long haul. ■

**According to "Evaluating the Potential Safety Benefits of Electronic Hours-of-Service Recorders Final Report" from FMCSA and the Center for Truck and Bus Safety of Virginia Tech Transportation Institute.*



Improve Your Road Safety with These Defensive Driving Techniques

By **Vito Centofanti**, *Vice President, Sales, Geotab*

In 2016, America had its most dangerous year for driving in nearly a decade. Not only did we see a 5 percent increase over 2015, but we also had a 14 percent jump from 2014, the largest we've seen in more than five years. On top of that, truck driving continually makes the list of most dangerous jobs, meaning it's more important than ever to explore additional technologies and techniques to improve your on-road safety. Defensive driving is one technique you can use to help protect yourself.

Defensive Driving Principles

As we've seen on the roads, online and the news, we know that you can never anticipate what other drivers are doing while driving. That's where defensive driving comes in. With the goal of avoiding a crash, it also has financial and safety benefits that shouldn't be overlooked.

For example, the impact of a collision may result in higher insurance premiums, vehicle damage, tickets or fines and, in the worst cases, injury or death. A small change could have a major impact on your safety as well as the safety of others on the road. It's wise to employ defensive driving techniques and practice the three basic elements: space, visibility and communication.

- **Space** – Maintain a “cushion of air” around your vehicle that gives you time and room to avoid or escape an incident when it occurs in front of or beside you.
- **Visibility** – Be alert and actively check what other vehicles around you are doing.
- **Communication** – Help other drivers know you're there and let them know what your next move is so they can adjust accordingly.

Defensive Driving Tips

Look Ahead

When many people are behind the wheel, they're only concerned with the area directly in front of them. Looking beyond the first few feet in front of your vehicle gives you more time to respond to anything coming your way, such as hazards on the road.

To do this, continuously check your mirrors and the horizon. Keep your eyes constantly moving and digesting as much information as possible. By looking ahead, you can notice if vehicles are braking well in advance of the one directly in front of you or adjust accordingly if you notice a vehicle entering your lane, which could otherwise result in a collision.

Stay Alert and Take Breaks if Needed

Driving while tired is a major hazard and can lead to a variety of dangerous driving behaviors such as drifting lanes, not braking when required or even crashing. Take breaks and never drive when drowsy.

Research shows:

- Sleepiness can impair driving performance as much as or more so than alcohol, as cited by the National Sleep Foundation.
- Shockingly, 41 percent of people have admitted to falling asleep behind the wheel and one in 10 drivers say they have slept behind the wheel in the past year, according to the American Automobile Association (AAA).
- On average, long-haul truck drivers in the U.S. and Canada slept less than five hours a day, according to a study by the Federal Motor Carrier Safety Administration (FMCSA).

Minimize Distractions

According to the Virginia Tech Transportation Institute (VTTI), distracted driving doubles the risk of having a vehicle collision. As stated by VTTI, the riskiest distractions are cell phone use, reading or writing, reaching, using your touchscreen, along with being tired or emotional, or becoming distracted by another passenger in the vehicle. In fact, in another study from VTTI, texting and driving “raises a heavy-truck driver's risk of a safety-critical event by 23 times.”

It's important to put away the phone and avoid any potential temptation by keeping them out of your sight or within range.

Maintain Your Distance

Something easily within your realm of control – a coincidence not often found while driving – is the distance between you and the vehicle directly in front of you. Stay aware of the distance and how closely you're following the vehicle in front of you.

A 4,000-pound passenger vehicle driving 65 miles per hour takes 316 feet to stop, while a tractor-trailer weighing 80,000 pounds driving at the same speed will take 525 feet to stop. That distance is equal to the length of two football fields. This factors into the distance you should leave between your vehicle and the vehicle in front of you.

Some important items to consider are the type of vehicle in front of you, the speed you are driving and weather conditions. Essentially, you always want to ensure that you have left enough room in front of you to stop to avoid a collision and have also factored for the conditions.

With motor vehicle collisions as the number one cause of workplace death and injuries, defensive driving is an important tactic to practice while on the roads and one that could potentially save your life. ■



CALL FOR GUARDIAN SUBMISSIONS

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

Submit your article to communications@cvsa.org for possible inclusion in the next edition of the magazine.

Questions?

Contact CVSA at 301-830-6152 or communications@cvsa.org.

Alberta Motor Transport Association Champions Working Partnerships with Government

By **Kelsey Hipkin**, *Communications Specialist, Alberta Motor Transport Association*

With 79 years as an association under its belt, the Alberta Motor Transport Association (AMTA) maintains a strong and healthy working partnership with government.

"Every compliance and regulatory affairs meeting we hold is open to all government and enforcement officers," said Andrew Barnes, director, compliance and regulatory affairs, AMTA. "We won't support any industry requests that will have a negative impact on public safety."

Barnes said the AMTA is unique in that it has a partnership with government like no other. Different levels of government attend regional meetings, committee meetings – events such as the AMTA Leadership Conference and Annual General Meeting (AGM) – and more.

Kim Durdle, the director of transport engineering at Alberta Transportation, even went so far as to attend a rig move in Grande Prairie to better understand the spring ban period for twin steer bed trucks.

The Transport Engineering Section of Alberta Transportation now permits heavy twin steer bed trucks up to 17,000 kg on the twin steer axle during the spring road ban period. Prior to this, most of these heavy trucks could not be moved during the spring ban period and were required to be hauled to location by multi-wheel combinations.

"[The partnership] has been a win/win, because from Alberta Transportation's perspective, our service model is to focus on social, environmental and economic benefits to industry, and to Albertans," Durdle said.

Another example of the good partnership is that with commercial vehicle enforcement (CVE). CVE is always on hand at the AMTA's various regional meetings and participates actively on the Compliance and Regulatory Affairs Advisory Council.

"It's an opportunity for CVE to listen to any concerns or trends, and gives us a chance to interact with people and exchange information," said Jacquie Daumont, deputy chief, CVE.

During the AMTA Leadership Conference and AGM in April, CVSA advised jurisdictions that they can work within parameters of the Level VIII Electronic Inspection (see pages 16-17)

framework to see how they can apply the concept to their respective industries.

"CVSA has the support of the AMTA on Level VIII Electronic Inspections and Alberta is pleased to be working with CVE to move this initiative forward," said Barnes. "This is important for the industry and will give a more complete record of a carrier's on-road performance."

The AMTA also worked with CVE to come up with a process around CVSA disputes. In Alberta, when an inspection is done, if a carrier disagrees with a result from an inspection, there is now a proper process to follow – a dispute resolution process – provided they meet the criteria. Next year, CVE will be celebrating its 25th year of the Inspectors Challenge event, included with the AMTA Professional Truck Driving Championships.

Caitlin Berg, project coordinator with the Carrier Services Section of Alberta Transportation, agrees that partnerships like the one between the AMTA and government are beneficial. She highlighted that industry partnerships are vital for the development of initiatives like the Certified Transportation Safety Professional (CTSP) Program. The CTSP Program will provide safety professionals with the tools to identify, interpret and successfully implement programs to ensure compliance with transportation regulations. The CTSP Committee is currently reviewing existing course material and plans to launch training for some of the competency groups later this year.

"I think [CTSP] is going to be huge," she said. "We hope that it will be a leading program in Canada for professionals working specifically with commercial transportation safety requirements."

Also, next year and in years to come, the AMTA is dedicated to continuing with these partnerships as both government and industry pursue increased commercial motor vehicle safety in Alberta. ■



FROM THE DRIVER'S SEAT

A Truck Driver's View on New Distracted Driving Smart Phone Features

By **Steve Smalley**, *America's Road Team Captain, Professional Truck Driver for ABF Freight*

Hearing the news that a technology leader such as Apple developed a software update that will promote safer driving is amazing. As a truck driver, I have to be very aware of my surroundings at all times, and the risk added to doing my job by other motorists texting while driving goes up dramatically for myself and everyone else on the road. Being able to prevent accidents and save lives is my main focus, so having tech companies create features on phones that will prevent distracted driving is a great idea that should receive more attention. I hope this is the first of many steps technology companies take in eliminating the distracted driving epidemic.

I put food on the table by safely delivering the goods that I've been enlisted to transport. Every day, I see people using their phones while they are driving on the highway and in the city. In five seconds, a car travels the full length of a football field at 55 miles per hour. Just think about all the things that could go on while texting "hello" to someone. Not having the temptation from a notification going off could drastically change the levels of safety on the roads. The idea that technology companies could create software to prevent this from happening is revolutionary for safe driving. Having people outside the trucking industry realize the benefits of eliminating distracted driving is encouraging and brings extra comfort to my family while I am out on the road.

In America, the leading cause of death for young drivers is distracted driving. Eleven

teens die every day as a result of texting and driving. I also know that as an experienced driver, there is a sense of false confidence that comes from newly gained freedoms such as getting your first car or your license. My message to younger drivers would be to utilize this new technology when it's provided to you, for your safety and the safety of everyone else on the road. No text is worth a life, and this is a great chance to practice safety when on the highway. Also installed in this software is an auto-reply system to let anyone who is trying to reach you know that you are in the car and do not need to be distracted. This technology is simple to use and will be a great feature to have on your phone. Life is too short to be careless and endanger other drivers on the road. I'll definitely be using that feature.

From my years in the trucking community, I have always been a strong advocate for any innovations or technologies that could make the highways safer and eliminate distracted driving, but it oftentimes comes down to drivers making correct, safe decisions at every moment. I believe that the plan with this new operating system is a step toward creating a safer environment on the highway by keeping the general motoring public and other drivers off their phones and focused on the road. I think that in this time of great technological advances and technological dependency, there is a need to create methods to keep people off of their phones when they should not be on them. I think I speak for other truck drivers

when I say tech companies are moving in the right direction with their desire to address the issue of texting and driving and I hope to see other tech companies promote safety and eliminate distracted driving as well.

I have taught my kids from a young age to put down their phones while in the car. This first step taken to help prevent distracted driving is great and brings attention to the issue of distracted driving. In our day and age, phones have become such a big part of our lives. Most of the responsibility to avoid distracted driving falls upon the discipline of the driver. Educating the general public and your kids on how to practice safe driving and form good habits of driving are critical to keeping the roads safe.

Moving forward, I would love to see the tech community begin to create similar, user-friendly software to promote highway safety and responsibility on the roads. This great technology has become such a big part of people's lives that it has become even more difficult to go without your phone. The positive impact that putting away your phone could have on highway safety puts us one step closer to reducing accidents and preventing unnecessary injuries. Efforts to eliminate distracted driving need to become the norm, not the exception, and I'm proud that as an America's Road Team Captain, I get the chance to spread these safety messages to new audiences each day. ■





THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Fiscal 2018 Appropriations Update

Members of Congress returned from their August recess and resumed work on legislation funding the federal government in fiscal 2018. Before the break, both the House and Senate Appropriations Committees completed their work on the transportation funding bill. Both bills provide the CMV-related grants at the full Fixing America's Surface Transportation (FAST) Act levels for fiscal 2018, which, for most, is an increase over fiscal 2017 levels.

In addition to setting funding levels, the House and Senate bills include a number of policy provisions and proposed exemptions. However, the bills are not identical and Congressional leaders will spend part of September negotiating between the two bills. While resolving the differences in the transportation bills should not be a challenge, a number of high-profile political issues threaten to derail the appropriations process once again. If lawmakers are unable to come to an agreement by the end of the month, a continuing resolution may be necessary.

Program	Fiscal 2017	Fiscal 2018
Motor Carrier Safety Assistance Program (MCSAP) Formula	\$292.6 million	\$298.9 million
High Priority	\$42.2 million	\$43.1 million
Commercial Driver's License (CDL)	\$31.2 million	\$31.8 million
Commercial Motor Vehicle Operators	\$1 million	\$1 million

CVSA Begins Highway Bill Reauthorization Preparations, Creates Task Force

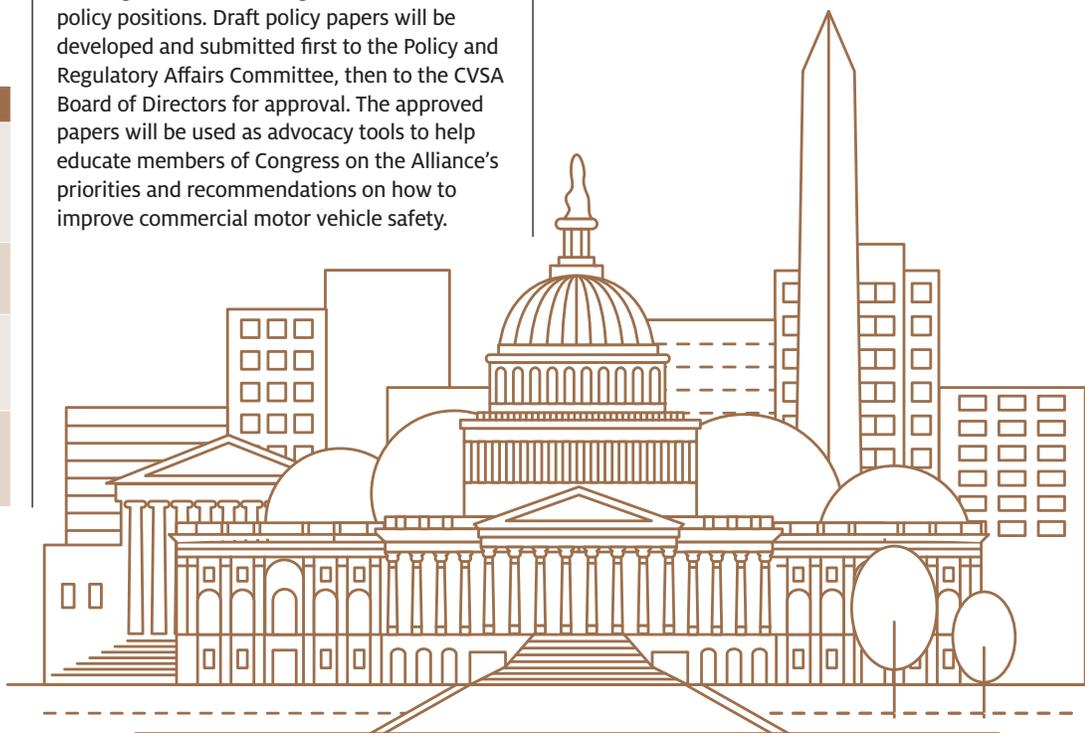
The current highway bill, the FAST Act, expires in 2020. The CVSA Policy and Regulatory Affairs Committee has taken the first step in preparing for the next round of highway bill discussions by forming the CVSA Reauthorization Task Force. The task force will be chaired by Alan Martin, chair of the Policy and Regulatory Affairs Committee and deputy director of the Public Utilities Commission of Ohio Transportation Department, and will include participants from each of the CVSA regions, locals and associate members.

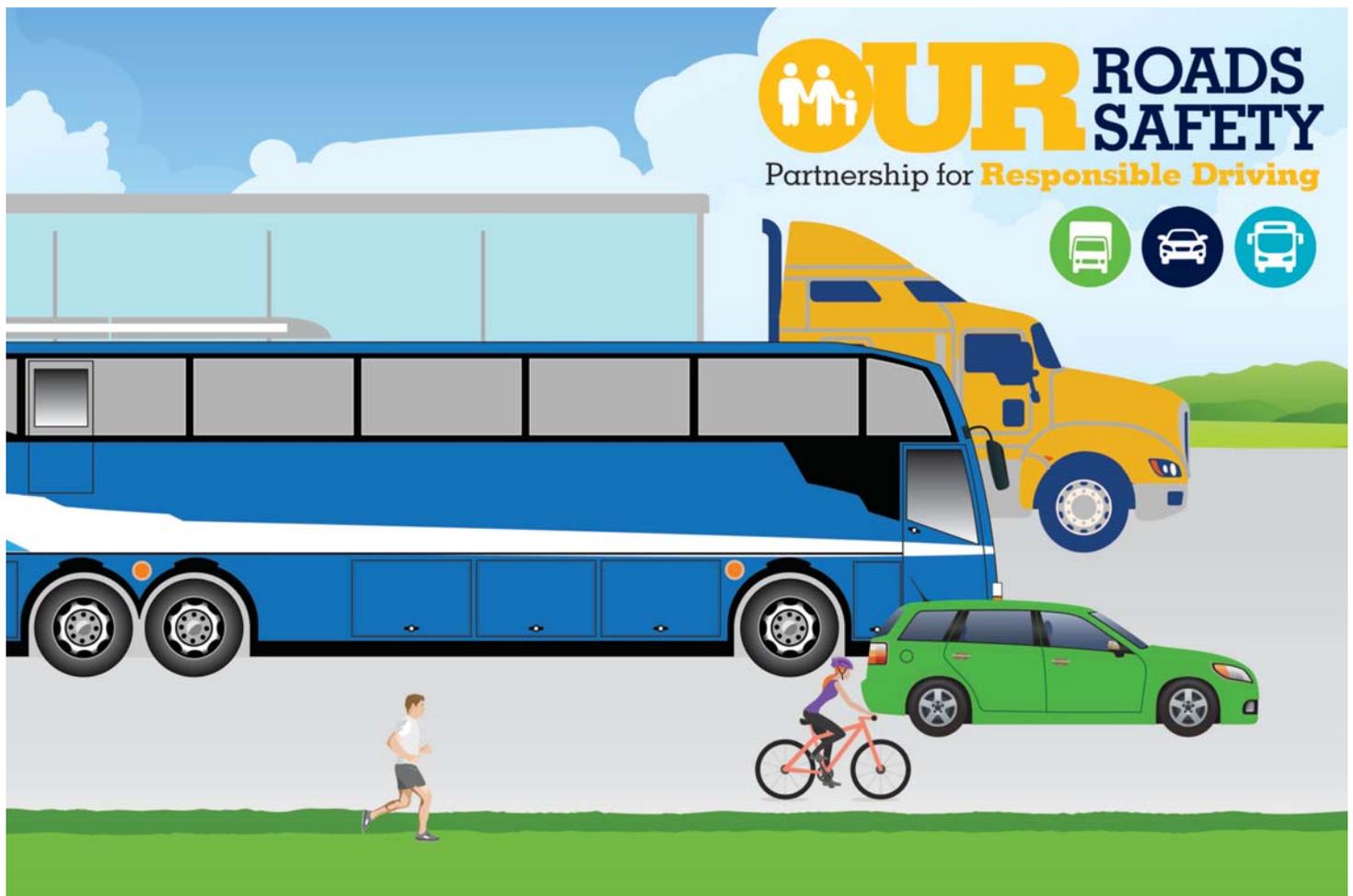
Over the next 18 months, the task force will review the progress made in the FAST Act, evaluate and discuss the challenges facing the commercial motor vehicle safety and enforcement community, and meet with stakeholders to take input and learn about their priorities. From there, the task force will identify a number of legislative priorities for the Alliance and begin work on crafting recommended policy positions. Draft policy papers will be developed and submitted first to the Policy and Regulatory Affairs Committee, then to the CVSA Board of Directors for approval. The approved papers will be used as advocacy tools to help educate members of Congress on the Alliance's priorities and recommendations on how to improve commercial motor vehicle safety.

ELD Deadline Approaching

On Dec. 18, 2017, the requirement that most commercial motor vehicles be equipped with an electronic logging device (ELD) or automatic on-board recording device will go into effect. At that time, inspectors and enforcement personnel will begin documenting violations and, at the jurisdiction's discretion, issuing citations for noncompliance. See page 19 for more information.

There is legislation in the House to delay the implementation deadline by two years. However, as of late August, House leadership has not indicated that they support the measure and there is no companion bill in the Senate. Proponents of the delay could attempt to attach language delaying implementation to the fiscal 2018 appropriations measure or to a potential infrastructure bill, if one were to be brought up in Congress. However, the bill is unlikely to move on its own. ■





FMCSA Urges Everyone to ‘Share the Road Safely’ in National Safety Campaign

The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) continues its efforts to raise public awareness so that all drivers know how to operate safely around large trucks and buses through a newly formed partnership under the Our Roads, Our Safety campaign.

“FMCSA is pleased to work with a group of partners that are dedicated to safety and share our agency’s goal of reducing crashes, injuries and fatalities involving large trucks and buses on the road,” said FMCSA Deputy Administrator Daphne Jefferson. “This important partnership amplifies the message that all drivers on the roadway must work together to ensure that everyone arrives safely at their destinations.”

The American Bus Association, AAA and the American Trucking Associations have joined with FMCSA to amplify the Our Roads, Our

Safety effort to educate all pedestrians, bicyclists, passenger vehicle drivers and commercial motor vehicle (CMV) drivers on how to better share our roadways and improve safety for all.

There are several simple actions passenger vehicle drivers should take while sharing the road with large trucks and buses:

- Stay out of the “No Zones” or blind spots at the front, back and sides of the vehicle.
- Make sure they can see the CMV driver in the mirror before safely passing.
- Don’t cut in close while merging in front of a CMV.
- Stay back a safe distance to avoid being in the blind spot.
- Anticipate wide turns and consider larger vehicles may require extra turning room.

- Stay focused on the road and avoid distractions.
- Lastly, be patient driving around large trucks and buses.

Visit www.sharetheroadsafely.gov to get involved. Learn more and share information about how passenger vehicle drivers, CMV drivers, bicyclists and pedestrians share a responsibility for making our roads a safer place for everyone. ■

Transportation of Dangerous Goods Regulations Update, International Harmonization Update

Why do we need to update the TDG Regulations?

By **Roberto Bruni**, Senior Advisor, Public Education and Awareness, Transport Canada

Updating the Transportation of Dangerous Goods (TDG) Regulations periodically harmonizes them, to the greatest extent possible, with the United Nations Model Regulations (UN Recommendations) and the international modal regulations. This helps carriers, consignors and inspecting authorities because it:

- Facilitates compliance and trade between countries
- Improves the safe transportation of dangerous goods both home and abroad

For example, the TDG Regulations reference the International Civil Aviation Organization (ICAO) Technical Instructions and the International Maritime Dangerous Goods (IMDG) Code. Since these documents are updated regularly, the versions referenced in the TDG Regulations are not always the most current ones. This can confuse stakeholders and create more work for regulators since only a regulatory amendment can update the reference in the TDG Regulations to the newest versions.

Recently, the international community has made updates to the UN Recommendations and international modal regulations for the transportation of dangerous goods. These updates include:

- New marine pollutants to the IMDG Code
- New requirements for dangerous goods safety marks for the transport of lithium batteries
- New shipping names and UN numbers

These changes had not yet been introduced in the TDG Regulations causing confusion among Canadian and foreign stakeholders.

Furthermore, differences between certain technical standards and regulations in Canada and those in the United States sometimes create obstacles for shippers on both sides of the border as they must comply with two sets of requirements.

Objectives of the Amendment

This amendment had four main objectives.

1. Harmonize the TDG Regulations with international regulatory requirements to incorporate changes introduced in the 19th edition of the UN Recommendations, the 2016 IMDG Code and the 2015-2016 ICAO Technical Instructions with respect to:
 - Safety marks
 - Classification
 - Shipping names
 - Special provisions
 - Marine pollutants
2. Introduce ambulatory references (also known as “dynamic references”) in the TDG Regulations. Why? Because if the reference is a “static” reference, the document is incorporated **as it exists at the time it is made part of the regulations**. This means that if the referenced document is amended after it is incorporated, the amendment is not automatically incorporated and the regulations continue to make reference **to the previous version**.

By incorporating the document using an ambulatory reference, “as amended from time to time,” any change to that document would automatically become part of the TDG Regulations. This will allow Canadian stakeholders to use the most recent versions of:

- The UN Recommendations
- The IMDG Code
- The ICAO Technical Instructions and its Supplement
- The UN Manual of Tests and Criteria 14 technical standards referenced in Section 1.3.1 of the TDG Regulations

3. Reduce regulatory barriers to cross-border trade with the U.S. by formally recognizing aspects of the U.S. regulatory regime and by increasing reciprocity of regulatory requirements for pressure receptacles, national standards and regulations.
4. Eliminate the need to obtain an equivalency certificate to transport hot air balloon cylinders of propane by road, rail or ship.

Examples of Proposed Changes

- **New UN Numbers** – This amendment will add new UN numbers to the TDG Regulations in order to align with the 19th edition of the UN Recommendations.
- **Classification Updates** – This amendment updates several classification provisions of the TDG Regulations to align with the requirements in the 19th edition of the UN Recommendations.
- **New Marine Pollutants** – This amendment updates the marine pollutants list in Schedule 3 to align with the 2016 IMDG Code.
- **Dangerous Goods Safety Marks** – This amendment introduces the new Class 9 lithium battery label and the lithium battery mark found in the 19th edition of the UN Recommendations.

How will this amendment affect the industry? What will be the benefit for the general public?

- The harmonization with international regulatory requirements will bring clarity and make it easier to navigate between sets of regulations.
- The ambulatory references will allow the industry to use the most recent versions of different regulations.

For more information and to get the latest news on Transport Canada’s Transportation of Dangerous Goods Program, visit www.tc.gc.ca/tdg. ■

PHMSA and OSHA Clarify Requirements for Labeling/Marking Hazardous Chemicals for Bulk Shipments

By **Susan Hand**, Public Affairs Specialist, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation

The U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) and the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) are responsible for enforcing distinct and separate safety standards regarding the appropriate labeling of chemical hazards. Specifically, PHMSA's Hazardous Materials Regulations (HMR) and OSHA's Hazardous Communication Standard (HCS) 2012 are the independent labeling requirements that communicate the dangers of hazardous materials (hazmat) in transportation (DOT) and in the workplace (OSHA).

PHMSA and OSHA issued a joint memorandum clarifying their respective requirements and scopes of authority regarding labeling, with an emphasis on bulk packaging in transportation and in the workplace. In summary:

- DOT's HMR hazard communication (markings, labels, placards) must be displayed or provided with a shipment and is meant to communicate material hazards during transport in commerce.
- OSHA's HCS 2012 provides requirements for the labeling of hazardous chemicals in the workplace, both before and after transportation in commerce. OSHA HCS labeling is not required on shipping containers in transport.

- Both DOT hazard communication and OSHA HCS 2012 labeling may appear on the same package, even in transportation. However, if the HMR does not require labeling in transportation, OSHA's HCS 2012 may still be displayed on the package.
- On bulk shipments bearing both DOT and OSHA HCS 2012 labels, the HMR prohibits the display on a package of any marking or label that could be confused or conflict with a label required by the HMR. However, the prohibition does not apply to packages labeled in conformance with certain international standards, including the UN Globally Harmonized System (GHS) of classification and labeling of chemicals. The GHS labeling provisions, including those implemented by OSHA, require all hazard communication elements to be located on the label and these hazard communication elements must only appear as part of a complete GHS label. As such, the display of a marking or label not required by DOT's HMR, but conforming to OSHA's HCS 2012 and consistent with the GHS, is not a violation of the HMR.

For more information on DOT's efforts to improve hazmat safety and awareness, to access the full DOT/OSHA joint memorandum or to access the HMR, visit www.phmsa.dot.gov. ■

Need regulatory or technical assistance during a roadside inspection involving hazardous materials?

Contact your PHMSA hazardous materials safety region office.

- **Eastern Region:** 609-989-2256
Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia and West Virginia
- **Southern Region:** 404-832-1140
Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina and Tennessee
- **Southwest Region:** 713-272-2820
Arkansas, Louisiana, New Mexico, Oklahoma and Texas
- **Central Region:** 816-329-3800
Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Ohio, Nebraska, North Dakota, South Dakota and Wisconsin
- **Western Region:** 909-937-3279
Alaska, American Samoa, Arizona, California, Colorado, Commonwealth of Northern Mariana Islands, Guam, Hawaii, Idaho, Montana, Nevada, Oregon, Utah, Washington and Wyoming

You can also contact PHMSA's hazmat information center at 1-800-467-4922 or infocntr@dot.gov.



Labeling of a hazardous chemical for bulk shipments shown with DOT's hazard warning labels/placards and OSHA's HCS pictograms and hazards.

PHMSA to Release New Chart 16 with Lithium Battery Labeling and Marking, and New Chart 16 Mobile App

By **Susan Hand**, Public Affairs Specialist, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation

The U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) Office of Hazardous Materials Safety released the latest "DOT Chart 16: Markings, Labeling and Placarding Guide," which is used by shippers, carriers, emergency services personnel and other stakeholders who prepare hazardous materials (hazmat) for transportation and respond to incidents involving hazmat in transportation.

The latest Chart 16 changes include:

1. Hazardous Materials Marking (cover)

- Added: New lithium battery handling marking and the transition date of Dec. 31, 2018, for the old version (still shown)
- Added: Class 9 label for lithium battery handling with an effective date of January 2019

2. Placards

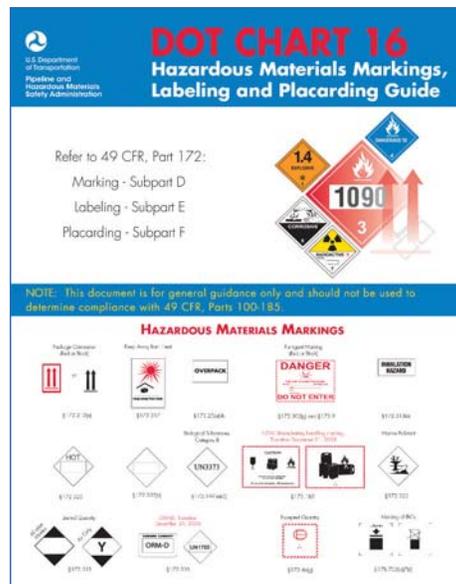
- Removed: Yellow organic peroxide 5.2 placard, which transitioned 2011/2014 rail, vessel, aircraft and highway, respectively; its replacement is the red and yellow organic peroxide 5.2 placard

3. General Guidelines on the Use of Warning Labels and Placards (back cover)

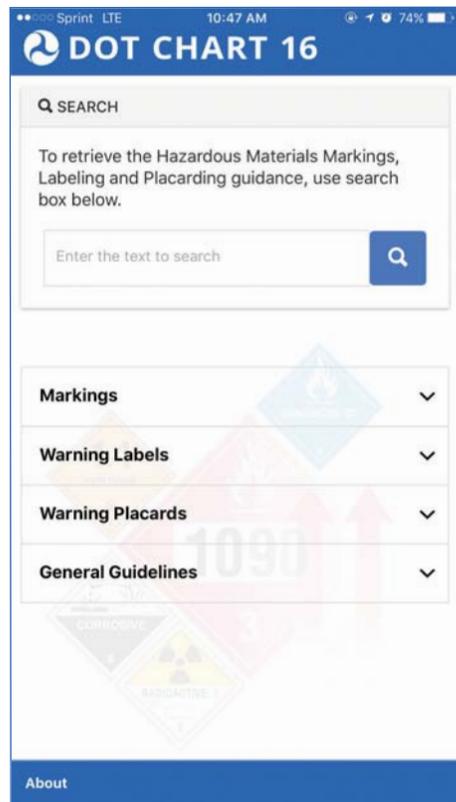
- Removed: Organic peroxide notation, which transitioned 2011/2014 rail, vessel, aircraft and highway, respectively
- Established: Specification for denoting the transition of a label, marking or placard as: title, date of transition (e.g., ORMD, Transition 31 December 2018)

In addition to the printed version of the Chart 16, PHMSA developed a searchable Chart 16 mobile application (app) for both iOS and Android platforms that links to the electronic Code of Federal Regulations (eCFR) to help shippers, carriers and other stakeholders quickly access information regarding hazmat markings, labeling and placards. The mobile app is intended for general guidance only and should not be used to determine compliance with 49 CFR, Parts 100-185. The Chart 16 app is available free from the app store.

For more information on DOT's efforts to improve hazmat safety and awareness, or to access a link to Chart 16, visit www.phmsa.dot.gov.



PHMSA's Chart 16 includes lithium battery labeling and marking.



PHMSA's new Chart 16 mobile app.



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FMCSA Embarks on ELD Implementation National Tour for Drivers



In July 2017, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) launched its electronic logging device (ELD) implementation national tour – a public education and outreach campaign geared toward helping commercial motor vehicle (CMV) drivers transition to ELDs.

Offered in several cities across the country, FMCSA subject matter experts lead driver-focused presentations and panel discussions on ELD implementation.

In addition, FMCSA staff is available to answer questions at an interactive exhibit booth, provide consumer-friendly resources and materials, and review drivers' and carriers' responsibilities.

FMCSA's remaining ELD implementation national tour dates and locations for this year are as follows:

- **Oct. 14-15**
California Trucking Show
Ontario, California
- **Oct. 21-24**
American Trucking Associations
Management Conference and Exhibition
Orlando, Florida
- **Nov. 6-8**
Women in Trucking Accelerate!
Conference and Expo
Kansas City, Missouri

As required by law, all carriers subject to the ELD rule must convert from paper logs or logging software to a registered ELD if they do not have an automatic on-board recording device (AOBRD) by Dec. 18, 2017.

For more information about electronic logging devices, including the ELD rule, frequently asked questions and other resources, visit www.fmcsa.dot.gov/ELD. ■

CVSA Adds New Level VIII Electronic Inspection to North American Standard Inspection Program

On April 27, 2017, at the CVSA Workshop in Atlanta, Georgia, the CVSA Board of Directors voted to approve the addition of its newly created Level VIII Electronic Inspection to the North American Standard Inspection Program.

The Level VIII Electronic Inspection is an inspection conducted electronically or wirelessly while a commercial motor vehicle is in motion without direct interaction with a roadside inspector/enforcement official. To be considered a complete Level VIII Electronic Inspection, a data exchange must include each of the required and/or applicable data points listed in the CVSA North American Standard Level VIII Electronic Inspection definition.

As defined by CVSA, the Level VIII Electronic Inspection must include, where required and/or applicable: a descriptive location, including GPS coordinates; electronic validation of who is operating the vehicle; appropriate driver's license class and endorsement(s) for vehicle being operated; license status; valid Medical Examiner's Certificate and Skill Performance Evaluation (SPE) Certificate; current driver's record of duty status; hours-of-service compliance; USDOT or (Canada) NSC number; power unit registration; operating authority; Unified Carrier Registration (UCR) compliance; and federal out-of-service orders.

"By adding a new electronic inspection level, our aim is to improve highway safety by providing additional options and strategies that will allow member jurisdictions to leverage technology while also increasing efficiency for industry," said CVSA Executive Director Collin Mooney. "This new inspection level gives member jurisdictions a standard to apply to electronic inspections as described in the definition."

The goal of this new electronic inspection is to help expand the roadside enforcement's footprint, increasing the number of interactions an agency/department could have with the motor carrier industry and providing member jurisdictions with additional information to create unique compliance options and strategies. An electronic inspection option will assist roadside enforcement/inspection personnel to better focus their time on carriers with critical safety violations.

Implementing an electronic inspection program would also allow participating carriers the opportunity to leverage in-vehicle safety investments by communicating real-time compliance data to roadside inspection and enforcement authorities without having to stop.

The next step in the electronic inspection implementation process for member jurisdictions will be the development of the information



technology (IT) infrastructure to capture the information required for a Level VIII Electronic Inspection. Currently, there are no jurisdictions with the specific necessary data exchange capabilities in place to go-live immediately and begin conducting Level VIII Electronic Inspections; however, some jurisdictions are investigating the necessary IT and data upload and exchange needs in order to proceed with the steps required to have the IT infrastructure in place to meet the definition of the new electronic inspection.

Currently, the capturing of Level VIII Electronic Inspection information by member jurisdictions is strictly voluntary and there is no deadline for implementation.

The impetus for the development of an electronic inspection came in 2014 when an issue request for action was submitted to CVSA asking for a “standardized procedure governing the electronic collection of data elements currently collected manually during a North American Standard Level III Inspection.”

Moving forward, updates and ongoing discussion of the Level VIII Electronic Inspection will take place during the Alliance’s committee

meetings throughout the coming years. The three main committees where discussions on the development, implementation, progress and evaluation of the electronic inspection will take place will be the Information Systems Committee, the Driver-Traffic Enforcement Committee, and the Enforcement and Industry Modernization Committee.

“The new Level VIII Electronic Inspection is an enhancement to the data currently collected during roadside enforcement activities. It doesn’t replace anything currently being done. It will simply mean that more roadside inspection compliance information will be captured differently,” said Mooney. “Roadside inspectors will continue to conduct all levels of commercial motor vehicle and driver inspections as applicable, in addition to the future capabilities and discoveries that will evolve with the addition and implementation of this new electronic inspection level.”



The Level VIII Electronic Inspection is an inspection conducted electronically or wirelessly while a commercial motor vehicle is in motion without direct interaction with a roadside inspector/enforcement official.

CVSA Announces 2017 College Scholarship Recipients

As North America's leading commercial motor vehicle safety organization, CVSA's annual Scholarship Award Program is a key component of the Alliance's outreach initiatives. 

CVSA awarded three \$1,000 scholarships to deserving high school graduates to attend the college of their choice this fall. Caleb Claycamp will attend Iowa Western Community College; Cole Metcalfe will attend Emory University; and Kyle Thomas will attend the University of Virginia.

As North America's leading commercial motor vehicle safety organization, CVSA's annual scholarship award program is a key component of the Alliance's outreach initiatives. The Scholarship Award Program is competitive in its selection criteria, uniquely tailored to recognize outstanding high school seniors. Scholarship recipients are selected by weighing a strong combination of academic performance, volunteer work and extracurricular activities.

"CVSA is proud to award college scholarships to these exceptional soon-to-be college freshmen as they embark on this new journey of advanced learning and development," said CVSA President Julius Debuschewitz of Yukon Highways and Public Works. "Based on their solid academic achievement, participation in extracurricular activities and laudable volunteer work during their high school years, we have no doubt that these individuals are bound for excellence and we're honored to help them along that path with a contribution toward their future."



Our first college scholarship recipient, **Caleb Claycamp** plans to major in criminal justice with a minor in fire science. His father, Fred Claycamp, works for the Iowa Department of Transportation Motor Vehicle Enforcement Agency.

While in high school, Caleb participated in football, basketball, golf, band, speech, student council and the JETS Science Team. He received a first team all-district award in football, he was an all-state performer in speech 12 out of 16 possible times and he was a member of the Spanish Honor Society. He contributed to his community through work as a volunteer firefighter, he was a GED math tutor, he participated in church food drives and Caleb was involved in Cherokee Community Theater. Caleb's ultimate goal is to become a United States marshal with the Omaha Police Department.

"Caleb is a well-spoken, intelligent, ethical young man with excellent leadership skills," said Jaylene De Vos, Caleb's language arts

teacher. "He is honest and hard working. He is responsible and timely in school work, activities and his job. He makes positive decisions by taking various courses throughout high school that will help him succeed in life and college. He is a team leader and does well in group situations. He leads by example and gives guidance. This cooperative and positive leadership style is impressive in a young person."



The second person to receive CVSA's college scholarship award, **Cole Metcalfe** will attend Emory University. Cole is the son of Bill Metcalfe of the South Carolina State

Transport Police, part of the South Carolina Department of Public Safety.

In preparation for medical school, Cole plans to double-major in anthropology and human biology with a focus in pre-medical studies. His goal is to become an orthopedic surgeon and he plans to start a non-profit organization that will donate new and used prosthetics to children in war-torn countries who have lost limbs due to senseless violence.

"Growing up, I've been surrounded by family members that have dealt with various musculoskeletal issues," said Metcalfe. "Since the field of orthopedics has been so personal to my family and I, I want to live a life of dedication to helping others who cannot help themselves."

Cole was the first place 2016 and 2017 state winner in the clinical specialty category of the Health Occupations Students of America (HOSA), he was one of the top 35 international finalists in the HOSA clinical specialty category at the International Leadership Conference and he was the elected reporter of the River Bluff High School HOSA chapter. In the community, Cole volunteered more than 150 hours with Fort Jackson's Child and Youth Services and was selected as a Lexington Medical Center Partner, a selective three-week summer internship that allows students to shadow medical professionals.

"Cole is often quiet in a group but when he speaks, his words are well thought out and meaningful," said Karen S. Ray of the River Bluff High School Math Department. "He shows strength of character and a style of leadership that is encouraging to others rather than overwhelming. I know that I can count on Cole to complete any task."



The third and final college scholarship recipient, **Kyle Thomas** is the son of Sheldon Thomas of AmeriGas, a CVSA associate member company.

As a student at Perkiomen Valley High School in Pennsylvania, Kyle participated in student government, the varsity soccer team, the Key Club, National Honor Society, Link Crew and the Medical Science Club. He is also a tutor at Faith and Hope Church of the Nazarene. Kyle plans to major in biology or biomedical studies at the University of Virginia.

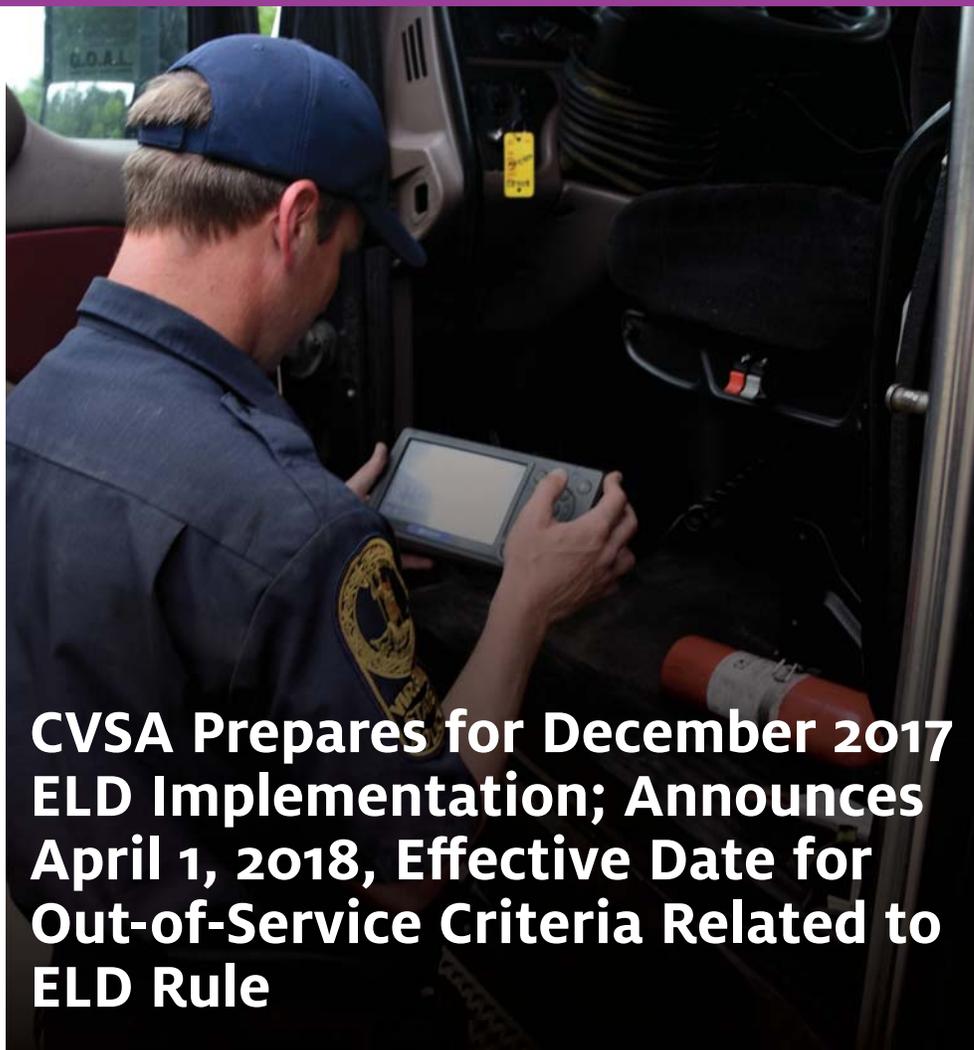
According to school counselor Don Fountain, "Kyle Thomas is one of the most exceptionally talented, truly genuine young men of impeccable character and integrity that I have had the extreme pleasure of working with in recent years. There is absolutely no doubt in my mind that he will not only excel, but will one day be someone of significant note in whatever field he chooses."

Kate Marino, Kyle's global studies and AP human geography teacher, said "Kyle Thomas is undoubtedly the type of student that has the potential for great success at the next level. Kyle goes above and beyond in his involvement with his school and community. His natural abilities, combined with his work ethic and overall enthusiasm to succeed, are a recipe for success."

The CVSA College Scholarship Award Program is dedicated to Gary E. Curtis. While working for the Virginia State Police, Curtis was an active member of CVSA and a cornerstone in the development of the roadside North American Standard Inspection Program. He came to CVSA in 1992, faithfully serving as the Alliance's director of technical services. His efforts and contributions helped form the solid base which CVSA now proudly stands upon. Curtis lost his life to cancer in December 1998.

All recipients have been notified of their selection as award winners. CVSA was able to award the scholarships thanks, in part, to a generous donation by Smart Safety Services LLC.

Information about the 2018 scholarship program will be announced in early 2018. ■



CVSA Prepares for December 2017 ELD Implementation; Announces April 1, 2018, Effective Date for Out-of-Service Criteria Related to ELD Rule

CVSA will begin enforcing the electronic logging device (ELD) mandate requirements on Dec. 18, 2017. The out-of-service criteria (OOSC) associated with the ELD mandate will go into effect on April 1, 2018.

The Federal Motor Carrier Safety Administration's (FMCSA) congressionally mandated ELD compliance deadline is still set for Dec. 18, 2017. On that date, inspectors and roadside enforcement personnel will begin documenting violations on roadside inspection reports and, at the jurisdiction's discretion, will issue citations to commercial motor vehicle drivers operating vehicles without a compliant ELD. Beginning April 1, 2018, inspectors will start placing commercial motor vehicle drivers out of service if their vehicle is not equipped with the required device. Please note, a motor carrier may continue to use a grandfathered automatic onboard recording device (AOBRD) no later than Dec. 16, 2019. The AOBRD must meet the requirements of 49 CFR 395.15.

This announcement does not impact enforcement of the OOSC for other hours-of-service violations.

CVSA supports moving forward with the compliance date as specified in the rule. However, setting an April 1, 2018, effective date for applying the ELD OOSC will provide the motor carrier industry, shippers and the roadside enforcement community with time to adjust to the new requirement before vehicles are placed out of service for ELD violations.

CVSA member jurisdictions have used this phased-in approach in the past when implementing a significant change in regulatory requirements. The CVSA Board of Directors, in consultation with FMCSA and the motor carrier industry, agreed that the phased-in approach to implementation of the ELD requirements outlined in the North American Standard Out-of-Service Criteria will help promote a smoother transition to the new ELD requirement.

A letter was sent to FMCSA notifying the agency of CVSA's commitment to implementing the new requirement, as scheduled, on Dec. 18, 2017, and noting the April 1, 2018, effective date for applying the ELD OOSC.

For more information about the ELD rule, visit [FMCSA's ELD implementation website](#). ■

UPCOMING CVSA EVENTS

SAVE *the* DATES



Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

Jan. 29-Feb. 2, 2018
Garden Grove, California



CVSA Workshop

April 8-12, 2018
Portland, Oregon



North American Inspectors Championship (NAIC)

Aug. 13-17, 2018
Columbus, Ohio



CVSA Annual Conference and Exhibition

Sept. 23-27, 2018
Kansas City, Missouri

Check Out the New Training Section on the CVSA Website

On the homepage of the CVSA website, you'll notice a new section called "Training." Visit this new section of the site at any time to find out what training opportunities are available.

Thanks to a community safety grant from the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA), CVSA has expanded its COHMED training to include full-scale regional training opportunities around the country – giving hazmat specialists who are unable to attend the annual COHMED Conference an opportunity to receive the same high-level hazmat training, closer to home.

Visit www.cvsa.org and select "Training" for an up-to-date calendar of scheduled Regional COHMED Training Courses. ■



CVSA's Operation Safe Driver Week is Oct. 15-21



Law enforcement agencies throughout North America will engage in heightened traffic safety enforcement and educational outreach as part of CVSA's Operation Safe Driver Week, Oct. 15-21, 2017. Throughout the week, enforcement personnel will identify and issue warnings and/or citations to commercial motor vehicle (CMV) drivers and passenger-vehicle drivers exhibiting unsafe driving behaviors on our roadways.

Unsafe driver behaviors by CMV drivers and passenger-vehicle drivers continue to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes.

CVSA's Operation Safe Driver Program was created to help reduce the number of crashes, deaths and injuries involving large trucks, buses and passenger vehicles due to unsafe driving behaviors. During Operation Safe Driver Week, there will be increased CMV and passenger-vehicle traffic enforcement.

Examples of dangerous driver behaviors that enforcement personnel will be tracking throughout Operation Safe Driver Week are speeding, distracted driving, texting, failure to use a seatbelt while operating a CMV or in a passenger vehicle, traveling too closely, improper lane change, failure to obey traffic control devices, etc.

Operation Safe Driver Week is sponsored by CVSA, in partnership with the Federal Motor Carrier Safety Administration and with support from industry and transportation safety organizations, and aims to help improve the behavior of all drivers operating in an unsafe manner – either in or around a CMV – through educational and traffic enforcement strategies to address individuals exhibiting high-risk driving behaviors.

To find out about the Operation Safe Driver Program, visit operationsafedriver.org. ■



CVSA Releases 2017 International Roadcheck Results



Commercial motor vehicle enforcement personnel in Canada and the United States conducted more than 62,000 driver and vehicle safety inspections on large trucks and buses during CVSA's 30th annual International Roadcheck, June 6-8, 2017. 23 percent of vehicles and 4.2 percent of drivers that received Level I Inspections were placed out of service.

International Roadcheck is a three-day enforcement event when CVSA-certified inspectors conduct high-volume, large-scale, high-visibility roadside inspections of large trucks and buses. Commercial motor vehicles and their drivers were checked at inspection sites, weigh stations and roving patrol locations along roadways in North America throughout the 72-hour enforcement initiative.

- A total of 62,013 Level I, II and III Inspections were conducted during 2017 International Roadcheck.
- 19.4 percent of commercial motor vehicles inspected (during Level I, II or III inspections) were placed out of service. 4.7 percent of all drivers inspected (during Level I, II, and III inspections) were placed out of service.
- 40,944 inspections were North American Standard (NAS) Level I Inspections. A Level I Inspection is a 37-step procedure that includes examination of both the driver and vehicle. Other inspections conducted included the NAS Level II Walk-Around Inspection (12,787) and the NAS Level III Driver-Only Inspection (8,282).

- 7,713 inspections were conducted in Canada; 54,300 were conducted in the United States.

Vehicle-related results are as follows:

- Of the 40,944 Level I Inspections conducted, 23.0 percent (9,398) were placed out of service for vehicle-related violations.
- The top three out-of-service vehicle violations were for brake systems (26.9 percent of vehicle out-of-service violations), cargo securement (15.7 percent) and tires/wheels (15.1 percent).
- Of the 2,267 vehicles carrying hazardous materials/dangerous goods that received a Level I Inspection, 12.8 percent were placed out of service for vehicle-related violations.
- The top three vehicle violations related to the transportation of hazardous materials/dangerous goods were for loading and securement (40.4 percent of all out-of-service hazardous materials/dangerous goods violations), shipping papers (22.7 percent) and placarding (20.8 percent).
- 398 motorcoaches received Level I Inspections; 10 percent (40) were placed out of service for vehicle-related violations.
- Of the vehicles placed out of service, brake adjustment and brake system violations combined to represent 41.4 percent (7,743) of all out-of-service vehicle violations.

Driver results are as follows:

- Of the 62,013 total Level I, II, and III Inspections conducted, 4.7 percent (2,940) of drivers were placed out of service for driver-related violations.
- Of Level I, II and III Inspections of vehicles carrying hazardous materials/dangerous goods, 1.9 percent were placed out of service for driver-related violations.
- Out of the 598 motorcoaches that received Level I, II or III Inspections, 3.8 percent (23) of drivers were placed out of service for driver-related violations.
- The top three driver-related violations were for hours of service (32.3 percent of driver out-of-service violations), wrong class license (14.9 percent) and false log book (11.3 percent).
- There were 710 safety belt violations.

Each year, International Roadcheck places special emphasis on a category of violations. This year's focus was cargo securement. While checking for compliance with safe cargo securement regulations is always part of roadside inspections, CVSA highlighted proper cargo securement this year as a reminder of its importance. Cargo securement violations (not including hazardous materials/dangerous goods loading/securement) represented 15.7 percent of all vehicle out-of-service violations during 2017 International Roadcheck.

Continued on next page



International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with more than 13 trucks or buses inspected, on average, every minute throughout North America during a 72-hour period. It is sponsored by CVSA, North America's leading commercial motor vehicle safety enforcement organization, with participation by the Federal Motor Carrier Safety Administration, the Canadian Council of Motor Transport Administrators and the Secretariat of Communications and Transportation in Mexico.

2017 International Roadcheck	
VEHICLE OOS VIOLATIONS CATEGORY	Percentage of Vehicle OOS Violations
Brake System	26.9%
Cargo Securement	15.7%
Tires/Wheels	15.1%
Brake Adjustment	14.5%
Lighting Devices	11.6%
Suspensions	4.7%
Steering Mechanisms	2.3%
Frames	1.0%
Coupling Devices	0.8%
Fuel Systems	0.6%
Driveline/Driveshaft	0.2%
Exhaust Systems	0.2%
DRIVER OOS VIOLATIONS CATEGORY	Percentage of Driver OOS Violations
Hours of Service	32.3%
Wrong Class License	14.9%
False Log Book	11.3%
Suspended License	3.4%
Drugs/Alcohol	1.6%
Driver's Age	0.4%
HAZARDOUS MATERIALS OOS VIOLATIONS CATEGORY	Percentage of Hazmat OOS Violations
Loading and Securement	40.4%
Shipping Papers	22.7%
Placarding	20.8%
Package Integrity	4.3%
Transport Vehicle Markings	0.8%

Continued from page 21

The top five violations related to cargo securement (out of a total of 3,282) in the United States were:

1. No or improper load securement (423)
2. Failure to secure vehicle equipment (379)
3. Leaking, spilling, blowing, falling cargo (281)
4. Insufficient tiedowns to prevent forward movement for load not blocked by headerboard, bulkhead or cargo (256)
5. Failure to secure load (178)

Once violations of the regulations have been identified and documented on a roadside inspection report, roadside enforcement personnel use the CVSA NAS Out-of-Service Criteria as the pass-fail criteria for inspections. During an inspection, if an inspector identifies critical violations, he or she will render the driver or vehicle out of service, which means the driver cannot operate the vehicle until the critical vehicle mechanical conditions or defects,

and/or driver qualifications are corrected.

If no critical violations are found during an eligible inspection, a CVSA decal will be applied as a visual indicator that the vehicle successfully passed inspection conducted by a CVSA-certified inspector. The NAS Level I Inspection and NAS Level V Vehicle-Only Inspections are the only inspections eligible for issuance of a CVSA decal.

“This year, we’re celebrating 30 years of the International Roadcheck Program,” said CVSA President Julius Debuschewitz with Yukon Highways and Public Works. “When this program started in 1988, the goal of International Roadcheck was to conduct inspections to identify and remove unsafe commercial motor vehicles and/or drivers from our roadways. Thirty years and 1.5 million inspections later, the International Roadcheck enforcement initiative is still going strong, thanks to the more than 13,000 inspectors who work hard every day to reduce

the number of crashes, injuries and fatalities on our roadways.”

During International Roadcheck, inspectors primarily conduct the NAS Level I Inspection, which is a 37-step procedure that includes examinations of both the driver and vehicle. The vehicle inspection includes checking braking 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. ■

CVSA Releases Results from Unannounced Brake Safety Day Enforcement Initiative



Brake Safety Day is part of the Operation Airbrake Program sponsored by CVSA in partnership with the Canadian Council of Motor Transport Administrators (CCMTA) and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

On May 3, 2017, more than 9,500 commercial motor vehicles were inspected for an unannounced brake safety enforcement event, Brake Safety Day. Enforcement personnel throughout North America conducted inspections on large trucks and buses to identify out-of-adjustment brakes, and brake-system and antilock braking system (ABS) violations as part of CVSA's Operation Airbrake Program.

The goal of Brake Safety Day is to conduct roadside inspections, and identify and remove vehicles with critical brake violations from our roadways in an effort to reduce the number of crashes caused by or made more severe by poorly maintained braking systems on commercial motor vehicles.

The event also sought to evaluate how well ABS are maintained in accordance with federal regulations.

Inspection data from the unannounced one-day brake safety enforcement initiative featured the following notable results:

- A total of 43 jurisdictions participated – 33 U.S. states and 10 Canadian provinces/territories.
- In all, 9,524 inspections were conducted as part of Brake Safety Day.
- The United States conducted 8,140 commercial motor vehicle inspections; Canada conducted 1,384.
- 79 percent of the vehicles inspected did not have any critical item vehicle violations.
- 21 percent (1,989) of all inspections conducted resulted in a vehicle being placed out of service for vehicle violations of any kind.
- 12 percent (1,146) of all inspections conducted resulted in a vehicle being placed out of service for brake-related violations.

Many participating jurisdictions were able to survey ABS compliance, as follows:

- 4,635 air-braked trucks and tractors were identified as requiring ABS; 8 percent (391) had ABS violations.
- 3,222 trailers were identified as requiring ABS; 15 percent (487) had ABS violations.
- 723 hydraulic-braked trucks required ABS; 6 percent (41) had ABS violations.
- 57 buses required ABS; 11 percent (6) had ABS violations.

Brake Safety Day aims to improve commercial motor vehicle brake safety awareness throughout North America. Brake-related violations comprise the largest percentage of all out-of-service violations cited during roadside inspections. Improperly installed or poorly maintained brake systems can reduce the braking capability and increase stopping distances of trucks and buses, which pose a serious risk to driver and public safety. ■



Rommel Garcia of the Houston Police Department is the first local member in NAIC history to earn the Grand Champion Award.

Rommel Garcia is the First Local Member in NAIC History to Earn the Grand Champion Award

Fifty-one commercial motor vehicle inspectors representing jurisdictions throughout North America gathered in Orlando, Florida, Aug. 7-11, 2017, to compete in CVSA's 25th annual North American Inspectors Championship (NAIC), the only event dedicated to testing, recognizing and awarding commercial motor vehicle inspector excellence.

This year, local member Rommel Garcia of the Houston Police Department earned the highest combined score in six competition categories to take home the top prize, the Jimmy K. Ammons Grand Champion Award.

"As we celebrate 25 years of NAIC this year, we're also celebrating another historic accomplishment," said CVSA President Julius Debuschewitz of Yukon Highways and Public Works. "This is the first time in NAIC history that a local member has earned the Grand Champion Award."

All of the inspection categories are timed events and the compilation of scores for those categories result in a Grand Champion, which is the highest honor for commercial motor vehicle roadside inspectors. The six competition categories in which each inspector is tested and scored are:

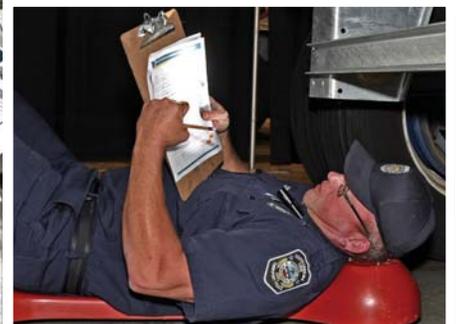
1. North American Standard Level I Inspection
2. North American Standard Level I Inspection Procedure
3. North American Standard Hazardous Materials/Dangerous Goods Inspection
4. North American Standard Cargo Tank/Other Bulk Packagings Inspection
5. North American Standard Level V Passenger Carrier Vehicle Inspection
6. North American Standard Out-of-Service Criteria Exam

A special award, the John Youngblood Award of Excellence, is an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies the high standards and unwavering dedication to the profession. **This year, NAIC contestants voted to present the John Youngblood Award to Erick McGuire with the Florida Highway Patrol.**

Awards are given for first, second and third place for selected inspection categories.

North American Standard Level I Inspection:

- First Place – Rommel Garcia – Local Member – Houston Police Department
- Second Place – Thomas Disterhaft – Wisconsin State Patrol
- Third Place – Darren Kennedy – British Columbia Ministry of Transportation and Infrastructure



North American Standard Hazardous Materials/Dangerous Goods and Cargo Tank/Bulk Packagings Inspection:

- First Place – Jose Najera – Texas Department of Public Safety
- Second Place – Steven Payne – Oklahoma Highway Patrol
- Third Place – Lance Skoog – Alberta Justice and Solicitor General

North American Standard Level V Passenger Carrier Vehicle Inspection:

- First Place – Mark Wisner – Alabama Law Enforcement Agency
- Second Place – Erick McGuire – Florida Highway Patrol
- Third Place – James Hamrick – Arkansas Highway Police

Team Award – Purple Team:

- Erick McGuire – Florida Highway Patrol
- Steven Hill – Kentucky State Police
- Rommel Garcia – Local Member – Houston Police Department
- Cindy Campbell – Nevada Highway Patrol
- Adam Trujillo – New Mexico Department of Public Safety
- Tommy Torok – South Dakota Highway Patrol
- Kent Hutchinson – Wyoming Highway Patrol
- Cheryl Anderson – Yukon Highways and Public Works
- Team Leader: Scott Henry – Federal Motor Carrier Safety Administration

Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, Mexico and the United States. The following High Points Awards were presented during this year's NAIC:

- **Sean McAlister High Points Canada Award** – Darren Kennedy – British Columbia Ministry of Transportation and Infrastructure
- **High Points Mexico Award** – Luis León Merino Gómez – Secretaría de Comunicaciones y Transportes (SCT)
- **High Points United States Award** – Rommel Garcia – Local Member – Houston Police Department

In celebration of 25 years of NAIC, each of the competing inspectors and registered volunteers received an exclusive

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commemorative 25-year anniversary challenge coin.



“The challenge coin not only acknowledges the NAIC anniversary, it’s also a thank you to the competing inspectors for the hard work they do every day to make our roads a safer place,” said Debuschewitz. “Approximately

4 million roadside safety inspections are conducted each year throughout North America by CVSA-certified inspectors who save lives every day by removing dangerous commercial motor vehicles and drivers from our roadways.”

This year also marked the first year that the Alliance presented the Sean McAlister High

Points Canada Award, renamed to honor the memory and contributions of Sean McAlister. McAlister was a well-known leader in the commercial motor vehicle safety community throughout Canada and the United States and a strong supporter of NAIC. McAlister was instrumental in establishing and maintaining the Canadian Education Quality Assurance Team (EQAT) and served as chair of CVSA’s International Legal and Regulatory Affairs Committee, now called the Policy and Regulatory Affairs Committee. Last year, he passed away after a 15-month battle with lung cancer at the age of 57. With all that he has done to support commercial motor vehicle safety and training not only in Canada but throughout the Alliance, CVSA renamed the High Points Canada Award after Sean McAlister to honor his legacy.

The work of a commercial motor vehicle inspector is not easy, but it is vital in ensuring public safety on North American roadways. NAIC was created to recognize the hard work and expertise of inspectors and officers – the backbone of the commercial motor vehicle safety program in North America – and promote uniformity of inspections through training and education.

NAIC is sponsored by CVSA and many of its valued federal and associate members. For the past 25 years, the championship event has been held in partnership with the American Trucking Associations’ National Truck and Step Van Driving Championships. NAIC has been recognized by the American Society of Association Executives as an event that “Advances America.” ■



Sean McAlister’s wife, Beverly Spencer, spoke at the awards ceremony and helped present the first Sean McAlister High Points Canada Award to winner Darren Kennedy.



The winners of the North American Standard Level I Inspection Awards.



The North American Standard Hazardous Materials/Dangerous Goods and Cargo Tank/Bulk Packagings Inspection Award winners.



The North American Standard Level V Passenger Carrier Vehicle Inspection Award winners.



The Purple Team was the highest scoring team.



In honor of NAIC’s 25-year anniversary, all NAIC participants received a complimentary NAIC challenge coin.



NAIC contestants voted to present the John Youngblood Award of Excellence to Erick McGuire with the Florida Highway Patrol.



The overall High Points Award winner for each country: the United States, Canada and Mexico.



Mark Your Calendar! 2018 North American Inspectors Championship (NAIC) Aug. 13-17, 2018 | Columbus, Ohio





INSPECTOR'S CORNER

Grateful

By **Rommel Garcia**, *Traffic Enforcement Division, Houston Police Department, 2017 NAIC Grand Champion*

First, I would like to thank my family for all their support every step of the way. They were very supportive and never complained when I was leaving out of town for all my trainings and competitions. I would also like to thank CVSA staff and the local jurisdictional host, the Florida Highway Patrol, for a great North American Inspectors Championship. A big thank you to all the sponsors for their generosity and the many volunteers who worked long hours to make this event one of the best. The entire week was fun and safe.

Many people had a big part in my achievement in winning the Jimmy K. Ammons Grand Champion Award and for that I am extremely GRATEFUL.

Eighteen years ago, before starting my career in law enforcement, I received the best advice I could have asked for. It has guided me throughout my career and molded me into the officer I am today. Before leaving my old job, my manager told me, "Keep an open mind, stay respectful and be kind. Do not become bitter because, unfortunately, you will see everyone at their worst. Do not judge them on that experience." It is something that I remember every time I get frustrated.

Several Houston Police Department officers have also helped me throughout my career, but two of them stand out the most. Retired officer Kit Caston and David Mireles are the ones I can say took me under their wings. Their leadership

and guidance was exceptional. They were very professional and always willing to help anyone. They taught me that as a commercial vehicle enforcement officer I was not only to enforce the regulations but also to educate. Their demeanor and commitment to excellence always inspired me to be the best.

Lastly, I cannot express how grateful I am to the Texas Department of Public Safety commercial vehicle enforcement training staff. They are absolutely the finest group of people I have ever had the privilege to work with professionally and personally. They are extremely knowledgeable and have no problem sharing their expertise. ■



Rommel Garcia.





INSPECTOR'S CORNER

Inspector Training and Consistency

By **Daniel Voelker**, 2016 NAIC Grand Champion

During my year as the NAIC Grand Champion, I have written to this audience about developing partnerships, DataQs and collisions and the way they are scored against carriers. These topics were more geared toward the industry. As this will be my final "Inspector's Corner" article, I wanted to reach out to inspectors and talk about training and consistency.

If any of you have had me as an instructor, you have probably heard me say "do not go to the school of MSU." This went over with a great deal of anger (Mississippi State University fans) and laughter (Ole Miss Fans) when I said this in Mississippi. What I mean is, do not make stuff up. There are a great deal of regulations that carriers are required to follow and there is absolutely no benefit to making up your own rules for the unfortunate driver who gets stopped by you today.

During this year, my job duties included audits of driver-vehicle examination reports (DVERs) from every agency that conducts inspections in Arizona. While looking at these inspections, I discovered that some inspectors have a doctoral degree in making stuff up. Sometimes, I would contact the inspector and ask them where they came up with the code they wrote or for clarification on what was being cited. Their common answer when telling me about some made-up violation was, "that was how I was trained."

As a master instructor for the National Training Center (NTC) teaching Part A, Part B, Hazardous Materials, Cargo Tank and Other Bulk Packagings, I think I have a pretty good grasp on the material in which they were trained. Each time I pointed out to them that they were not trained that way, there is always a fall guy on the squad that taught them what they are doing. In Arizona, we are taking steps to eliminate the "just make up any violation you want" method of commercial motor vehicle inspections through bulletins, roving refresher training sessions, details with certified NTC instructors and training letters from DVER audits.

I know that if we are experiencing these issues in my home state, then it is a persistent problem across North America. I want to encourage each inspector to follow the initial training they received in a professional setting and ask questions from a qualified instructor. If you simply ask any member of your squad or unit, there is a much higher chance of being led astray.

During the certification process in the United States, there are several inspections you need to complete with a coach. From my personal experience, when I received my training, my coach was sitting in his car during the entire inspection. In a very minimal defense for the coach, it was 115 degrees outside and I

understand why you would not want to complete Level I Inspections during that time, but he was not offering any training value. If inspectors choose to coach new inspectors, we need to take that responsibility seriously. This is not a time to just have a new inspector do your inspections for you so you can achieve your minimum inspections to stay certified. This is an opportunity to help a new inspector find violations that at one time were difficult for you to find and to reinforce the 37-step process for conducting Level I Inspections. Most of the problems I notice in DVER audits route back to poor coaching in the field.

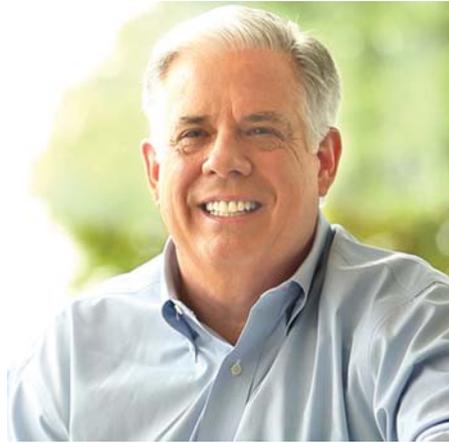
Please be careful as you work in a complex and dangerous environment, remember your training and utilize a knowledgeable resource.

In closing this article, I would like to say that I am grateful for the quality training I received. This year as a representative of NAIC has been the highlight of my commercial motor vehicle inspecting career and I am honored each time I can teach a class or answer questions from other members in my field. By the time this article is printed, there will be a 2017 Grand Champion. I would like to congratulate Rommel Garcia (see page 24) for the success and the hard work that went into achieving that personal victory. ■



Maryland Governor Larry Hogan is Maryland Motor Truck Association's 2017 Person of the Year

By Margie Anne Bonnett, Maryland Motor Truck Association



On May 5, 2017, the Maryland Motor Truck Association (MMTA) honored Governor Larry Hogan as its 2017 Person of the Year. Recipients are selected for their outstanding commitment to and support for the trucking and transportation industries.

Governor Hogan's many accomplishments regarding trucking and transportation continue to make an impact and include:

- Investing record funds in highway projects, allowing the state to move forward on the top priority project in every jurisdiction and fixing every structurally deficient bridge in Maryland
- Reducing tolls for the first time in the state's history
- Eliminating the stormwater fee mandate

"We are experiencing tremendous job growth, business growth and an exciting economic resurgence in our state, and the men and

women of the Maryland Motor Truck Association have played a key role in that success," said Governor Hogan. "With our administration, the trucking industry will continue to have a friend in the governor's office and a tireless advocate who will be fighting on your behalf each and every day."

Facts About the Maryland Trucking Industry

- Trucks move 88 percent of manufactured freight in and out of Maryland – more than 140 million tons each year.
- Every day in Maryland, trucks move 404,000 tons of essential goods such as clothing, medicine, food and fuel.
- Trucks serve every community in the state. Ninety-three percent of all Maryland communities depend exclusively on trucks to get their goods.
- The trucking industry employs more than 112,000 Marylanders – one out of every 19 workers in the state.

Proceeds from the event support the MMTA Walter and Harriet Thompson Scholarship fund, which provides financial support to students enrolled in truck driving and diesel mechanic programs at MMTA member community colleges. This year's students are enrolled at the Mountaintop Truck Driving Institute at Garrett College.

The Maryland Motor Truck Association, founded in 1935, serves the needs of every segment of the trucking industry through a wide range of informational, educational, regulatory and legislative initiatives. ■

REGIONAL MAP

Region I

Connecticut, Delaware, District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Puerto Rico, Rhode Island, US 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, Nova Scotia, Northwest Territories, Nunavut, Ontario, Prince Edward Island, Quebec, Saskatchewan and Yukon

REGION I

Delaware State Police Conducts 80 Inspections During Two-Day Bus Enforcement Blitz Focused on Motorcoaches Transporting School Children

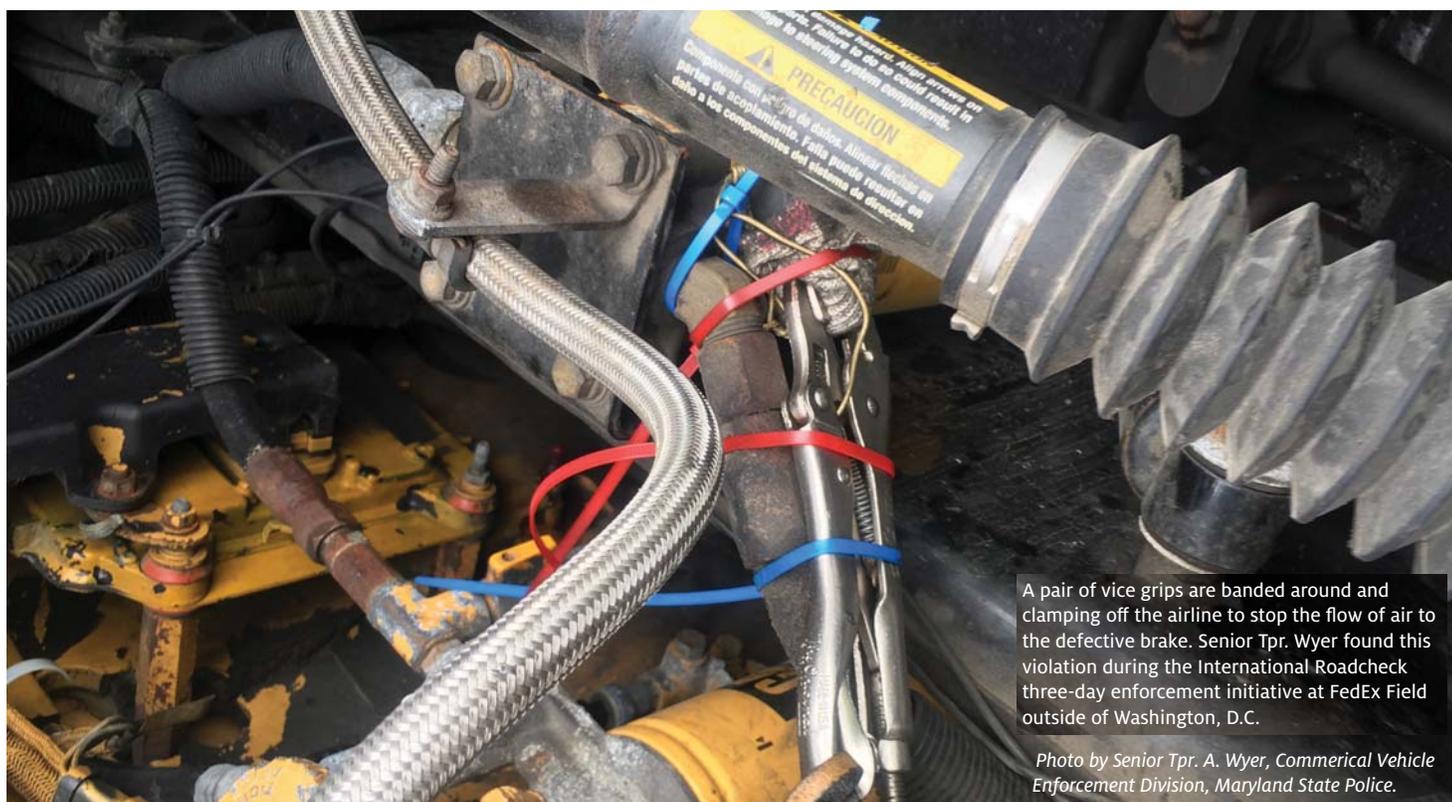
On May 30-31, 2017, the Delaware State Police Motor Carrier Safety Assistance Program (MCSAP) Unit conducted a two-day bus blitz on I-95 at the service plaza focused on the motorcoaches that were transporting school children on field trips.

Every year during the end of May, there is a great increase in the amount of commercial bus traffic on I-95. The majority of the increase is due to numerous schools taking field trips to the Washington D.C. area. The operation was set up to make sure the drivers of these vehicles were following the proper rules for hours of service. The desired outcome was to make sure that the children were traveling and arriving safely to their destinations.

The operation was a great success. A total of 91 motorcoach inspections were conducted during the two-day period (88 Level III Inspections and three Level I Inspections). Two companies were found to be operating while under a federal out-of-service order. A total of five drivers were placed out of service and seven traffic citations were issued. The unit hopes to make this a yearly event. ■



REGION I



A pair of vice grips are banded around and clamping off the airline to stop the flow of air to the defective brake. Senior Tpr. Wyer found this violation during the International Roadcheck three-day enforcement initiative at FedEx Field outside of Washington, D.C.

Photo by Senior Tpr. A. Wyer, Commercial Vehicle Enforcement Division, Maryland State Police.

Puerto Rico Trains 26 New Inspectors, Participates in International Roadcheck



Puerto Rico's Public Service Commission continues its work to improve road safety and services by implementing a series of initiatives. In only six months and under a new government administration, this agency has initiated a transformation plan to consolidate services and ensure federal and state law compliance.

As one of the most important security agencies, Puerto Rico's Public Service Commission is distinguished by the provision of services with efficiency and integrity while ensuring road safety. To achieve this, the agency has improved its technological equipment and has offered training to the employees. As part of this plan, 26 inspectors were trained by Puerto Rico's Police Academy to become law enforcement officers.

In June, the agency participated in International Roadcheck 2017, where inspectors in jurisdictions throughout North America conducted inspections of commercial motor vehicles and their drivers.

Inspectors conducted Level I Inspections, a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness. Drivers are required to provide items such as their driver's license, hours-of-service documentation, motor carrier registration and shipping documentation. The vehicle inspection includes checking items such as the brake systems, cargo securement, coupling devices, driveline/driveshaft, exhaust systems, frames, fuel systems, lighting devices (required lamps), steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, windshield wipers, and emergency exits (on buses). ■



Florida Highway Patrol Conducts Commercial Motor Vehicle Enforcement Detail Aimed at Combating Theft and Enforcing Laws

By Chief Troy L. Thompson, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

The Florida Highway Patrol conducted a commercial motor vehicle (CMV) enforcement detail on I-75 (Alligator Alley) in Collier and Broward Counties from May 8-18, 2017. The emphasis of the intensified enforcement was on combating boat, auto and commercial motor vehicle thefts and the enforcement of other commercial motor vehicle laws.

Enforcement Results:

- 137 Traffic Stops
- 100 CMV Safety Inspections
- 24 CMV Drivers Placed Out of Service
- 1 Stolen CMV Truck Tractor Recovery
- 1 Stolen CMV Trailer Recovery
- 23 Moving Infractions Cited
- 17 Felony Arrests
- 12 Misdemeanor Arrests
- 22 Drug Arrests ■



REGION II

West Virginia Motor Carrier Enforcement Division Officers Serve as Judges at West Virginia Truck Driving Championships

By Reggie Bunner, *Special Operations Manager, West Virginia Public Service Commission*

On June 17, 2017, the 61st annual West Virginia Truck Driving Championships were held on the grounds of HWM Truck Lines, a trucking company located in Buckhannon, West Virginia.

This year, the West Virginia Public Service Commission Motor Carrier Enforcement Division supplied nine officers for the event. These nine officers served as judges in the pre-trip portion of the competition.

“This event is very educational for our enforcement officers,” said Enforcement Ofr. A.W. Ryan. “It gives us insight into how drivers conduct their pre- and post-trip inspections and to why mechanical defects are frequently missed. These are some of the best and most knowledgeable drivers the state has to offer and it’s a pleasure for the enforcement division to have a part in this competition.”

Other portions of this competition included a written test and driving competence. Professional truck driver Larry Gorby, a driver for XPO Logistics, was named Grand Champion of the West Virginia Trucking Association’s Truck Driving Championship.

Gorby, who has been a professional truck driver for 27 years and driven more than 2.4 million miles, took the top honor after competing in a variety of skill and safety tests. He has competed in 15 West Virginia Truck Driving Championships, winning his class of competition three times.

In addition, Tony Sutherland, a driver with XPO Logistics and Scott Depot, West Virginia, resident, earned West Virginia Public Service Commission Driver of the Year Award. Sutherland has driven for 25 years and has logged more than 2.6 million miles with no incidents.

Other winners include:

- First place straight truck, Larry Gorby Jr. of Charleston
- First place three-axle tractor semi-trailer, Matt Meadows of Culloden
- First place four-axle tractor semi-trailer, Randy Thomas of Cross Lanes
- First place five-axle van, Jason Smith of Valley Bend
- First place tank truck, Kenneth Grimmett of Fayetteville
- First place flatbed, Jim Beall of Summersville
- First place twin trailers, Greg Brooks of Barboursville
- First place sleeper berth, William Adkins of South Point, Ohio
- First place step van, Robert Vance of Chapmanville
- Pre-trip inspection award, Kenneth Tresselt of Charleston
- Rookie of Year, Jeremy Thomas of Cross Lanes
- Team Champion Award, XPO Logistics

All first place drivers competed in the American Trucking Association’s National Truck and Step Van Driving Championship, also known as the Super Bowl of Safety, which took place Aug. 9-12, 2017, in Orlando, Florida.

The West Virginia Truck Driving Championship is just one of many public outreach activities and educational events throughout the state. ■

SAVE THE DATE

2018 COHMED Conference

Jan. 29-Feb. 2, 2018

Hyatt Regency Orange County
Garden Grove, California



In Response to Industry Concerns, Wisconsin Seeks Out Unauthorized Passenger Carriers

By Sgt. Timothy Austin, Motor Carrier Enforcement Section, Wisconsin State Patrol

Green Bay, Wisconsin, is known for tailgate parties, bratwurst cooked over the grill with friends and, of course, football at Lambeau Field. When the Packers play in the fall, nearly the entire state tunes in to their local television network while about 80,000 people attend any given home game. For those lucky enough to have tickets, many choose to arrive in style by booking transportation in a limousine or party bus. This past season, in response to concerns raised by legitimate passenger carriers, Wisconsin State Patrol inspectors reached out to various unlicensed transportation providers through education and enforcement. With an emphasis on authority, insurance and driver qualifications, the results proved to be startling.

Immediately prior to the 2016 football season, inspectors researched known area transportation providers to determine if they had proper insurance and operating authority. When possible, contact was made with these carriers via phone to explain both state and federal requirements and to provide a contact point with the Wisconsin State Patrol. Because

many of these companies were not registered with the Federal Motor Carrier Safety Administration, they were found through word of mouth and social media. If they could not be reached by phone, inspectors attempted to locate the passenger-carrying vehicles and initiate Level V terminal inspections. Businesses were then given information on obtaining proper credentials. Vehicles with significant safety violations were placed out of service until repairs could be made.

When it comes to taking passengers to Green Bay Packers football games at Lambeau Field, most fans are dropped off near the stadium's entrance. The party buses and limousines then find somewhere else to park. These other locations include shopping centers, restaurants, private driveways or yards, and side streets throughout the city. Therefore, finding these vehicles for inspection proved to be tricky. Inspectors generally operated in two-officer teams and followed them from their drop-off point at the stadium to wherever they chose to park. Inspection details began several hours

before the start of each game and ended during the second quarter. This was done intentionally to allow alternate arrangements to be made in the event that the carrier, vehicle or driver was placed out of service.

On the night of the popular Chicago Bears versus Green Bay Packers rivalry game, inspectors invited the local media to ride along during the evening. Although the camera crew did get good footage, the detail was cut short due to the number of vehicles and drivers placed out of service. About half of the vehicles that were looked at, including many coming from out of state, either did not have the proper credentials or were operated by drivers without the proper license. With limited hotel room or alternative transportation availability for this game, inspectors had no choice but to discontinue their efforts for the night. The resulting news story that aired highlighted these concerns and stressed the importance of researching a passenger carrier before booking transportation.

BELOW AND INSET: Limousines and party buses were inspected after dropping fans off at Lambeau Field in Green Bay.



Throughout the Packers' football season, 47 total inspections were completed on limousines and party buses. Twenty-five (53 percent) of these had at least one out-of-service condition related to the carrier, vehicle or driver. This high number was in spite of efforts being made to avoid placing them out of service. For example, if an intrastate provider was able to show that they had the proper amount of insurance but did not have authority, they were allowed to continue and given a handout showing how authority could be obtained.

Given the high out-of-service rates that were found for limousines and party buses during the football games, the Wisconsin State Patrol has continued the project with a higher emphasis placed on educational outreach. Since many of the concerns stemmed from vehicles owned by bars or taverns offering drink specials that included a ride to the game, inspectors have made proactive visits to these establishments armed with informational handouts. In addition, the Wisconsin State Patrol has been researching other venues such as trade shows or association

meetings at which to answer questions. Officers have also expanded similar efforts in other locations, including the popular Wisconsin Dells resort area.

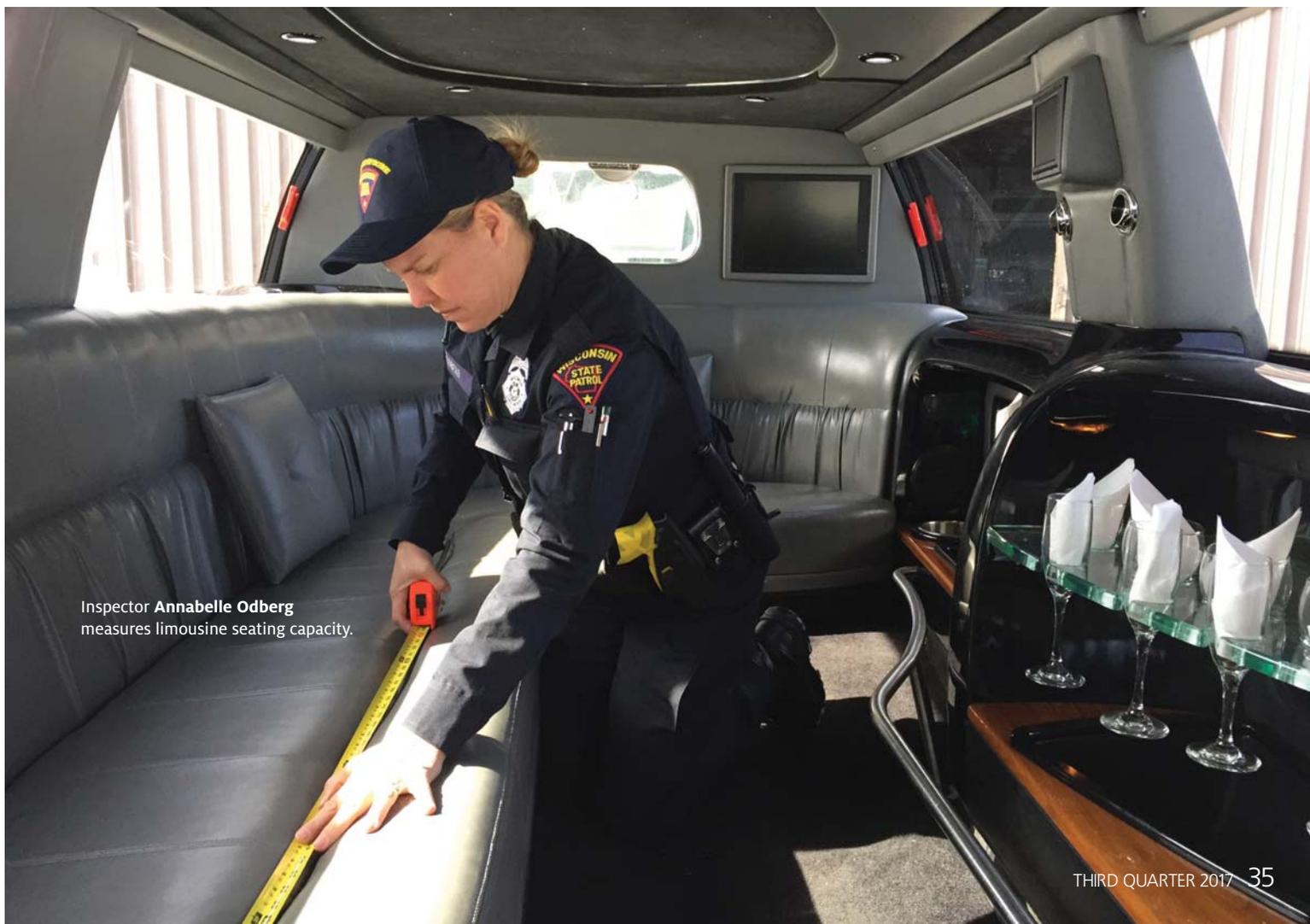
This past May, the Wisconsin State Patrol partnered with Lamers Bus Lines of Green Bay to help provide updated training to inspectors statewide about limousines and party buses. During the agency's annual motor carrier enforcement in-service, company executive Kevin Lamers provided a limousine bus that officers used to practice measuring seating capacity, assessing emergency exits and checking credentials. The Wisconsin State Patrol is very appreciative to carriers such as Lamers Bus Lines that regularly work to promote a safe transportation system. It is apparent that there is still education and enforcement outreach that needs to be done to find passenger-carrying vehicles that are operating below the radar. However, Wisconsin inspectors will continue in their efforts to locate these operations. ■



Lamers Bus Lines provided a limousine for inspectors to use for in-service training. The update was presented by Sgt. Tim Austin (center).



Lamers Bus Lines provided a limousine for inspectors to use for in-service training. The update was presented by Sgt. Tim Austin (right).



Inspector **Annabelle Odberg** measures limousine seating capacity.

Nebraska State Patrol and Nebraska Trucking Association Collaborate for Trooper in a Truck Program

By Lt. Daniel Doggett, Carrier Enforcement Division, Nebraska State Patrol

On Feb. 10, 2017, the Nebraska State Patrol and the Nebraska Trucking Association began a historic collaboration with their Trooper in a Truck Program.

The Trooper in a Truck initiative is a joint safety plan by the Nebraska State Patrol and the Nebraska Trucking Association created to address the problem of dangerous driving in and around commercial motor vehicles (CMVs). The majority of crashes that involve both passenger vehicles and large CMVs are related to moving violations in and around large CMVs.

This partnership was developed to target these moving violations from an enforcement aspect and start conversations about these behaviors through an educational campaign, using videos and social media.

On the enforcement side, a Nebraska State Patrol trooper rides in the passenger seat of a large CMV. The CMV then operates in a normal manner and the trooper watches for dangerous driving behaviors. Once the trooper observes a violation, they call another trooper, who is operating a marked NSP vehicle, who then stops the vehicle and issues the appropriate enforcement memorandum.

The educational side will use video vignettes, with actual footage of violations occurring, while the operation is going on. These vignettes will be narrated by a trooper, showing how dangerous the violation is as it happens. The vignettes will then be posted to social media sites, in the hope of starting a conversation about how to safely operate a vehicle when near a large CMV.

The partnership has already held numerous operations and has been highly successful in identifying violations in the Lincoln, Omaha, and Grand Island areas. More operations are planned in the future, not only in the metro areas but in more rural areas of the state as well.

The Nebraska Trucking Association recognizes and thanks the Nebraska State Patrol for their collaboration on this project.

“Having a public-private partnership is an extremely valuable tool in promoting public safety,” said Sheila O’Connor, Nebraska Trucking Association vice president. “It’s important to bring awareness to driving behaviors around commercial vehicles. Everyone’s ultimate goal is to arrive safely.” ■



REGION IV



Welcome to the Basic Inspection of Terminals Program

By Lt. Brian Goldhammer, Commercial Vehicle Section, California Highway Patrol

The California Highway Patrol's (CHP) Motor Carrier Safety Operations Program (MCSOP) has been conducting terminal inspections since 1965. The MCSOP is part of CHP's larger Commercial Enforcement Program and is responsible for conducting off-highway inspections of motor carrier operations. The CHP inspectors and motor carrier specialists (MCS) are non-uniformed personnel with expertise in the field of motor carrier operations. The MCSOP is not solely concerned with vehicle inspection and equipment, but is designed to complement and enhance the total Commercial Vehicle Enforcement Program's efforts in preventing loss of life, injuries and property damage through off-highway terminal and carrier controls.

In 1988, California law added the Biennial Inspection of Terminals Program. This program was similar to the Federal Motor Carrier Safety Administration (FMCSA) Compliance Review, but was terminal-based rather than motor carrier principal place of business-based. This program required the CHP to inspect every designated maintenance facility or terminal, from which property-carrying vehicles were operated, at least one time every 25 months.

On Oct. 3, 2013, Assembly Bill 529 was signed by California Governor Edmund G. Brown Jr., which added the Basic Inspection of Terminals Program. This new program changed the inspection selection program from a time-based inspection program to a performance-based inspection program. This new program allowed California to better allocate resources to focus attention on proven non-compliant motor carriers. The Basic Inspection of Terminals Program expanded the types of vehicles subject to the program to be more consistent with FMCSA oversight.

As of Jan. 1, 2016, terminals are selected for inspection based on their California Performance Safety Score (CPSS). The CPSS

incorporates the FMCSA Safety Measurement System (SMS) Behavior Analysis and Safety Improvement Category (BASIC) percentiles. Generally, carriers with a BASIC percentile at or above the federal intervention level will be selected for inspection under the revised program.

Any motor carrier with a terminal in California is required to obtain a California identification number issued by the CHP and are now also required to obtain a United States Department of Transportation (USDOT) number. The California number is used for identification and tracking of motor carriers. The USDOT number allows all inspection data to be included into the FMCSA SMS.

During a Basic Inspection of Terminals Inspection, CHP MCSs will inspect a sample of regulated vehicles, maintenance records, driver records and, when applicable, hazardous materials records to determine compliance with applicable motor carrier safety-related statutes and regulations. At the conclusion of the terminal inspection, a safety compliance rating is assigned indicating the level of compliance at that terminal. Any terminal assigned a rating of conditional or unsatisfactory will be reinspected within 120 days of the rating until a satisfactory level of compliance is obtained.

The public may view any carrier's inspection safety compliance rating results on the CHP website at www.chp.ca.gov by clicking on "Programs and Services," "Commercial Vehicle Section," and "Carrier Inspection Results." The information provided will include the carrier's legal name, California identification number, USDOT number, a history of the carrier's controlled substances and alcohol testing inspection safety ratings and all terminal inspection safety ratings assigned by the CHP. ■

REGION IV

Hawaii Motor Carrier Safety Officers Participate in 2017 International Roadcheck



From left to right: Standing – Officers Brett Tominaga, Sean Prendergast, Marshall Villegas, Brett Wong, Asalemo Fruean, Stanton Ishii, Nelson Baker and Kelsey Higa. Kneeling – Santiago Jumawan, Aaron Kalaukoa, Angelica Keomaka and Clifford Ballesteros.



Lupe Manupule conducts a Level I Inspection, focusing on cargo securement.



Vehicles pulled in for Level I Inspection during International Roadcheck.



Cracked rear front spring hanger on a trailer.

Inspection Photos



Above: Damaged load of calcium. Photos by Ofr. Barteaux. Whitehorse Weigh Scales, Yukon, Canada.

Above: Vehicle was stopped for insecure cargo. Photo by Ofr. Kevin Chaput. Watson Lake Scales, Yukon, Canada.

Celebrating 30 Years of International Roadcheck



Enforcement personnel in Pouce Coupe, British Columbia, Canada, celebrate the 30-year anniversary of International Roadcheck. Photo by Steve Haywood.



Gene Reed of OmniSource Presented with ISRI's Safe Driver of the Year Award

By Commodor Hall, Transportation Safety Director, Institute of Scrap Recycling Industries Inc.

Pictured from left to right: ISRI Transportation Safety Director Commodor Hall; ISRI Driver of the Year Gene Reed (OmniSource Transport LLC Driver); Gene's wife Jane Reed; and OmniSource Corporation Managers Mike McIntire, Mike Richmond and Jerry Andrews.

At the Institute of Scrap Recycling Industries (ISRI) Annual Convention and Exposition, Gene Reed of OmniSource Corporation was presented with ISRI's Safe Driver of the Year Award for completing 46 verifiable years of safe driving without a single preventable incident. In addition to his safe driving record, Reed demonstrates what it means to hold safety as a core value, significantly contributes to the trucking industry and continuously provides service to the community through extraordinary volunteer work.

"In my 30 years of transportation and safety, I cannot recall a driver who has accomplished so much," said Commodor Hall, transportation safety director for ISRI. "Gene has set the standard for others to follow, having given so much of himself and gone above and beyond on so many occasions. In the 1970s and early 1980s, truck drivers were often referred to as 'knights of the road.' I can honestly state that Gene Reed is one of those knights of the road."

ISRI's Safe Driver of the Year Award, now in its fifth year, recognizes outstanding drivers who have driven a commercial motor vehicle for at least 20 years without incurring a preventable incident. The award is based on the following mandatory criteria:

- Nominations may be submitted by ISRI members in good standing.
- Nominees must be full-time employees whose primary responsibility is to operate a commercial motor vehicle.
- Nominees must be current employees of the nominating member company and must be employed for at least one year (12 consecutive months).

- Nominations must be made by someone familiar with the nominee's work history, such as manager, safety director, etc.
- No more than three drivers may be nominated from the same member company.
- Nominees must meet the minimum requirement of 10 years of verifiable employment as a commercial motor vehicle technician.

Other criteria taken into account are the driver's contributions to highway safety (driver trainer), letters of appreciation, deeds of heroism on or off the job, and civic and fraternal organizations.

"Gene's humble personality, commitment to safety and attention to the basics are some key fundamentals he exhibits as a driver trainer for OmniSource," said Russell Rinn, president and COO of OmniSource Corporation. "Gene continues to serve his community tirelessly, not losing touch with his dedication and spirit, as he perseveres through the everyday challenges on our streets and highways as a professional truck driver."

Reed's other accolades include being inducted into the National Private Truck Council – Bridgestone Firestone Driver Hall of Fame in 2006. He is also credited with the heroic act of saving another driver's life following an accident and has a strong track record of community service.

Reed volunteers for the American Red Cross of Northeast Indiana, including having served as chairman of the Communications Committee and served on the Emergency Services

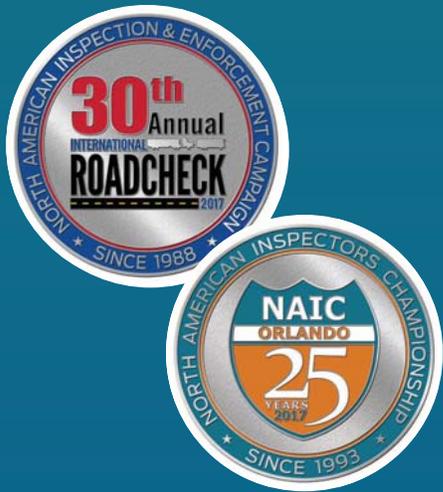
Committee. He also recently joined his local volunteer fire department.

Reed has also been a leader in the Northeastern Indiana Allen County Medical Response Team (MRT) Command Staff. He was selected as one of two drivers entrusted with MADE – 1 (Mobile Advanced Disaster Element One), a 45-foot van trailer which was converted into a mobile emergency room. Reed then developed a system to load the vehicle into a military C-5 aircraft for deployment. In addition to these responsibilities, Reed led the logistics units during field deployments mobilizing specialized equipment and supplies, and served as a strike team leader, team treasurer and MRT Trainer.

Reed has also traveled to other regions of the country to assist in hurricane recovery. Following Hurricane Katrina, Gene devoted two weeks to help in re-establishing the communications infrastructure of New Orleans. He was also present in New Orleans when Hurricane Rita came ashore and assisted in helping victims. Reed also assisted in recovery efforts following Hurricane Marilyn in the U.S. Virgin Islands in 1995.

In addition to travel to and lodging at the Convention, Reed received an award, personalized certificate, ISRI Safe Driver leather jacket, congratulatory letter and a \$500 personal check.

The second-place winner was James Cody of Sims Metal Management; third place went to Mike O'Connor of Sadoff Iron and Metal. ■



CVSA OFFERS TWO SPECIAL-EDITION CHALLENGE COINS

This year only, CVSA is offering a limited-edition, double-sided anniversary challenge coin celebrating 30 years of **International Roadcheck**. International Roadcheck is an annual high-profile, three-day enforcement event when CVSA-certified inspectors conduct inspections of commercial motor vehicles and their drivers. Since its inception in 1988, more than 1.4 million roadside inspections have been conducted during International Roadcheck.

Also this year, CVSA is celebrating 25 years of the **North American Inspectors Championship (NAIC)**, the only event that recognizes and awards commercial motor vehicle inspector excellence. To commemorate this special occasion, CVSA is offering an exclusive double-sided challenge coin.

Visit www.cvsa.org and click on the "Store" tab to purchase your exclusive International Roadcheck 30-year anniversary challenge coin or the 25-year anniversary NAIC challenge coin, while supplies last.

ISRI Recognizes Members with Outstanding Vehicle Safety Records

By **Commodor Hall**, Transportation Safety Director, Institute of Scrap Recycling Industries Inc.

The Institute of Scrap Recycling Industries (ISRI) announced the winners of its fifth annual Vehicle Safety Awards distinguishing those members that have demonstrated a strong commitment to the safety of employees and public through effective fleet safety programs. There are two awards categories: Best Fleet Award and Pacesetter Award.

"Proper training, maintenance and execution are all part of a strong safety transportation program," said Commodor Hall, ISRI's transportation safety director. "When any one of these aspects is overlooked, safety is jeopardized and lives are placed at risk. Recognizing those that are the best in the field sets the bar high and emphasizes the importance of a strong safety transportation program within the recycling industry. The recipients of this year's Best Fleet and Pacesetter Awards have clearly demonstrated to be the best in their class when it comes to the safety of their drivers and sharing the road with other motorists."

Based on class size, the Best Fleet Award is presented to the ISRI member with the lowest vehicle accident rate and the lowest U.S. Department of Transportation recordable rate in 2016. The Pacesetter Award, also based on class, is granted to the ISRI member using the same criteria as the Best Fleet Award but covering a three-year period; in this case, Jan. 1, 2014-Dec. 31, 2016. ■

This year's award recipients, based on fleet classes, are:

2016 Best Fleet Award Small Class 300,000-500,000 Miles:

- General Metals of Tacoma Inc. (Schnitzer Steel Industries), Tacoma, Washington
- Berman Bros. Inc., Jacksonville, Florida
- Shine Bros. Corp., Spencer, Iowa

2016 Pacesetter Award Small Class 300,000-500,000 Miles:

- General Metals of Tacoma Inc. (Schnitzer Steel Industries), Tacoma, Washington

2016 Best Fleet Award Intermediate Class 500,001-1,000,000 Miles:

- Rochester Iron and Metal Inc., Rochester, Indiana
- United Scrap Metal Inc., Cicero, Illinois
- Consolidated Scrap Resources Inc., York, Pennsylvania

2016 Pacesetter Award Intermediate Class 500,001-1,000,000 Miles:

- United Scrap Metal Inc., Cicero, Illinois

2016 Best Fleet Award Medium Class 1,000,001-5,000,000 Miles:

- Pick N Pull Auto Dismantlers (Schnitzer Steel Industries), Portland, Oregon
- LP Transport LTD (LP Padnos), Holland, Michigan
- Schupan & Sons Inc., Kalamazoo, Michigan

2016 Pacesetter Award Medium Class 1,000,001-5,000,000 Miles:

- Pick N Pull Auto Dismantlers (Schnitzer Steel Industries), Portland, Oregon

2016 Best Fleet Award Large Class Greater Than 5,000,000 Miles:

- OmniSource Transport LLC, Fort Wayne, Indiana

2016 Pacesetter Award Large Class Greater Than 5,000,000 Miles:

- OmniSource Transport LLC, Fort Wayne, Indiana

Forrest Matheny Presented with ISRI's Golden Wrench Award

By **Commodor Hall**, *Transportation Safety Director, Institute of Scrap Recycling Industries Inc.*

Forrest Matheny of Cohen Recycling was presented with the Institute of Scrap Recycling Industries (ISRI) Golden Wrench Award for exhibiting outstanding efforts, achievements and contributions during a career in vehicle maintenance that spans more than 25 years.

"Through a strong track record of safety, training background and mentorship of others, Forrest Matheny exemplifies the meaning behind the Golden Wrench Award," said Commodor Hall, transportation safety director for ISRI. "Not only does Forrest have the credentials that exceed the award's requirements, but the strong testimonials from coworkers, customers and vendors on his behalf show him to be a quality, caring human being that takes safety to heart. It is with great pleasure that we honor him with this award."

Matheny has been an employee at Cohen Recycling since 1993. He serves as a shop supervisor with responsibilities that include all maintenance on the company's fleet of equipment. In addition, Matheny purchases equipment and supervises a team of mechanics.

"The ISRI Golden Wrench award, to me, is more than being a great mechanic; it is about being a leader," said Todd Will, transportation manager for Cohen Recycling. "Forrest leads by example with a strong work ethic and for reinforcing core values of respect, appreciation and dedication. Forrest's safety record has been nearly perfect for his entire career. Forrest uses his experience and knowledge to mentor and help train our company's younger, less experienced mechanics, drivers and managers. Forrest lives our mission every single day and has quickly adopted ISRI's Circle of Safety Excellence's mantra, 'safely or not at all.'"

The Golden Wrench Award is based on the following criteria:

- Nominees must be full-time employees (employed by the member company for a minimum of one year) whose primary responsibility is to maintain commercial motor vehicles.
- Nominations must be made by someone familiar with the nominee's work history, such as a supervisor, safety director and so on.
- No more than five vehicle maintenance technicians may be nominated from the same member company.
- Nominees must meet the minimum requirement of five years of verifiable employment as a commercial motor vehicle maintenance technician.
- Nominees must have a minimum of 40 hours qualified medium/heavy and/or auto/light truck maintenance training (within the last three years); for example, training provided by a licensed technical school, community college, automotive technician training program or qualified equipment vendor.
- National Institute of Automotive Service Excellence (ASE) medium/heavy truck and/or auto/light truck test completion and current certification (within the last five years).
- A current commercial driver's license (CDL- A, B or C Class).
- Member company Compliance, Safety, Accountability (CSA) vehicle maintenance performance score cannot exceed 60 percent (CSA threshold 80 percent).
- No member company record of CSA intervention letters/alert notices within the past 24 months (in any of the CSA seven basics).

Other criteria taken into account are contributions to improving company vehicle maintenance, letters of appreciation, deeds of heroism on or off the job, and civic and fraternal organizations.

The award was presented to Matheny at ISRI's 2017 Convention and Exposition in New Orleans. In addition to travel to and lodging at the convention, he received a crystal award and a personalized certificate.

The second-place recipient was Jesse Gau of Sadoff Iron and Metal and the third-place recipient was Armando Ojeda Sr. of Rocky Mountain Recycling Inc. ■



Pictured from left to right: ISRI Transportation Safety Director Commodor Hall; Forrest Matheny, Golden Wrench Award Recipient (Cohen USA Vehicle Maintenance Manager); and Cohen USA Transportation Director Steve Helton.

ELD Q and A

By **Ravi Kodavarti**, Director of Product Management, Rand McNally

Q What steps do fleets need to take to be ready for the ELD mandate?

A: First, it's important to understand what the electronic logging devices (ELD) mandate says and what fleets need to do to follow the guidelines. Once that's understood, fleets should seek out and work with trustworthy vendors with successful track records and product teams well-versed in the industry and the law.

The vendor, of course, should provide devices that make fleets compliant under the law as well as provide assurance that software for the product will be updated as rules change. Carriers should not wait to be compliant – this research should be done ahead of the compliance date.

Q What are the common misconceptions about ELDs?

A: One of the biggest misconceptions we hear is that ELDs will be a cost burden. In reality, ELDs can help lower a number of everyday costs. For example, administrative costs are reduced since ELDs simplify complicated reporting. Many ELDs offer International Fuel Tax Agreement (IFTA) fuel taxes reporting which simplifies that paperwork requirement.

Also, ELDs can provide vehicle performance metrics and fault code information which may help fleets keep up with vehicle maintenance and prevent costly repairs.

We've also heard that ELDs will make compliance more complicated. ELDs help automate the logging process and, therefore, we think most drivers will see that the device actually simplifies hours-of-service compliance. ELDs calculate logs automatically so that drivers don't have to worry about making mistakes when tallying up hours. ELDs also simplify the process of tracking hours when there are changes in regulations.

Q What do ELD makers need to do to certify their device? How can fleets be confident an ELD device meets the regulatory requirements?

A: Manufacturers of the devices have the burden of certification. For an ELD to be certified, manufacturers must:

1. Verify that their devices are compliant.
2. Register their ELDs with FMCSA.
3. Ensure that the devices meet all technical specifications under penalty of perjury.

To help ensure that all of these criteria are met, FMCSA has a recommended testing procedure for ELD providers to complete.

Fleets in the market for an ELD can search FMCSA's website to find all the devices that have been certified and make decisions based on certification, trust in a vendor, track record, etc. Fleets must do their own due diligence in finding a trusted vendor.

Q What's the difference between an ELD maker self-certifying its device and going through an independent certification process? What independent certification options are available?

A: An ELD maker is always considered to be self-certified, whether they use in-house resources or an outside agent's lab to do testing. ELDs are self-certified only by the manufacturer.

Q What common mistakes do fleets make when choosing ELDs?

A: A common mistake that we see fleets making when choosing an ELD is not taking the time to do proper research. With the compliance date coming up for many at the end of the year, it is important for fleets to take the time to choose a vendor with significant knowledge and experience in the commercial transportation industry and also with fresh, cost-effective solutions for fleets of all sizes.

Q What are the most important features for fleets to consider when evaluating ELDs?

A: When evaluating ELD products, fleets should not only make sure that the products are currently compliant, but that the vendors have the ability to stay informed and update their devices in the event of regulatory changes. If fleets are interested in features and services beyond logging, they can also take advantage of devices which offer a complete fleet management solution with fuel taxes reporting, tracking and optimization, and integration with other trucking software. Because ELDs can be a significant investment for a fleet, customers should look into devices that can do more for their fleet than simply compliance.

Q What common mistakes do carriers make when implementing ELD programs into their fleets?

A: Many carriers make the mistake of waiting to implement. We are encouraging motor carriers to make the move before the end of the year when the mandate goes into effect. By taking advantage of compliance early, they have time to get used to the technology before it's mandatory. Plus, that gives them a head start on saving time and money.

Q What can motor carriers do to improve the process of integrating ELDs into their fleets?

A: One word: Communication. Implementing ELDs can be a change for an organization. It's expected that drivers will have questions. It's good to be transparent with them about the importance, as well as the benefits, of the mandate. Remind drivers that the hours-of-service requirement is designed to protect them and make the roads a safer place. Listen to their concerns and needs in selecting ELDs that best suit the fleet as a whole. Integrating the program is not simply about compliance for the mandate but a shift into a more efficient operating system that will benefit both the drivers and the carriers. ■

CVSA Participates in the WIPP's Southern and Western Road Shows

The CVSA Level VI Program provided support to the Department of Energy's (DOE) Waste Isolation Pilot Plant (WIPP) Carlsbad Field Office by attending "road shows" sponsored by state and tribal authorities along the transportation routes to WIPP. Director of the Level VI Inspection Program Carlisle Smith and Level VI National Instructor Tony Anderson of the Idaho State Police supported the road show events.

Shipments to WIPP were suspended in February 2014 when two unrelated incidents, an underground salt haul truck fire and a radiological release that occurred because of a chemical reaction in a waste drum, caused the temporary closure of the facility. The WIPP officially reopened in January of 2017 and shipments of transuranic (TRU) waste began in April 2017.

Since it began in 1999, the WIPP transportation program has maintained an excellent safety record, thanks to strict driver qualifications, rigorous Level VI Inspection requirements, use of Type B containers certified by the U.S. Nuclear Regulatory

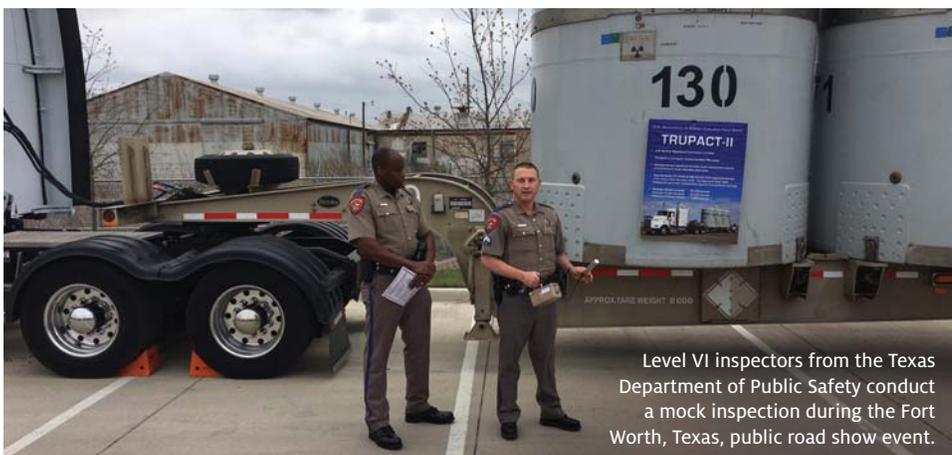
Commission (NRC), and the close coordination and planning with states and tribes that goes into preparation for shipping.

The road shows were open to the public and were intended to provide local elected officials, members of the public and the media with the opportunity for an up-close look at the truck, trailer and TRUPACT-II shipping packages and a chance to learn more about the rigorous WIPP transportation protocols designed to ensure the safe transport of TRU waste. WIPP representatives, state-certified CVSA Level VI inspectors, local emergency response personnel, CVSA Level VI Inspection Program representatives and WIPP truck drivers were on-hand and available to provide information and answer questions on the WIPP transportation system.

WIPP road shows were conducted throughout March along the shipping routes from waste generator sites around the country to WIPP. States participating in the road shows were Idaho, Wyoming, Utah, Colorado, South Carolina, Georgia, Alabama, Mississippi and Texas. ■



CVSA National Level VI Instructor Tony Anderson provides an overview of the CVSA Level VI Inspection Program to attendees of the Colorado road show event.



Level VI inspectors from the Texas Department of Public Safety conduct a mock inspection during the Fort Worth, Texas, public road show event.

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." ■



Level VI Public Outreach Program to Attend IAEM Annual Conference in November



The CVSA Level VI Public Outreach Program will attend the International Association of Emergency Managers (IAEM) Annual Conference Nov. 10-15, 2017, in Long Beach, California.

IAEM is a non-profit educational organization dedicated to promoting the principles of emergency management and representing professionals whose goals are saving lives during emergencies and disasters.

If you plan on attending the IAEM Annual Conference, make sure you stop by the CVSA Level VI exhibit booth for more information about our Level VI Inspection Program.

To register to attend the IAEM Annual Conference, visit www.iaemconference.info/2017. ■

CVSA has cooperative agreements with the U.S. Department of Energy (DOE) on Level VI Inspections of transuranic waste, spent nuclear fuel and high-level radioactive waste shipments throughout the United States. The Level VI Inspection Outreach Program consists of brochures, videotapes, a conference/trade show display, trained speakers and a quarterly newsletter. In addition, representatives of CVSA travel throughout the United States to promote the Level VI Inspection Program, including participating with DOE stakeholders at various local and national meetings.

CVSA Level VI Public Outreach Program Attended Two Events in June 2017

The CVSA Level VI Public Outreach Program attended the U.S. Department of Energy's (DOE) National Transportation Stakeholders Forum (NTSF) held in Pittsburgh, Pennsylvania, June 5-8, 2017.

The NTSF is an annual meeting sponsored by the U.S. DOE for state and local stakeholders who are interested in the transportation of transuranic waste to the Waste Isolation Pilot Plant (WIPP) near Carlsbad, New Mexico, as well as stakeholders interested in the proposed shipping routes of spent nuclear fuel from the nation's civilian reactors.

Director of the Level VI Inspection Program Carlisle Smith provided a program update to the Southern State's Energy Boards Radioactive Materials Transportation Committee and Transuranic Waste Transportation Working Group and the Council of State Government's Eastern

Regional Conference and the Northeast High-Level Radioactive Waste Transportation Task Force.

Also in June 2017, Level VI Public Outreach Program Coordinator Larry Stern attended the International Hazardous Materials Response Teams Conference in Baltimore, Maryland.

The hazmat conference offered hands-on training on biothreat response and sample collection, incident management best practices, chemical and physical properties of hazardous materials, and recognizing and responding to commercial explosive incidents.

With more than 1,300 in attendance at the hazmat conference, the Level VI Public Outreach Program booth experienced a great amount of interest and questions by the attendees. ■



Level VI Public Outreach Program Coordinator Larry Stern explains the Level VI Inspection Program to an attendee at the International Hazardous Materials Response Teams Conference in Baltimore, Maryland.

Peer Review of New Mexico Level VI Inspection Program a Success

As part of its cooperative agreement with the U.S. Department of Energy's (DOE) Carlsbad Field Office, CVSA's Level VI Inspection Program conducted a Level VI Inspection Program peer review during calendar year 2016.

The peer review process first began in 2005-2006 at the request of the U.S. DOE as a result of the proposed spent nuclear fuel shipments to Yucca Mountain. After the Yucca Mountain project was closed, the U.S. DOE's Carlsbad Field Office asked CVSA to continue the peer review of Level VI Inspection Programs inspecting transuranic waste being shipped to the Waste Isolation Pilot Plant (WIPP) near Carlsbad, New Mexico.

The purpose of the peer review of a CVSA member's Level VI Inspection Program is to identify best practices and to share them with other members in order to help improve their individual Level VI Inspection Program.

Interviews are conducted with the member's management team who directly supervise the state's Level VI Inspection Program, Level VI certified inspectors and other key stakeholders within the member jurisdiction, such as emergency responders, state emergency management and state radiological safety staff.

Equipment maintenance, inspector training, jurisdictional manpower, state inspection requirements, public perception issues, and emergency preparedness are a few of the topics that are reviewed and discussed with the member state. The member also conducts a mock Level VI Inspection of a WIPP transport vehicle.

The peer review was conducted with the New Mexico State Police. Members of the peer review team were Carlisle Smith, director of the Level VI Inspection Program, CVSA; Larry Stern, public outreach coordinator, Level VI Inspection Program; Capt. John Hahn, Colorado State Patrol; and Ofr. Tony Anderson, Idaho State Police.

CVSA would like to thank the New Mexico State Police, its staff, Level VI Inspection team and the WIPP coordinator for their assistance.

To learn more about the Level VI Inspection Program, Level VI training opportunities and the Level VI outreach schedule, visit www.cvsa.org/inspections/inspections. ■



The New Mexico State Police officers prepare for their mock Level VI Inspection.



The New Mexico State Police Level VI Inspection team speaks to the WIPP driver during their mock Level VI Inspection.



The New Mexico State Police Level VI Inspection Team conducts a radiation survey during their mock Level VI Inspection.

WIPP Reopens, Receives First Shipment in April 2017



This past April, the Waste Isolation Pilot Plant (WIPP) received its first shipment of transuranic (TRU) waste since it reopened in January. The shipment from Idaho is an important milestone for WIPP and for Department of Energy (DOE) host communities that have had to store TRU waste since WIPP suspended operations in February 2014.

"To see shipments arriving again at WIPP is celebrated not only by the WIPP workforce and the Carlsbad community, but also by our DOE host communities that support the critical missions of the department," DOE Carlsbad Field Office Manager Todd Shrader said.

Jack Zimmerman, deputy manager for the Idaho Cleanup Project at the DOE Idaho Operations Office, said, "Due to the skill and dedication of our workers, the Idaho site has made remarkable progress over the years. We owe a great debt of gratitude to every employee who has worked on this project. I speak for all of us when I say that we are pleased to be shipping to WIPP again."

The facility is planning on receiving two shipments a week, ramping up to four shipments a week by the end of 2017. Initial shipments are expected from Idaho, Savannah River Site and Waste Control Specialists. Shipments from Oak Ridge and Los Alamos National Laboratory are expected later this year.

Eligibility for shipping is based on the generator sites verifying that the TRU waste meets requirements for safe transportation and disposal. The exact allocation and sequence for shipping will be adjusted based on the emplacement rate at WIPP, operational needs at WIPP and generator sites, and logistical issues, such as weather, that affect shipping. ■

2017 Level VI Basic Certification Class Schedule

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes to interested inspectors who meet the prerequisite of having obtained CVSA Level I and hazmat certification.

- **Austin, Texas**
Oct. 16-19, 2017
- **Albuquerque, New Mexico**
Oct 30-Nov. 2, 2017

Level VI Roadside Inspections (2017 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	167	167	100%
Point of Origin	0	128	128	76.65%
En Route	0	39	39	23.35%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	162	162	97.01%
Level VI Inspections with Violations	0	5	5	2.99%
Level VI Inspections with Out-of-Service (OOS) Violations	0	5	5	2.99%

CVSA Level VI Inspection Program Conducts Certification Classes 161, 162 and 163

CVSA's Level VI Inspection Program held three basic Level VI certification classes – Class 161 in Knoxville, Tennessee; Class 162 in Pearl, Mississippi; and Class 163 in Raleigh, North Carolina. The Level VI Inspection Program certified 36 new inspectors in the three classes. The addition of the 36 newly certified Level VI Inspection officers raises the total number of Level VI Inspection certified officers nationwide to 702.

CVSA members with new Level VI Inspection certified officers include: Alabama Law Enforcement Agency, Kentucky State Police, Tennessee Highway Patrol, Mississippi Highway Patrol, Mississippi Department of Transportation and the North Carolina Highway Patrol.

Level VI National Instructors Sgt. Tom Fuller of the New York State Police, Juel Luis of the Federal Motor Carrier Safety Administration, Artez Lester of the Florida Highway Patrol, Rion Stann of the Pennsylvania State Police and Rob Rohr from the Public Utilities Commission of Ohio provided the instruction during the three classes.

CVSA would like to thank the Tennessee Emergency Management Agency, the Mississippi Emergency Management Agency and the North Carolina Highway Patrol for the use of their training facilities for each class. ■



Below: National Instructor Rob Rohr provides instruction during the North Carolina Level VI Class on conducting a Level VI Inspection with North Carolina Highway Patrol cadets.



Above: National Instructor Artez Lester provides instruction on the use of the Ludlum 2241-2 survey meter during the Class 162 in Pearl, Mississippi.



Right: Students in Mississippi work through a Level VI work project.

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