

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 27, Issue 3
3rd Quarter 2020

CVSA THANKS COMMERCIAL MOTOR VEHICLE DRIVERS

**Post-Coronavirus
CDL Enforcement
and Adjudication**

**CVSA Creates Public
Online Repository
for Emergency
Declarations**

**Nebraska Trucking
Association Brings
Trucking to
Children via Zoom**

**FMCSA Revises
Hours-of-Service
Regulations**



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GUARDIAN

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PRESIDENT'S MESSAGE

Planning for Uncertainty

By Sgt. John Samis, Delaware State Police, CVSA President

The COVID-19 pandemic has made 2020 quite a historic year. Due to the country's safeguard measures and prudent travel restrictions, this year's CVSA meetings and events were unfortunately affected. As you know, the CVSA Workshop and the North American Inspectors Championship were both canceled due to the pandemic.

In July, the CVSA Board of Directors met via Zoom to discuss the 2020 CVSA Annual Conference and Exhibition, which was scheduled for September in Wilmington, Delaware. After thorough discussion and input from each board member, the board decided to cancel this year's annual conference.

The board reviewed the CVSA Bylaws which state that in the event that the annual conference is canceled, the leadership officers will remain in their positions until the following year's annual conference. The board voted to apply that bylaw and extend the term of all CVSA leadership positions. This includes executive, region, program and committee leadership. As a result, I will have the pleasure

of remaining president of the Alliance for a second term. Fortunately, CVSA staff was able to work with its travel and hotel vendors to postpone the fall conference in my home state of Delaware. Therefore, the next CVSA Annual Conference and Exhibition will take place Aug. 29-Sept. 2, 2021, in Wilmington.

This year has challenged our personal and professional lives and while we are adapting to a new lifestyle, CVSA has been working diligently to keep its mission on track. One of our most challenging issues has been how to keep an open dialogue between industry, enforcement and federal regulators. Each of these segments has had their own specific issues, along with illness-related staffing shortages, to deal with during the COVID-19 pandemic. Industry has been tasked with bringing essential supplies to the marketplace, law enforcement has been grappling with civil unrest throughout the country, and federal regulators have been busy working through exemptions to assist industry in restocking the nation's supplies as efficiently as possible without compromising safety.

It has been difficult this year to keep the dialogue open without our spring and fall meetings. To help bridge the communication gap, CVSA hosted its first virtual conference in September to ensure the important work we do gets accomplished.

Looking to the future, we will need to establish how to best move forward with the uncertainty that this pandemic will continue to bring. It is possible that we may not be able to have an in-person conference in the foreseeable future. In the meantime, CVSA staff is committed and prepared to ensure all segments of our membership will be able to communicate and work through any issues that arise. I ask that each of you continue to provide your ideas, expertise and understanding as we navigate these unprecedented times and work to develop new ways of doing what we have always done. I look forward to continuing to serve as your president. Stay well and safe. ■

To view the full listing of all leadership members and their terms, visit www.cvsa.org/about-us-page/about-cvsa/who-we-are/current-leadership.

CVSA®
**ANNUAL CONFERENCE
 AND EXHIBITION**
Wilmington, Delaware
AUGUST 29-SEPTEMBER 2, 2021

MARK YOUR CALENDAR



EXECUTIVE DIRECTOR'S MESSAGE

FCC: Use Your Authority to Improve Safety on U.S. Roads and Prevent Needless Tragedies

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

Each year, far too many lives are lost in traffic crashes on our nation's roadways. Many of these lives could be saved through the use of safety technologies, such as connected vehicle technologies. Unfortunately, the Federal Communications Commission (FCC) is prepared to give away the spectrum required to support this technology.

Vehicle-to-everything (V2X) technology applications collectively refer to vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), vehicle-to-pedestrian (V2P) and vehicle-to-enforcement (V2E) communications. These tools allow connected vehicle, infrastructure, pedestrian and law enforcement devices to communicate instantaneously, alerting drivers to potential threats, obstacles and vulnerable road users.

CVSA sees promise in V2E's ability to improve commercial motor vehicle safety. V2E would allow law enforcement to better identify and prioritize unsafe commercial motor vehicles and drivers for intervention, taking unfit vehicles and operators off the roads, which helps prevent crashes and fatalities.

One of the best tools to increase the safety of our transportation network and reduce fatalities is V2X technology. V2X technologies use spectrum in the 5.9 GHz band, which is currently reserved for transportation safety communications. However, despite its tremendous promise and potential, the FCC

is moving to undermine V2X technologies by giving away the majority of these vital airwaves to the Wi-Fi industry, which threatens the progress and reliability of V2X technologies. V2X safety technologies fully utilize the 75 MHz in the 5.9 GHz "safety band" spectrum to communicate, and those safety technologies need sufficient dedicated spectrum to ensure uninterrupted high-speed communication.

Expert analysis determined that the FCC's proposal does not leave enough spectrum for V2X technologies and would likely result in significant interference for any V2X technologies operating in the remaining spectrum. Because of this, the U.S. Department of Transportation, every state department of transportation, road safety and public safety advocates, and CVSA are united in opposing the FCC's proposal to give away most of the 5.9 GHz "safety band" spectrum.

V2X technology allows instantaneous communication between road users, alerting drivers to potential threats, obstacles and vulnerable road users. It also enables or supports numerous safety features that help prevent crashes, such as collision avoidance, emergency response priority, pedestrian-in-crosswalk notification, red light warnings, roadway safety alerts, work zone warnings, reduced speed zone warnings and weather impact warnings. V2X will also allow vehicles to see beyond their line of sight, providing warning of a bicycle, pedestrian or vehicle.

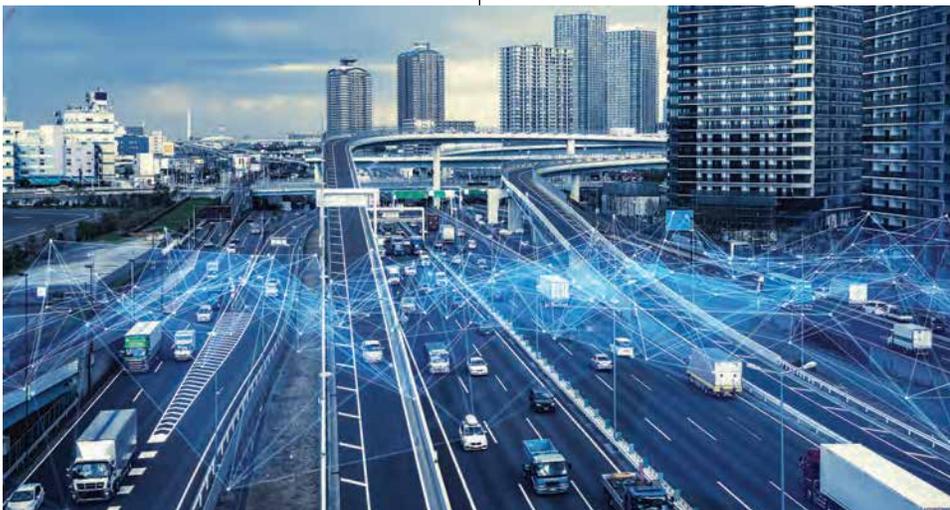
CVSA submitted comments to the FCC (Docket Number: FCC 19-129) on March 9 and April 24, 2020, opposing any action to reallocate spectrum away from transportation communications without clear evidence that such an action would not negatively impact present and future V2X capabilities. In its comments, CVSA states that the FCC should keep the current 75 MHz allocation for transportation communications in the 5.9 GHz band, fostering the potential and functionality of V2X technologies.

The National Highway Transportation Safety Administration estimates that V2X applications could reduce the frequency and severity of unimpaired motor vehicle crashes by up to 80%. However, for V2X communications to work safely, the messages must travel fast and without interference. A delay in a vehicle receiving a crash-avoidance message due to signal interference, for example, could mean the difference between a close call and a crash, the difference between life and death.

According to the U.S. Department of Transportation, in 2017, there were more than 6 million police-reported vehicle crashes that resulted in 37,133 lives lost and 2,746,000 injuries. These numbers include 450,000 crashes involving commercial motor vehicles, which resulted in 4,761 lives lost. These crashes also resulted in economic harm – approximately \$250 billion in direct costs and more than \$800 billion when the loss of life, injuries and other quality of life factors are put into dollars.

Each crash on our roadways is associated with real-world costs – physical, emotional and financial – for the loved ones of those who are killed or injured. Working to prevent such loss is an important priority to CVSA and should be a top priority of federal policymakers.

We should fully deploy V2X technologies to significantly reduce traffic deaths and injuries in our communities. When our families are on our roads, we want to know that every tool available is being employed to keep them safe. Let's tell the FCC and Congress that we need to keep this spectrum working for our safety and to preserve it for V2X technologies. ■



REGION I

Maryland's Traffic Safety Operation Focuses on Speed and Dangerous Driving

Maryland's traffic safety enforcement initiative involved dozens of state troopers saturating an important interstate connection in Baltimore County where a number of tractor-trailer crashes had occurred due to speed.

From May 12-15, 2020, more than two dozen troopers from the Commercial Vehicle Enforcement Division and the Golden Ring barrack increased patrols in the area of I-70 and I-695. Troopers directed specific enforcement to eastbound I-70 approaching the ramp to I-695, where troopers had responded to six jackknifed tractor-trailer crashes in recent months. The cause of those commercial motor vehicle crashes was determined to be speed too great for conditions. In addition to the high risk of injury or death in these types of crashes, they also cause significant traffic delays at a major interstate connection for traffic moving in and through the Baltimore region.

During the operation, which was aimed at both commercial and passenger vehicle drivers committing traffic violations, troopers made 276 traffic stops and issued 149 citations and 149 warnings. Troopers wrote 68 speeding citations, 40 of which were for speeds of 80 mph or higher.

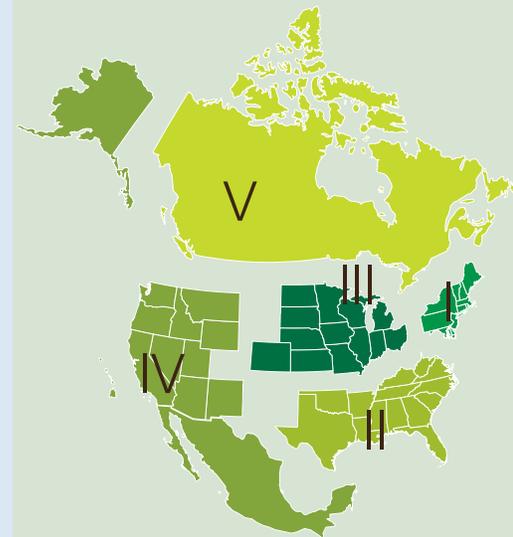
Commercial Vehicle Enforcement Division troopers conducted 146 truck safety inspections. They placed 13 commercial motor vehicles and eight drivers out of service for various equipment, safety and regulation violations.

Troopers also cited four drivers for driving on suspended licenses. One suspended driver failed to appear in court two times and was wanted on two open warrants for theft and a theft scheme.

Maryland State Police partnered with the Maryland Department of Transportation State Highway Administration (MDOT SHA) in this ongoing safety effort. MDOT SHA personnel increased signage in the area to increase driver awareness and conducted road surface work.

Commercial Vehicle Enforcement Division troopers used new equipment for speed enforcement during this operation. They had recently obtained 10 new Kustom ProLaser four-speed measuring units. The laser units were purchased with Motor Carrier Safety Assistance Program funding from the MDOT SHA Motor Carrier Division, as part of Maryland's commercial motor vehicle safety plan.

Troopers are continuing enforcement initiatives like this throughout Maryland. ■



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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



Feature: Pennsylvania Motor Truck Association President and CEO Kevin Stewart

This article was part of Drivewyze's series examining state trucking associations and the people who lead them. This article, on PMTA President and CEO Kevin Stewart, is being featured posthumously. Kevin lost his fight with cancer on April 27, 2020. He was surrounded by friends and family.



Kevin Stewart

When Kevin Stewart's grandfather took him to the Reading Railroad train yard where he worked as a truck driver, little did he know his young grandson would choose a career in commercial motor vehicle enforcement a decade later. Nor could he have known that Kevin would eventually become a leader in the trucking industry, after retiring from a 33-year career in commercial motor vehicle enforcement, nearly a half century later.

But that's what happened.

As he turned 17 and became old enough to work in 1979, Kevin considered an employment opportunity with the Pennsylvania Department of Transportation (PennDOT). PennDOT was looking to significantly expand its commercial motor vehicle enforcement program, which had a variety of jobs to fill, including one assisting enforcement officers with inspections, filing paperwork and other assignments. Kevin's father had a friend who was involved in managing the program.

"He asked my dad if he knew of anyone interested in that line of work," said Kevin, who gave the job serious consideration seeing it as a way that he could have a secure job with good benefits right out of high school.

"It was a great opportunity since it could also lead to other jobs with the state, which was a good thing since I really didn't know what I wanted to do with my life after I graduated," Kevin said.

Eventually, that position with PennDOT's commercial motor vehicle enforcement program led to a 33-year career in commercial motor vehicle enforcement. First, Kevin served as an enforcement officer and in various positions for PennDOT in its Motor Carrier Division. Then in 2005, the commercial motor vehicle enforcement program was reassigned to the Pennsylvania State Police as part of the governor's state agency consolidation plan. Kevin became the new division's program administrator.

That experience eventually led to a second career in trucking. Following retirement from the Pennsylvania State Police in 2013, Kevin became director of safety for the Pennsylvania Motor Truck Association (PMTA). Three years later, he was promoted to president and CEO when Jim Runk retired after 44 years, the last 25 serving as PMTA president.

PMTA Assistant General Manager Recruits Kevin Stewart

Kevin said when PMTA Assistant General Manager Dean Riland asked him if he would ever consider becoming the association's director of safety after retirement, he gave the idea long, hard thought. After two years, Kevin decided: why not?

"Some people have asked me why a career commercial vehicle enforcement officer and administrator would ever want to go to work for the trucking industry," he said. "But for me, it seemed a very logical step."

"In my commercial vehicle enforcement roles, I had met a lot of people in the trucking industry who genuinely care about moving freight safely and professionally," he added. "After all, their parents, grandparents, children, brothers and sisters and friends all travel on those same roads. And they want them to be safe when they do. I've found they take great pride in their work and want everyone in the industry to be held to the same standards."

Drawing on his commercial motor vehicle enforcement experience, Kevin said he was able to help those in the trucking industry better understand why enforcement does what it does. He also put the legislative experience he acquired and the relationships he developed with legislators while working for the state to work for PMTA. Through Kevin's leadership, the association took a more proactive approach in pursuing its legislative goals and addressing challenges.

For example, PMTA sought a change in state regulations successfully advocating for ACT 165, eliminating semi-annual inspections of motor carrier vehicles with a gross combination weight in excess of 17,000 pounds and replacing them with a regimen of annual inspections.

PMTA Successfully Lobbies for Regulatory Reform

"By going to annual inspections, the legislature reduced burdensome regulations on the industry, but with no impact on safety because now commercial vehicle inspectors aren't having to rush through their inspections in order to get them all done," Kevin said. "The motoring public benefits because the inspections can be more thorough and the industry benefits because they don't have their operations interrupted every six months."

INDUSTRY'S BIGGEST CHALLENGE:

"BIGGEST CHALLENGE REALLY DEPENDS WHO YOU ASK," KEVIN SAID. "BUT I THINK THERE ARE THREE THAT STAND OUT: DRIVER SHORTAGE, LACK OF TRUCK PARKING AND CURRENT HOURS-OF-SERVICE RULES."

Through Kevin's leadership, PMTA also:

- Played an active role in lobbying Congress for regulatory reform and increased funding, plus a long-term funding fix for critical transportation infrastructure needs
- Worked with local and state officials on lifting a travel restriction on trailers wider than 8 feet from travelling on certain secondary state routes where lifting the ban made sense
- Partnered with the Pennsylvania Bus Association on issues that impact the trucking and passenger-carrier industries (the two organizations maintain a reciprocal membership agreement allowing fleets to become members of both associations)
- Lobbied FMCSA and Congress to establish an apprenticeship program giving people 18 to 21 years of age an opportunity to gain experience driving trucks on interstates in order to obtain a commercial driver's license (Kevin said it made little sense that an 18-year-old can haul a load larger than 10,000 pounds hundreds of miles across the state, but can't haul it three miles from Philadelphia to Camden, New Jersey)

At PMTA, Kevin also continued the work he started to address the truck parking issue in Pennsylvania while serving as commercial motor vehicle enforcement program administrator at the Pennsylvania State Police. While at PMTA, Kevin was able to continue on the Pennsylvania State Transportation Advisory Committee's task force, which studied the problem of truck parking in Pennsylvania. In 2007, that task force released its final report, which identified significant truck parking issues on the state's major trucking corridors during peak hours.

"During a typical night, approximately 1,100 trucks are parked along shoulders or ramps of Pennsylvania highways," the report concluded. "This occurs for several reasons, lack of parking capacity being the most significant."

PMTA President Sees Collaboration as Way to Solve Parking Shortage

Kevin said in the intervening decade since that report was released, the parking problem got worse. Not only had truck traffic increased significantly, but so had land values to the point where the siting of new truck stops in otherwise suitable locations had become impossible for developers, he added.

The problem is particularly acute in a 1,700-square-mile region in south central Pennsylvania, which includes Harrisburg and Carlisle. Forty percent of the U.S. population lives within a one-day's drive of this region, which is also known as the Harrisburg Area Transportation Study region.

Representing PMTA and the trucking industry, Kevin took part in a year-long study to update the region's freight plan as a member of a technical advisory committee for PennDOT.

Kevin said he made sure the committee examined the problem of truck parking as part of the comprehensive study. That study examined a variety of issues, including pavement quality and conditions, truck crashes, bridge conditions, and the movement of freight by truck, air and rail.

"The committee looked closely at the reasons behind the lack of truck parking and considered some steps the industry, in partnership with local and state governments, could take to help alleviate the problem," Kevin said. "With so many needs to fulfill and so many challenges to overcome, government and industry can't solve the truck parking issue on their own. It must be accomplished through collaboration."

"For example, through joint public and private partnerships, public roadside facilities, closed due to the lack of funding necessary to update or install adequate restrooms, could be

rehabilitated and re-opened instead of sold to private developers," he said.

Too often, it can be easy for the public, community leaders and elected officials to forget or not recognize just how important trucking is to the state's economy, added Kevin.

PMTA Gets Involved and Stays Involved Under Kevin's Leadership

Under Kevin's leadership, PMTA also:

- Worked to address an increased reliance among truck drivers on turn-by-turn GPS apps, which are typically not designed for trucking operations and don't offer warnings of low-clearance bridges
- Monitored and participated in legislative efforts to build infrastructure that meet the needs of vehicles powered by alternative fuels (for example, when the Pennsylvania Legislature considered House Bill 1446, the Pennsylvania Clean Transportation Infrastructure Act, in 2017, Kevin testified at a public hearing held by the Transportation Committee)

"It's vital for the trucking industry to participate in the legislative process, to engage community leaders and elected officials, and to help shape public perceptions about the industry," he said. "I think that's why the work we do at the Pennsylvania Motor Truck Association is so important." ■

FAVORITE TRUCKING MOVIE:

"I GUESS WITH RESPECT TO TRUCKING MOVIES, HAVING GROWN UP AT THE HEIGHT OF CB RADIO POPULARITY, THERE REALLY ARE ONLY TWO MOVIES THAT COME TO MIND: 'SMOKEY AND THE BANDIT' AND 'CONVOY.' LOOKING BACK, IT SEEMS THAT TRUCKERS WERE VIEWED DIFFERENTLY DURING THAT TIME THAN THEY ARE TODAY. THAT'S UNFORTUNATE AS WE HAVE SOME OF THE MOST TALENTED, SAFETY-CONSCIOUS PROFESSIONALS BEHIND THE WHEEL OF TRUCKS."

FDOT, FTA and FHP Thank Truck Drivers with Free Meals

On May 7, 2020, to recognize the commitment and work of professional commercial motor vehicle drivers during the COVID-19 pandemic, the Florida Department of Transportation (FDOT), Florida Trucking Association (FTA) and the Florida Highway Patrol (FHP) partnered to provide free lunches to these essential workers.

Meals were sponsored by the FTA, Chick-fil-A, Publix Super Markets and Walmart Transportation.

“FDOT is proud to support Florida’s truck drivers who have continued to work tirelessly during the fight against COVID-19,” said FDOT Secretary Kevin J. Thibault, P.E. “These individuals are on the front lines each day providing vital goods to Floridians during this unprecedented time – keeping shelves

stocked, medicine delivered and supplies directed to those most in need. Their selflessness is inspiring and the department is committed to continuing to support their needs as they serve others.”

During the event, FDOT, FTA and FHP distributed 500 meals to truck drivers at the southbound I-75 rest area near Ocala at mile marker 346 in Marion County.

“We are always proud of what our member companies and their drivers do every day of the year,” said FTA President Ken Armstrong. “Their patriotism and pride in the profession shines brightly during this time, as all Floridians become more aware of the vital role these men and women play in our daily lives. We thank FDOT for joining us today to recognize their work.”

“Our truck drivers are on the front line every day delivering much-needed supplies to our communities, and we greatly appreciate their dedication and professionalism,” said FHP Director Col. Gene Spaulding. “We are privileged to partner with the Safety Management Council Executive Committee, the Florida Trucking Association and the Florida Department of Transportation in support of our truck drivers, and it’s our honor to participate in this special recognition to them for the outstanding job they do every day.”

There are approximately 38,000 trucking companies in the state of Florida and one in 21 jobs in Florida is in the trucking industry. ■



REGION II

Florida Testing Automated Tire Screening for Its Weigh Stations

By (ret.) Chief Derek Barrs, Senior Program Manager, Commercial Vehicle Operations Lead, Southeast Division, HNTB Corporation

The Florida Department of Transportation Motor Carrier Size and Weight Division (FDOT/MCSAW) has been working closely with technology companies to develop an automated tire screening (ATS) application for use at weigh stations in Florida.

The application system utilizes data from in-road sensors to analyze the tire contact footprint to provide tire data to weigh station inspectors to identify tire irregularities and, consequently, to inform sorting decisions. The system detects single, dual and wide tires with identification of possible violations related to under-inflated, flat or missing tires. The data is displayed in an intuitive graphic within the user screen, allowing for an efficient process.

During the beginning testing phase, FDOT/MCSAW partnered with the Florida Highway Patrol/Office of Commercial Vehicle Enforcement (FHP/OCVE) to effectively test this new screening tool. The application is presently being tested at the Madison Westbound Weigh Station on I-10 in north Florida.

As a result of the testing, FHP/OCVE identified 99 possible violations, resulting in 88 out-of-service violations. That's an 88.89% out-of-service violation rate for tire issues during the initial testing phase. There will be a software and firmware upgrade in the near future, which should assist in continuously improving the accuracy of the system.

This type of technology, and others, further enhances the mission of the FDOT of providing a safe transportation system that ensures the mobility of people and goods, enhances economic prosperity, and preserves the quality of our environment and communities. It also is in line with the vision of FDOT to serve the people of Florida by providing a transportation network that is well planned, supports economic growth, and has the goal of being congestion and fatality free.

FDOT/MCSAW and FHP/OCVE continue to work together to save lives along our highways. ■



Pictured are four different carriers, all different vehicle configurations, that were placed out of service due to tire-related violations.

Submit an Article for Inclusion in 'Guardian' Magazine



CVSA is always looking for interesting, relevant content for this magazine. "Guardian" provides a useful mix of trends, perspectives and innovations from government, enforcement and industry. We welcome articles on topics specific to the commercial motor vehicle transportation safety industry.

If you are a CVSA member, consider submitting an article for consideration for inclusion in this magazine.

Send submissions to CVSA Manager of Communications Nicole Leandro at nicole@cvsa.org. ■

North Carolina State Highway Patrol Motor Carrier Enforcement Updates

By **Monica Y. Greiss**, Staff Development Specialist II, North Carolina State Highway Patrol, North Carolina Department of Public Safety

Post-Crash Brake Inspection Courses

An advanced commercial motor vehicle post-crash brake inspection (PCBI) course was conducted Jan. 7-9, 2020, in Raleigh, North Carolina. Seventeen motor carrier enforcement members received advanced training from Sgt. Anthony E. Barnes with the North Carolina Highway Patrol Collision Reconstruction Unit.

Sgt. Barnes' extensive post-crash air brake training allowed for in-depth instruction. The PCBI course allowed selected members from various troops to serve as trainers for their respective troop. The course included in-class protocol training, followed by practical hands-on training conducted at a wrecker yard. The in-class portion of the course included topics such as the schematics of air brake systems and protocols. The interactive portion of the course was conducted outdoors and members were able to re-air a commercial motor vehicle.

Four PCBI courses were conducted during February and March 2020. Each of the four courses provided instruction to members from all troops to conduct post-crash air brake inspections. Members and trainers from their respective troops worked alongside each other to piece together the post-crash toolkits and re-air various types of commercial motor vehicles. Motor carrier enforcement members are now equipped with the knowledge and tools to conduct post-crash air brake inspections in the event of a collision.



Motor carrier enforcement members receive advanced commercial motor vehicle post-crash brake inspection training.

Thank You to Truckers Events

The North Carolina State Highway Patrol (NCSHP) Motor Carrier Enforcement Unit, in partnership with the North Carolina Trucking Association (NCTA), Yarbrough Trucking and C&L Transport, held a Thank You to Truckers event on April 17, 2020, at the Hillsborough weigh station on I-85/I-40.

Individuals who participated were able to personally thank truckers for their services and as a small token of appreciation, provided a boxed lunch from Firehouse Subs. Under the COVID-19 circumstances, truck drivers have been working overtime to keep America and our state supplied with critical goods and resources.

Another Thank You to Truckers event was held on May 14 in Robeson County, North Carolina, for truck drivers passing through I-95 mile-marker 24. NCSHP partnered with NCTA for this event. The NCTA and NCSHP make great partners and, together, we continuously make our state safer.

Virtual In-Service Training

Due to the COVID-19 pandemic and the growing trend of remote learning, the NCSHP Carrier Enforcement Section developed online commercial vehicle enforcement (CVE) in-service training. In addition, the Size and Weight Unit created online in-service training for size and weight certified members and civilian personnel.

The CVE in-service training provided participants with the ability to review various topics, such as out-of-service criteria updates, load securement and electronic logging devices. Each topic is separated into modules and after reviewing each section, members may be required to complete knowledge checks. Members and civilian personnel may refer to and review all in-service training content at any time when needed, as the information is stored on their portal account. The virtual in-service training serves as a valuable resource and an example in the creation of future remote learning opportunities.



Pictured from left to right: Capt. S. L. McLaughlin (NCSHP), NCTA volunteers and First Sgt. T. G. Wilson (NCSHP)



Maj. F. L. Johnson, Jr. (NCSHP) and Crystal Collins (NCTA)



NCTA volunteer



Pictured from left to right: Sgt. K. E. Jackson (NCSHP), Crystal Collins (NCTA), First Sgt. T. W. Peterson (NCSHP), First Sgt. T. L. Ingold (NCSHP), Maj. F. L. Johnson, Jr. (NCSHP), Lt. J. C. Rigsbee (NCSHP)

REGION II

Kentucky State Police Receives Masks for Distribution to Truck Drivers

By **Capt. Tristan Truesdell**, *Commercial Vehicle Enforcement, Kentucky State Police*

The Kentucky State Police in partnership with the Federal Motor Carrier Safety Administration (FMCSA) obtained personal protective equipment in the form of 37,500 masks which were distributed to truck drivers passing through Kentucky weigh stations.

In June 2020, FMCSA Kentucky Division Administrator Linda Goodman, through U.S. Department of Transportation channels from the Federal Emergency Management Agency, received the masks to provide to the trucking community. Kentucky State Police Commercial Vehicle Enforcement personnel distributed the masks at several weigh stations throughout the Commonwealth.

“Members of my staff and I were grateful to have the opportunity to partner with the Kentucky State Police in distributing these protective masks to truck drivers who, in many cases, were transporting food, supplies and emergency equipment vitally needed by communities throughout the state and indeed across the country,” said Goodman.

The masks were distributed to truck drivers for use at shippers, receivers or any other venue where social distancing was not practicable. ■



Pictured from left to right: Lt. Travis Rogers, Capt. Joey Conn, Linda Goodman (FMCSA), Lt. Danny Abner and Tony Young (FMCSA).



Right: Ofr. Stevie Douglas handed out masks on June 16, 2020, at the Laurel County weigh facility near London, Kentucky.

Brittani Doublin and Sgt. Jason Morris hand out masks at the Lyon County weigh facility (I-24).



Inspector Mike Adkins hands out masks at the Harding County weigh facility near Elizabethtown, KY (I-65).



Inspector Billy Taylor hands out masks at the Simpson Co weigh facility (I-65).



Lt. Jamie Medley hands out masks at the Hardin County weigh facility near Elizabethtown, Kentucky (I-65).

Texas Highway Patrol Distributes Face Masks to Truck Drivers

In May 2020, the Federal Motor Carrier Safety Administration distributed one million protective face masks, which were provided by the Federal Emergency Management Agency, to states, industry stakeholders and motor carriers to distribute to the nation's commercial truck drivers.

Texas Highway Patrol received face masks for distribution which it handed out to commercial motor vehicle drivers at its inspection facilities:

- Mount Pleasant – I-30
- Queen City – US 59
- New Waverly – I-45
- Falfurrias – US 281
- Riviera – US 77
- Penwell – I-20
- Devine - I-35
- Seguin - I-10

When Texas Highway Patrol personnel pulled trucks into inspection facilities for weight enforcement purposes, they would issue masks to each truck driver. Any weight cases were handled by personnel.

In many cases, Texas Trucking Association (TXTA) staff and Texas Department of Public Safety (TXDPS) troopers worked together to hand out the masks. TXDPS and TXTA enjoy an excellent working relationship. ■



Nebraska Trucking Association Brings Trucking to Children via Zoom

By **David Zelnio**, *Director of Operations and Communication, Nebraska Trucking Association*

As the COVID-19 pandemic affects our society, the Nebraska Trucking Association (NTA) found opportunity by introducing virtual truck tours to Nebraska students.

“We loved our ‘field trip’ of the Mack Truck,” said fifth-grade teacher Liz Holdren of Everett Elementary School in Lincoln. “Diana and Raul were so great with answering all of our questions and meeting us at our grade level. This was such a fantastic opportunity for our kids.”

NTA enlisted its members to serve as presenters, including Raul Soria, director of safety at Hill Bros. Transportation, and Diana Garcia, director of Truck Services Inc. Also presenting were Heath Richards, safety manager at Hunt Transportation, and Tisha Gropp, safety manager at Crete Carrier.

“We’ve developed a program that the kids love,” said Dave Zelnio, NTA’s director of operations and communication. “We always show a sleeper truck with the bunk beds and televisions. To the kids, it’s like a tiny home. We talk about how trucks deliver everything from groceries to toys. We talk safety and we talk about a great career.”

The NTA has already reached seven classrooms and more are planned for all grades. Future tours will be held with Boy and Girl Scout groups.

“There are a lot of heroes in the effort to get us beyond this pandemic crisis,” said Kent Grisham, NTA president and CEO. “The first responders, the health care workers, but right along with those folks are the professional truck drivers. This is an opportunity to talk to the kids and give them an inside look with a tour of the truck.”

NTA members Truck Center Companies and RDO Truck Center both hosted tours. Other truck dealers plan to help as well, Zelnio said.

“My son, Logan, was one of the kindergartners in Mrs. Harman’s class this morning and we just wanted to say thank you so much for taking the time to give them a tour and to Dave for organizing it,” said parent Kristin Knott. “Logan was entranced the whole time and as a lover of all kinds of trucks, this just really made his whole week. Thank you also for everything you do, not just now, but always. We have always made it a point to tell our kids how hard you all work and how the trucks keep the country running. We are so grateful to you all.” ■



Hill Bros. Transportation Safety Director Raul Soria and Truck Services Inc. Director Diana Garcia use Zoom to provide a virtual truck tour to fifth graders from Everett Elementary in Lincoln, Nebraska.



Oregon Trucking Associations Hosts 'Meals for Drivers' Appreciation Events

By **Christa Wendland**, *Communications Consultant, Oregon Trucking Associations*

There are many aspects to safety when it comes to the trucking industry, some more apparent than others. Well-trained operators and well-maintained vehicles are the most obvious; however, the health and well-being of drivers rarely make the list of concerns. That changed at the start of the global COVID-19 pandemic, when cities and states realized their often complete reliance on trucks to deliver food and supplies. While the bulk of Americans hunkered down at home, truck drivers were out in the world, delivering under uncertain and risky conditions and without the benefit of many on-the-road resources upon which they depend.

The shortage of personal protective equipment (PPE) and sanitizers for people and surfaces also hit the trucking industry. For truck drivers, washing your hands for 20 seconds as frequently as possible isn't as easy as it sounds with rest stops and other facilities closed. Constant interaction with others while picking up and dropping off shipments upped the chance of exposure to the virus, as well as the risk of taking the virus home to their families. Still, truck drivers remained dedicated to delivering food, consumer goods and medical supplies.

Closures of restaurants, truck stops and other businesses also made it hard for truck drivers to find food, much less nutritious meals, while

making their deliveries. The standard drive-thru isn't an option for a big rig and, with truck parking always at a premium, finding a spot to stop isn't necessarily convenient when on a tight schedule.

It was the realization of these hardships and the desire to help keep truck drivers safe and healthy that inspired Oregon Trucking Associations (OTA) to launch a series of "Meals for Drivers" events around the state. It was also a way for association members and the public to show their appreciation for the efforts of these essential, but often forgotten, workers.

In coordination with the Oregon Department of Transportation, OTA staff and volunteers – decked out in their own PPE and maintaining the recommended social distance – handed out boxed lunches, bottled water, face masks and sanitizer at four weigh stations along major state freight routes. Between generous sponsors and individual contributors (including many association members), OTA was able to distribute more than 1,000 meals starting in early April and ending with the last event on May 20. Drivers were pleasantly surprised by the gesture and grateful for the personal protective gear. For some, this was their first access to a safety mask.

"Driving a truck will never be described as an easy or push job, but it was made even more

difficult as a result of the state restrictions put in place due to COVID-19," commented OTA President and CEO Jana Jarvis. "Our industry constantly rallies around communities hit by tragedy – hurricanes, forest fires, flooding – but with nationwide impacts and new safety concerns, this time we felt compelled to rally around our drivers and lighten the figurative load they were carrying."

The COVID-19 pandemic put a well-deserved spotlight on the dedication and commitment of the trucking industry when it comes to supporting the country during a crisis, whether it's a natural disaster or a viral outbreak. It also emphasized the need to ensure these frontline workers have the equipment, supplies and resources necessary to stay safe on the road. Just as a sick doctor can't treat ill patients, unwell truck drivers can't do their part in keeping communities safe and fully supplied with the goods upon which they rely. The pandemic also highlighted some additional areas that fleets and drivers will need to work into their future safety routines.

In the coming months, trucking, along with every other industry, will reexamine how they operate and implement changes to keep all employees safe and healthy in the workplace – whether it's behind a desk or behind the wheel. ■



Mexico Responds to COVID-19 with Safety Protocols in Motor Transport

By Salvador Monroy Andrade, Director, Servicios Internacionales Dirección General de Autotransporte Federal

On March 21, 2020, after the health emergency generated by the SARS-CoV2 virus was established, Mexico's Ministry of Communications and Transportation (SCT) began operating in the main passenger terminals of the country to safeguard the health of users and staff who work at such facilities.

The following sanitary security measures were implemented:

- Healthy distance measures have been applied in ticket offices and waiting areas.
- Antibacterial gel is available in ticket offices.
- Posters were displayed.
- Users' temperatures are taken before boarding buses.
- Drivers and other personnel wear face masks.
- Common spaces and buses are sanitized.
- Common spaces, sanitary services and contact surfaces are cleaned.
- Medical personnel are stationed at the terminals to detect people that could be carriers of COVID-19.
- Sanitation tunnels for people were installed.
- Transparent covers were installed in ticket offices.

The General Directorate of Federal Motor Transport (DGAF) carries out supervision and verification in the passenger terminals to verify sanitary safety measures through a deployment of DGAF inspectors and SCT Centers established in the 32 jurisdictions of Mexico. ■



Arizona DOT Adds Truck Screening Technology at Ports of Entry

To help freight move efficiently while ensuring commercial motor vehicles can operate safely on state highways, the Arizona Department of Transportation (ADOT) expanded its use of technology to screen moving trucks for weight and identifying information.

This system, used until now at select rest areas, including McGuireville on Interstate 17, Sacaton on Interstate 10 and Canoa Ranch on Interstate 19, is now operating at ADOT's commercial ports of entry along Interstate 10, Interstate 40 and State Route 95 in Parker.

"This truck screening system will allow our officers to focus on the commercial vehicles that need our officers' attention," said Jeff Stanhope, deputy director for ADOT's Enforcement and Compliance Division. "It helps us make better use of our resources and efforts while allowing trucks in compliance to go on their way."

The technology includes weigh-in-motion sensors, cameras designed to read USDOT numbers and license plates, and message signs. An additional feature at the Ehrenberg and San Simon ports of entry on Interstate 10 also identifies commercial motor vehicles with tires that could be damaged or in need of repair. The failure of a tire on a commercial motor vehicle can lead to catastrophic collisions and cause tire debris to be deposited on and along roadways.

As a commercial motor vehicle approaches the port of entry, highway signs direct the driver into the right lane. When the truck is a half mile from the port, the weigh-in-motion sensors and cameras capture the vehicle's weight and identifying information and relay it to ADOT enforcement and compliance officers at the port.

The computer checks the truck's credentials against national and state databases. If the truck is cleared and within weight limits, the message boards along the highway direct the driver to bypass the port and continue. If an issue is identified with the commercial motor vehicle, such as expired registration, federal out-of-service orders or required permits not on file, the signs direct the driver to pull into the port for further inspection.

In addition to saving ADOT officers and truck drivers time and resources, the system tracks and stores the size and weight of the commercial motor vehicles entering Arizona. This data will help ADOT's Multimodal Planning Division make more informed decisions about the state's highway system in the future. ■

California Highway Patrol Distributes Face Coverings to Truck Drivers

In May 2020, the California Highway Patrol (CHP) distributed 100,000 face coverings supplied by the Federal Motor Carrier Safety Administration (FMCSA) to truck drivers in California.

"The California Highway Patrol is honored to be a part of the distribution of these protective face coverings for truck drivers," said CHP Commissioner Warren Stanley. "The department recognizes the essential task these drivers are providing to keep critical goods and supplies available."

"FMCSA worked closely with FEMA [Federal Emergency Management Agency] and trucking stakeholders to coordinate and ship 800,000 protective masks to state Motor Carrier Safety Assistance Program law enforcement agencies throughout the country for distribution to truckers," said CVSA Executive Director Collin B. Mooney. "The Alliance is appreciative of FEMA for supplying the masks and our state partners who worked together to ensure the masks were supplied directly to truckers who maintained our nation's supply chain during the height of the pandemic crisis."

The CHP distributed the face coverings to its 17 commercial motor vehicle enforcement facilities to distribute to drivers in each of its eight field divisions throughout the state based on known truck volume. Truck drivers were provided coverings at the front counter of the each enforcement facility and during other contacts by departmental commercial motor vehicle personnel.

The mission of the CHP is to provide the highest level of safety, service and security. For more information about the CHP, visit www.chp.ca.gov. ■



The Importance of Properly Inspecting Brake Systems

By John Watkins, Motor Carrier Services Patrol, Montana Department of Transportation

As inspectors, the operation and effectiveness of the braking system of a commercial motor vehicle is a primary point of focus. With multiple types of braking systems, the knowledge that the inspector must possess is a public safety requirement. Many different types of brake systems, such as air, air over hydraulic, hydraulic and electric, are in use in the transportation industry.

There are many parts that ensure the safe and efficient ability of a commercial motor vehicle to be able to stop. With the variation of brake systems and the number of parts, training and a working knowledge base is a requirement. With CVSA training and certification, the trucking industry and traveling public can have confidence in the work we perform.

A brake system converts energy into friction to stop a moving vehicle which, in turn, creates heat. With excessive heat, components may fail or the braking force may diminish. With the number of parts attached to a braking system, leaks may occur and mounting components may become loose. With use, parts eventually wear out or need adjustment. It is an inspector's duty to ensure all parts are within regulation and the equipment can safely stop.

Air brakes are the most common system in the transportation industry. Properly adjusted brakes save lives and property. The CVSA North American Standard Out-of-Service Criteria lists many items that make a commercial motor vehicle unsafe. These may include air loss rate, low air warnings, brakes out of adjustment, damaged air hoses and components. By properly inspecting brake systems and appropriately documenting the violations, we can ensure that the problems are corrected.

Montana inspectors are proud to help improve highway safety. ■



Crimped air hose. Photo by John Watkins.



Contaminated brake lining. Photo by Bob Drake.



Inoperative electric brakes. Photo by John Watkins.



Loose brake chamber. Photo by Matt Coleman.



Inoperative brake. Photo by Rob Lehm.



Ruptured air hose. Photo by Matt Coleman.



Hydraulic brake lines crimped. Photo by John Watkins.

Ontario Launches Online Tool for Viewing Highway Improvements

For 2020-2021, the province has allocated approximately \$2.6 billion to expand and repair Ontario's highways and bridges. This includes construction funding of \$764 million for expansion and approximately \$1.5 billion for rehabilitation.

The Ontario Ministry of Transportation released an online tool that provides the people of Ontario and businesses with information about highway projects, including the status of projects that are already underway and major construction projects slated for the future. The new online tool is part of the government's plan to keep highways safe and reliable, while supporting economic growth and job creation across the province. It can be accessed at www.ontario.ca/page/ontarios-highway-programs.

"This online tool will show the people of Ontario how we are using taxpayer dollars to responsibly build projects that improve safety and reduce congestion across the province," said Transportation Minister Caroline Mulroney. "At the same time, we are supporting the construction industry by

providing a multi-year outlook of planned projects to help them better prepare for the future."

The online tool is a modern, searchable and interactive publication that includes highway project information and locations, providing the latest updates on highway projects across Ontario. It will also help the province's construction industry stay informed about highway infrastructure investments.

"By investing in highway infrastructure projects and long-term planning, we are ensuring safe and reliable transportation for families, businesses and visitors here in the north and supporting our economy and job creation at a time when we need it most," said Greg Rickford, minister of energy, Northern Development and Mines. "The new online tool

will help keep everyone informed about the investments being made in every region of the province."

Ontario's southern and northern highways programs are now viewable in both list format and on a searchable map that will provide residents with the opportunity to see where projects are being built or planned. Previously, the province's highway programs were published annually online only in a list format.

Ontario's highway programs include expansion and rehabilitation projects that have committed construction funding and are either underway or currently planned. All expansion projects with construction funding are identified, while the rehabilitation program is focused on a three-year period (2020-2022). ■

REGION V

Split Brake Chamber Discovered on Commercial Motor Vehicle

By **Wes Kardash**, Peace Officer, Regional Enforcement Services Department, County of Grande Prairie, Alberta

While conducting road ban patrols, a peace officer observed a truck-tractor semi-trailer commercial motor vehicle unit approach a four-way stop intersection. As the unit approached, noticeable air loss was observed when the brakes were applied.

The peace officer initiated a traffic stop and conducted a brief inspection of the vehicle,

confirming the brake chamber on axle two on the left-hand side was split in two. The peace officer conducted an air-loss test, which the unit failed. As a result, the unit was placed out of service.

In 2019, CVSA inspectors completed 162 North American Standard Level I Inspections. Six passed, 22 required attention and 136 were

placed out of service (84% non-compliance).

The County of Grande Prairie Regional Enforcement Services Department is committed to public safety and infrastructure protection. Peace officers continue to dedicate their time to ensure safety and compliance for all motorists. ■



CVSA THANKS COMMERCIAL MOTOR VEHICLE DRIVERS



On March 13, 2020, the president of the United States declared a nationwide emergency in response to the designation of the coronavirus as a global pandemic by the World Health Organization. In a statement by the U.S. Cybersecurity and Infrastructure Security Agency, truck drivers responding to the U.S. emergency declaration by delivering critical goods and services, ranging from food to medical supplies, were designated “essential critical infrastructure workers.”

Similarly, all of Canada’s provinces and territories declared, in one form or another, states of emergency or public health emergency. And Mexico’s General Health Council also declared a national public health emergency due to the COVID-19 pandemic.

As you know, CVSA’s enforcement members are the commercial motor vehicle safety officials who enforce the federal regulations and apply the North American Standard

Out-of-Service Criteria to drivers, vehicles and motor carriers. Each year, inspectors conduct approximately 4 million inspections, which means inspectors interact with a lot of commercial motor vehicle drivers.

We, in the commercial motor vehicle enforcement community, know how important commercial drivers are to the fabric of our society. Now more than ever, this truth is evident to all, as the public realized during the midst of the pandemic that almost everything we need is transported by truck, driven by a truck driver, at some point within the supply chain.

We are grateful to the many commercial drivers who not only deliver goods and services and transport people safely to their destination, but also invest time and effort to ensure that every time they take to the roadways, they’ve conducted a thorough pre-trip inspection, they are well rested, their route

is well planned, and they are fully attentive and prepared to focus on the driving task.

“We, as a society, are so appreciative and thankful for our heroes behind the wheel,” said CVSA President Sgt. John Samis with the Delaware State Police. “Thank you to the many commercial motor vehicles drivers out there on our roadways every day working to keep their nation moving.”

We’ve also heard this appreciation from elementary school classes as they talk to truck drivers via Zoom. We’ve heard it from the trucking associations and enforcement agencies as they set up at weigh stations to deliver free meals, masks and hand sanitizer to drivers along their routes. We’ve heard it from citizens as they honk their horns at passing trucks to let the drivers know how much they care. And we’ve heard it from political leaders from Canada, Mexico and the U.S.

[Continued on next page](#)

Continued from page 17



In the U.S., 71.4% of total domestic freight is transported by trucks. Similarly, 70% of cargo in Mexico is transported by road and 90% of all consumer products in Canada are shipped by truck.

In 2018, trucks transported 67.4% of the value of surface trade between the U.S. and Canada and 83.5% between the U.S. and Mexico.

In the U.S., approximately 3.5 million men and women work as truck drivers and 7.8 million people are employed in jobs that relate to trucking activity. Canada's trucking industry employs more than 260,000 drivers and more than 400,000 employees overall.

"It is clear how much everyone genuinely appreciates and respects the incredible work and impact of professional commercial drivers," Sgt. Samis added.

"From the moment the invisible enemy landed on our shores, America's 3.5 million truckers have never wavered," said U.S. President Donald Trump. "When we supply our country, we supply it through truckers. With the same spirit of faith and grit and abiding patriotism that defines everything they do, we know our truckers will never let us down, under any circumstance."

"While many of us are working from home, there are others who aren't able to do that – like the truck drivers who are working day and night to make sure our shelves are stocked," said Canadian Prime Minister Justin Trudeau. "So, when you can, please thank truckers for everything they're doing and help them however you can."

"Without you, it would be impossible to keep our economy moving and get food, medical equipment and essential supplies to where they need to be," said U.S. Transportation Secretary Elaine Chao. "We are so grateful for what you do. Truckers are playing a heroic role in helping America cope during this crisis and truckers will be a critical part in helping our economy recover once this crisis is past us."

Driver Appreciation

During National Truck Driver Appreciation Week (Sept. 13-19, 2020), hosted by the American Trucking Associations (ATA), the trucking industry and law enforcement join the public to thank professional truck drivers for their hard work, commitment to safety and, this year particularly, their dedication to the profession. Each day, these men and women move products and goods throughout North America while continuing to keep our roadways safe.

"While we always appreciate truck drivers' hard work and commitment to safety, this year is especially important to acknowledge professional commercial drivers as they continue to work during such challenging times," said Sgt. Samis.

"National Truck Driver Appreciation Week has a new meaning this year," said Randy Guillot, ATA chairman and president of Triple G Express. "Truck drivers have shown unparalleled bravery, perseverance and dedication to our country. Not only has our

industry remained grateful for their hard work, but the American people have taken notice and are thanking these heroes."

As shown below, many users on social media have been using the hashtag #ThankATrucker to send their messages of support, admiration and appreciation. We encourage you to do so as well.



Motorcoach Industry Does Its Part

There's no denying that the motorcoach industry has also been deeply affected by the pandemic. Despite that challenge, the motorcoach community stepped up to help by adjusting their purpose to instead be carriers of food donations and essential goods. Motorcoach companies worked with charities, churches and organizations to gather and deliver food and non-perishable items from food drives to locations where those donations could be given to the people who need them most.

"We all saw the lines of cars waiting to pick up food donations during the peak of the pandemic," said Sgt. Samis. "Trucks and motorcoaches helped to deliver those food donations to those sites for distribution to the public. As we thank truck drivers, it's important to acknowledge motorcoach drivers as well. They often go unrecognized yet their assistance during this time has been invaluable to the health and well-being of the nation."

Law Enforcement Community

"I'd like to take a moment to also thank the law enforcement community," said CVSA Executive Director Collin Mooney. "Many commercial motor vehicle inspectors were reassigned to assist with critical services related to the pandemic. The public will likely never know the role they played in supporting truck drivers and assisting other departments in need of help. However, their work was crucial."

"Just like healthcare workers, you will find law enforcement personnel wherever and whenever they're needed," added Mooney. "Inspectors supported their communities by serving in whatever capacity was needed of them during the challenges of the pandemic."

CVSA's Response

As the organization composed of the commercial motor vehicle safety officials who enforce motor carrier safety regulations throughout North America, during the height of the pandemic, CVSA worked closely with the companies and organizations whose members were on the frontline ensuring the public received food, medicine and resources needed to weather this extraordinary global pandemic.

The Alliance also worked closely with government agencies and public-sector

associations across Canada, Mexico and the U.S. to ensure safety regulations and restrictions that could hamper a prompt response to the constantly changing environment were eased, while still ensuring transportation safety on our roadways.

"Public safety is our top priority, from ensuring inspectors are protecting their personal health and well-being during roadside inspections to ensuring truck drivers can deliver essential goods and services, efficiently and safely," said Sgt. Samis.

In addition, in response to the pandemic, many states, provinces and territories issued a variety of emergency measures specific to their jurisdictions. With numerous temporary actions in place, there was a need for a central repository containing active emergency declaration information. As a result, CVSA developed an online repository (www.cvsaaemergencydeclarations.org) for emergency declarations, waivers, amendments, extensions, exemptions, executive orders, etc., that the commercial motor vehicle enforcement community and the motor carrier industry may reference at any time. Read page 20 for more information.

"We'd like to thank the truck drivers who are traversing our roadways to make sure our communities have what they need during this time of prolonged uncertainty," said Mooney. "We'd like to thank law enforcement personnel who worked diligently to inspect commercial motor vehicles and drivers to ensure that as we urgently responded to this time-sensitive crisis, our safety standards were still being followed, maintained and enforced. And thank you to the federal agencies across North America for working quickly to provide appropriate regulatory relief to commercial drivers transporting emergency relief supplies in response to the coronavirus pandemic." ■

THANK A TRUCK OR MOTORCOACH DRIVER THROUGH CVSA'S INTERNATIONAL DRIVER EXCELLENCE AWARD

This year, we're especially excited to announce open nominations for CVSA's International Driver Excellence Award (IDEA). Commercial drivers worked hard this year at great personal risk throughout the biggest widespread health crisis we've experienced in nearly 100 years. This was no ordinary year.

CVSA wants to recognize the exceptional work of professional commercial motor vehicle drivers and their commitment to public safety through its driver excellence award.

Nominees must have:

- At least 25 cumulative years of crash-free driving in a commercial motor vehicle with a clean driving record for the past three years
- No felony convictions
- No safety-related driving suspensions in the past three years
- No driver violations in the past three years, excluding form and manner violations

The IDEA winner will receive \$2,500 and a crystal trophy. Assuming the 2021 CVSA Workshop continues in-person, airfare and hotel accommodations will be provided for the winner and one guest to Louisville, Kentucky. The IDEA winner will be presented with his/her award and receive public recognition during the general session of the CVSA Workshop on April 19, 2021.

The deadline for receipt of nominations is Friday, Dec. 11.

For more information and to apply, visit www.cvsaa.org/program/programs/idea.



CVSA Creates Public Online Repository for Active Emergency Declarations

In response to the COVID-19 pandemic, some commercial motor vehicle regulations in Canada, Mexico and the U.S. were temporarily relaxed to reduce restrictions that may have limited motor carriers from promptly providing much-needed products and services to assist with emergency relief efforts. Subsequently, many states, provinces and territories issued a variety of emergency measures specific to their jurisdictions. With numerous temporary actions in place, there was a need for a central repository containing active emergency declaration information.

To address this need, CVSA obtained High Priority Grant funding from the Federal Motor Carrier Safety Administration and partnered with Seikosoftware, a contracted software company, to develop an online repository for current emergency declarations, waivers, amendments, extensions, exemptions, executive orders, etc., that the commercial motor vehicle enforcement community and the motor carrier industry may reference at any time.

Each jurisdiction (and some relevant agencies and organizations) is responsible for updating its emergency declaration information through the secure online portal, ensuring the information contained on the website is timely and accurate. At roadside, officers or inspectors can quickly verify a declaration internationally, nationally, or at a state, provincial or territorial level by visiting CVSA's new webpage. The public may also view emergency declaration information at any time. The information on the website is unrestricted and open to everyone. In addition, motor carriers and drivers can download and print documents from the website to carry in their vehicles.

Going forward, through this website, law enforcement officials, inspectors, industry and the public will have a permanent, reliable "one-stop shop" for emergency information, resulting in improved movement of critical relief supplies during national, regional and local emergencies.

The Alliance's goal in creating this website was to support commercial motor vehicle safety enforcement personnel, the greater law enforcement community, the motor carrier industry and professional drivers during emergencies – ranging from a seasonal weather event to something as unique as the current unprecedented pandemic.

Visit www.cvsaemergencydeclarations.org to view current official declarations. ■

Do You Have All of This Year's Inspection Bulletins?

CVSA's inspection bulletins provide important information to augment the North American Standard Inspection Program. CVSA reminds all certified roadside inspectors to visit the CVSA website for the latest versions of all inspection bulletins. We want to ensure all inspectors are conducting roadside inspections using the most up-to-date version of each bulletin.

2020-04 – Commercial Driver's License Queries Should Be Conducted Through CDLIS

CVSA worked with the Federal Motor Carrier Safety Administration (FMCSA) to create a new inspection bulletin to alert enforcement officials that safety gaps may exist if commercial driver's license (CDL) status queries are not conducted through FMCSA's Commercial Driver's License Information System (CDLIS) or Query Central. FMCSA recommends that enforcement officials conduct CDL status queries through CDLIS to obtain the most thorough results.

2020-03 – Identifying Undeclared Hazardous Materials Shipments

CVSA worked with the Pipeline and Hazardous Materials Safety Administration (PHMSA) to create this inspection bulletin on the identification and reduction of undeclared hazardous materials in highway transportation. PHMSA asks inspectors to report undeclared hazardous materials discovered during daily roadside inspection duties.

2020-02 – Roadside Examination of Drug and Alcohol Clearinghouse Status

CVSA worked to FMCSA to create an inspection bulletin for enforcement personnel on verifying a driver's status based on data from FMCSA's Commercial Driver's License Drug and Alcohol Clearinghouse.

2020-01 – Unified Carrier Registration (UCR) Agreement Enforcement Bulletin for 2020 Registration Year

This bulletin delayed Unified Carrier Registration (UCR) enforcement until July 1, 2020, due to the delay of the opening of the 2020 registration period while FMCSA completed its rulemaking process on fee levels and due to the impact of COVID-19. The UCR Agreement establishes and collects fees from motor carriers, motor private carriers of property, brokers, freight forwarders and leasing companies. Carriers based in Canada and Mexico that operate in the U.S. are also subject to the UCR Agreement. This bulletin also includes contact information for UCR participating states.

The CVSA website will always contain the current version of each bulletin, which should be used by CVSA-certified roadside enforcement personnel. There are currently 35 inspection bulletins, starting from 2006 up to 2020. Spanish and French versions are also available.

Visit www.cvsa.org/inspections/inspections/inspection-bulletins to view all active inspection bulletins.

You may direct questions about inspection bulletins to CVSA Director of Roadside Inspection Program Kerri Wirachowsky at 301-830-6153 or kerriw@cvsa.org. ■

'CVSA INSPECTOR FOCUS' VIDEOS PROVIDE ADDITIONAL INSPECTION BULLETIN INSTRUCTION

You may access five- to 10-minute video presentations on each of this year's inspection bulletins through the CVSA Learning online portal. To access the tutorials, log in at www.cvsa.org/memberportal then click on the "CVSA Learning" tab. Select "Roadside" then click on "CVSA Inspector Focus." Each tutorial features a video presentation along with audio direction, followed by a quick quiz.



CVSA Launches New and Improved Online Learning Portal

CVSA has been offering online training courses through its learning management system (LMS) for more than two years. As the need and demand for online education continues to increase and members have expressed interest in access to more online training, the Alliance launched a new easy-to-use online learning platform featuring improved navigation, clearly organized content, a variety of multimedia offerings and more training courses.

The CVSA Learning portal features:

- A more user-friendly interface
- More online training courses
- Segmented categories, such as CDL, COHMED, Roadside, Level VI, etc.
- Virtual “badges” that mark completed courses
- Links to relevant government regulatory authorities
- An intuitive website structure

- Important CVSA resources, such as inspection bulletins, educational videos, one-minute Inspection Bitz videos, emergency declarations, news, regulatory and legislative information, etc.

For members who have used the CVSA learning management system before and have passed courses or partially completed courses in the previous system, please log into CVSA Learning and contact CVSA LMS Specialist Wendy Smith at wendys@cvsa.org to have the new system updated with your course records. Previous course records cannot be uploaded until the member has logged into the new system.

In addition, previously passed courses can be retaken. For instance, the General Hazardous Materials Refresher courses and the Class 7 Radioactive Material Inspections for the Non-Level VI Inspector course were recently updated and have new material.

Access to the new and improved CVSA Learning portal is an exclusive benefit offered to the CVSA membership. Whether you’re a law enforcement official, a motor carrier safety manager, a transportation safety advocate or an executive at a trucking organization, there is training in the CVSA Learning portal for you.

To access CVSA Learning, log into www.cvsa.org/memberportal then click on the “CVSA Learning” tab. The “CDL” link at the top of the page provides training and resources for law enforcement, prosecutors, judges, motor carriers and drivers specifically focused on CDL regulations. Inspectors can click on “Roadside” for access to inspection and enforcement training. And the “COHMED” link goes to online training on hazardous materials/dangerous goods.

For assistance with the CVSA Learning portal, contact CVSA LMS Specialist Wendy Smith at wendys@cvsa.org or 301-830-6145. ■



INSPECTOR'S CORNER

The New Normal?

By **Sgt. Benjamin Schropfer**, *Nebraska State Patrol; 2019 North American Inspectors Championship Grand Champion*

Despite choosing “The New Normal” as the title of this article, I don’t know that I’m a big fan of that saying. What does that really mean? Really, what is normal anyway? What I feel is normal can be completely different from what you feel is normal.

I think we can all agree that this year we’ve had to face some fairly unprecedented events. However, that statement may not even be true depending on how you look at things. Do we see them as unprecedented only because we don’t have anything in our memory to compare them to? I’m sure there are some historians out there squirming in their chairs wanting to point out that nothing we face is without precedent somewhere in the past.

Yet, I digress. What is normal? Regardless of how your normal compares to mine, we all have a sense of what we feel is normal. Society, as a whole, also has a sense of normal. As we’ve seen this year though, that sense of normal is shifting. Changes can bring out anxiety and, sometimes, downright fear. These feelings are often due to the uncertainty of those changes. We all want to feel comfortable and for many of us, comfort comes from certainty of what our world looks like. However, sometimes, as I’ve written about before, with that comfort comes complacency. Because of that complacency, we are not prepared for changes that we should know can happen any time.

Working for the state patrol, I’ve had occasion to work crashes and other incidents that block the roadway. This may seem straightforward to most of us in law enforcement. The road is blocked, warn motorists, stop traffic from approaching the scene and give motorists a safe place to go. However, the people who are not prepared for this simple change always amaze me. They seem to have a mental block. They are going this way. They’ve always gone

this way. They can’t go another way because this is the way they are going.

Whether we like it or not, things change.

We have a few ways that we can deal with change. First, we could choose to ignore it. We could have the attitude that this is how I’ve always done things, this is how we’ve always done business or this has always worked in the past, so I/we will just keep doing things the same way.

Second, we can just wait around until changes happen and someone else tells us how to change. There are numerous examples of this that I could use, but the one that comes to mind is the electronic logging device (ELD) mandate. Numerous companies waited until the last moment to implement ELDs and because of that, were forced to use devices that may have not lived up to their hype.

Our other option is to acknowledge that things are always changing. Look forward, try to anticipate changes that are coming and, most importantly, look for opportunities to effect change ourselves.

Some people are better at looking for changes than others. Some are even a step beyond that. They not only can see change coming but also see how to effect that change. Most would refer to them as visionaries. I’m sure you all have someone in mind when I write that word. History is filled with people that fit that description. If you have someone like that in your business or organization, you are lucky. Not everyone can be on that same level, though with understanding and effort, we can improve from where we are. Again, you have the option to be the person pining for the good old days and lamenting change. On the other hand, you can choose to educate yourself about your industry or profession. You can constantly

strive to improve your knowledge and abilities. You can network with others and learn from them. Then, through all this effort, you can be in a better position to see change coming and effect that change.

Sometimes, we aren’t in a position to see change coming. I mean really, how many of us saw a global pandemic that would cause almost everyone to shelter inside our houses and start washing our hands 50 times every day? Now, I’m sure there are epidemiologists everywhere who are wagging their fingers saying, “I told you so,” but most of us didn’t see this one coming. However, when the first signs that something bad was coming happened, what was your reaction? Did you ignore it? Did you wait for the governor in your state to tell you what to do? Or maybe, did you start taking steps to protect yourself, your business or your organization?

I’m not a historian. However, I think it’s proven that individuals, businesses and organizations that are good at adapting to change are also the ones that most often succeed. There is change coming in the U.S. for law enforcement. I am not a visionary to know how much it will affect other countries, but there are already signs that this change will not be confined here. There are numerous things on the horizon for the trucking industry as well. Autonomous vehicles, truck platooning, universal electronic ID, and Level VIII Inspections are just a few examples of technology that is coming.

So, now is the time to decide how you and your business or organization are going to deal with these changes. Are you going to stick your head in the sand and say everything is perfect the way it is? Or, are you going to look for the changes that will be best for your future and be an agent of change? ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Despite the normal summer slowdown and the ongoing complications related to the pandemic, it has been a busy late spring and summer for the commercial motor vehicle safety community.

In July, the U.S. House of Representatives approved the Moving Forward Act, a robust infrastructure package that includes a five-year authorization bill for surface transportation programs, including funding and policy related to commercial motor vehicle safety and the Motor Carrier Safety Assistance Program (MCSAP). The bill includes an increase in funding for MCSAP and other commercial motor vehicle safety grants. In addition, it has provisions that address a number of CVSA reauthorization priorities. The bill:

- Adds an additional year to the period of performance for the MCSAP formula grant and the High Priority grant program
- Gives the Federal Motor Carrier Safety Administration (FMCSA) the authority to reallocate any unspent grant funding at the end of each grant's period of performance; this allows FMCSA to redistribute unused funds to other states able to spend the additional funding
- Makes changes to the way FMCSA administers state inspector training by requiring that the training be delivered by a nonprofit with relevant experience
- Directs the U.S. Department of Transportation to initiate a rulemaking process on the creation of a new requirement that newly manufactured commercial motor vehicles be equipped with an electronic vehicle identifier
- Directs FMCSA to update the personal conveyance guidance with a maximum distance/time limit
- Requires drivers carry with them a copy of any exemption under which they operate.

While the House was working to pass its infrastructure package, commercial motor vehicle safety personnel in the states were busy adapting their protocols and ramping up enforcement. This spring, when the country first began to respond to the COVID-19 pandemic, enforcement activities decreased dramatically, as resources were redeployed, personal protection standards were put in place and national emergency declarations were issued to expedite the delivery of relief goods.

While all prudent measures, the combination of reduced enforcement and stay-at-home orders resulted in some concerning roadway behaviors. Less traffic meant open roads and drivers were speeding at much higher levels. In response, enforcement agencies across the country adapted, reassigned their staff and found a way to increase enforcement and visibility on the roadways with the goal of pushing down speeding and other dangerous roadway behaviors.

In support, CVSA's leadership elected to move forward with several enforcement campaigns this summer, including the 2020 Operation Safe Driver Week campaign in July. Enforcement officials across North America engaged in high-visibility enforcement and education efforts, targeting drivers – both commercial and private – who demonstrated unsafe driving behaviors. In August, jurisdictions conducted Brake Safety Week and International Roadcheck was rescheduled for Sept. 9-11 – all with the goal of moving back to normal levels of enforcement to help improve safety.

FMCSA has also been busy. In August, the agency held the 2020 Trucking Safety Summit, a day-long virtual discussion on how to meaningfully improve commercial motor vehicle safety. Panelists from law enforcement, industry and the federal

government came together virtually to share best practices and discuss potential solutions. Much of the discussion focused on innovation, technology and leadership. The agency and states were also busy this summer preparing for two significant regulatory changes – implementation of the new hours-of-service regulations and a new formula for MCSAP grants.

However, summer often has a way of slowing down legislative and regulatory action, particularly during an election year. This year, add to that the ongoing response to the COVID-19 pandemic and various levels of quarantine and stay-at-home orders, and progress began to stall as fall approached. While the House has passed its version of a highway bill, by early August, the Senate had not yet passed its own highway bill. Given the shortened Congressional schedule and the need to focus on COVID-19 relief legislation and appropriations bills before heading home for fall campaigning, it's unlikely that Congress will finalize a highway bill this year.

While the House-passed bill could provide an excellent starting point next year to move a bill, much will depend on the outcome of this fall's elections and on the progress (or lack of progress) the country makes in containing the COVID-19 outbreak. CVSA will continue to promote policies that support improving commercial motor vehicle safety. ■

Visit CVSA's Exemptions Webpage

Keep track of Federal Motor Carrier Safety Administration (FMCSA) exemptions by visiting CVSA's listing of active FMCSA exemptions for electronic logging devices, hours of service, parts and accessories necessary for safe operation, qualification of driver's license standards, state-specific exemptions and relevant NHTSA FMVSS exemptions, along with recently expired exemptions.

Visit www.cvsa.org/inspections/inspections/exemptions to view the full listing of exemptions.



PHMSA Takes Action in Response to COVID-19

By **Carey Davis**, Deputy Associate Administrator, Office of Hazardous Materials Safety Field Operations; **Matt Ripley**, Regional Director, Office of Hazardous Materials Safety, Southwest Region; and **Shawn Daniels**, Senior Investigator, Office of Hazardous Materials Safety, Southwest Region, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation

PHMSA provided critical regulatory relief and outreach to distilleries and other new entrants in the hazmat community that modified their primary operations to produce hand sanitizer to mitigate the spread of COVID-19.

The ongoing COVID-19 public health emergency presented significant challenges for the hazardous materials (hazmat) community. In response, the U.S. Department of Transportation's (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA) monitored the needs of the industry and granted special permits, extensions, statements of enforcement discretion and guidance while maintaining safety for the public.

For example, PHMSA provided critical regulatory relief and outreach to distilleries and other new entrants in the hazmat community that modified their primary operations to produce hand sanitizer to mitigate the spread of COVID-19.

While the Food and Drug Administration (FDA) took steps to allow the production of hand sanitizer, many of these new entrants had never transported hazmat before and were unaware that by doing so they would be considered hazmat shippers. That's where PHMSA came in. PHMSA provided regulatory relief to allow new hazmat providers and shippers to respond to the public health emergency while also maintaining safe transport.

To ensure that the new hazmat shippers were aware of how to ship hand sanitizer properly, PHMSA hosted a series of national and state webinars with the American Craft Spirits Association, Distilled Spirits Council of the United States, Tennessee Distillers Guild and the Distillers Association of North Carolina to enhance awareness of PHMSA's Safe Transportation of Alcohol-Based Hand Sanitizer Relief Notice. Additionally, PHMSA worked closely with the FDA to ensure its guidance provided awareness of DOT/PHMSA Hazardous Materials Regulations.

Through webinars and onsite visits, PHMSA's hazardous materials safety assistance team and investigators reached more than 425 new stakeholders, many of whom were new to hand sanitizer production. The webinars offered a basic overview of PHMSA regulatory

requirements, such as what they are, how they apply, and how to comply with shipping and subsequent transportation of flammable hazardous materials requirements.

Following the webinars, PHMSA investigators across the nation reached out to all known distillers to help them ship these materials safely.

PHMSA took immediate proactive steps to respond to industry's needs, which improved the industry's understanding of regulatory requirements and provided necessary flexibility. These actions protected transport workers, responders and the public during transport and enabled the urgent distribution of these critical materials in response to COVID-19.

During this public health emergency, PHMSA reached more than 700 industry and public stakeholders to ensure the safe transportation of hazardous materials.

For more information, contact PHMSA's Public Affairs Office at 202-366-4831. ■





FMCSA Revises Hours-of-Service Regulations

On June 1, 2020, the Federal Motor Carrier Safety Administration (FMCSA) published an hours-of-service (HOS) final rule that introduced four changes aimed at alleviating unnecessary burdens for commercial motor vehicle drivers while maintaining the highest safety standards on America's roads. Drivers and carriers subject to HOS regulations must begin operating under the new HOS rule on Sept. 29, 2020, and not before.

"America's truckers are doing a heroic job keeping our supply chains open during this unprecedented time and these rules will provide them greater flexibility to keep America moving," said U.S. Transportation Secretary Elaine L. Chao.

"The U.S. Department of Transportation and the Trump administration listened directly to the concerns of truckers seeking rules that are safer and have more flexibility – and we have acted," said former FMCSA Deputy Administrator Jim Mullen. "These updated hours-of-service rules are based on the thousands of comments we received from the American people. These reforms will improve safety on America's roadways and strengthen the nation's motor carrier industry."

First adopted in 1937, FMCSA's hours-of-service rules specify the permitted operating hours of commercial drivers. In 2018, FMCSA authored an advanced notice of proposed rulemaking to receive public comment on portions of the HOS rules. Subsequently, in August 2019, the agency published a detailed proposed rule that received an additional 2,800 public comments. Based on this extensive input from industry, safety advocacy groups, Congress and the public, FMCSA's HOS final rule specifies the following key revisions to existing HOS regulations:

- The **30-minute break requirement** can now be satisfied by an on-duty, not driving break (in addition to an off-duty break). The requirement for property-carrying drivers is applicable in situations where a driver has driven for a period of eight hours without at least a 30-minute interruption.
- The **sleeper berth provision** allows drivers to split their 10-hour off-duty period in different ways (e.g., 7/3, 8/2, 7.5/2.5); provided one off-duty period (whether in or out of the sleeper berth) is at least two hours long and the other involves at least seven consecutive hours spent in the sleeper berth. The periods must add up to 10 hours and when used together, neither time period counts against the maximum 14-hour driving window.
- The **adverse driving conditions exception** is extending the duty day by two hours when adverse driving conditions are encountered. This is in addition to the extra two hours of driving time already allowed. This change applies to both the 14-hour driving window for property carriers and the 15-hour on-duty limit for passenger carriers.
- The **short-haul exception** maximum allowable workday is changing from 12 to 14 hours and the distance the driver may operate is extending from a 100 air-mile radius to a 150 air-mile radius.

FMCSA worked diligently to ensure that state and federal safety officials were trained and prepared to start applying the new regulations on the Sept. 29, 2020, compliance date.

Safety officials can find resources to help educate motor carriers about the changes on FMCSA's HOS webpage at www.fmcsa.dot.gov/regulations/hours-of-service. ■

Pavan Pidugu Joins FMCSA as Chief Technology Officer

Pavan Pidugu is FMCSA's new chief technology officer. He enters his new role possessing extensive experience in the global retail and digital technology sector, including senior-level positions with Walmart and Target, respectively.

Pidugu holds three master's degrees: in technology management, operations management and business administration.

"Strengthening commercial vehicle safety and saving lives is crucially dependent on efficiently leveraging technology and securely sharing data across many platforms," Pidugu said. "I am excited to join such an outstanding cadre of dedicated FMCSA and state safety professionals, all embracing the goal of ensuring that every roadway traveler reaches their destination safely." ■



Pavan Pidugu

FMCSA Launches New Grants Module for Partners

In June 2020, the Federal Motor Carrier Safety Administration (FMCSA) launched a new grants module as a home for many of its grant opportunities. This centralized hub – located on A&I Online – contains important tools and information for the Motor Carrier Safety Assistance Program (MCSAP), High Priority and Commercial Driver's License (CDL) Program Implementation grants.

The new grants module aims to support MCSAP state partners and other grantees in the work they do on a daily basis, providing a single location for public and portal-access-only tools (such as the eCVSP tool or activity dashboard) and resources to help apply for, monitor and manage FMCSA grants. An intuitive interface replaces and supplements the former "MCSAP Tools" page, fleshing out an in-depth picture of the FMCSA grants landscape.

Users can visit the grants module to easily access links to public and portal-access tools, including:

- eCVSP Tool
- Activity Dashboard
- Grants Management Training
- National CDL Program Training (*NEW*)
- FMCSA State and Local Partner Resources
- And Much More

Included in this new module are multiple training courses that provide additional guidance and education to grantees and all those partnering with FMCSA to improve commercial motor vehicle safety across the country.

The national CDL program training – launched along with the grants module in June 2020 – offers an in-depth look at FMCSA regulations to help paint a picture of CDL compliance and ensure that only qualified drivers operate on the road. This new training was developed with input from state partners and is designed with CDL coordinators in mind but provides a helpful overview of the national CDL program and its processes for all those working on commercial motor vehicle safety.

The grants management training – launched in 2019 – features eLearning courses and job aids detailing the grants management lifecycle, Office of Management and Budget uniform guidance, and how FMCSA grants can help grantees meet their safety goals.

The new grants module is available at <https://ai.fmcsa.dot.gov/grants>.

Users can provide feedback via the link available on A&I Online to guide FMCSA in developing additional resources to help partners work together with the administration in pursuing the nationwide safety mission. ■

New CDL Program Training Available for FMCSA State Partners

As a key piece in its partnership with states to ensure only qualified drivers operate commercial motor vehicles on the nation's roadways, FMCSA developed new training on the CDL program. Launched in June, this training provides vital information for FMCSA partners, aiming to improve commercial motor vehicle safety across the country.



Developed with CDL coordinators in mind, the training is an interactive resource to help states better understand and achieve compliance with FMCSA regulations. Although geared toward state driver licensing agencies (SDLAs), the courses and supplemental materials contain context and insights that provide value to anyone working with the national CDL program or partnering with FMCSA to save lives.

Training materials were developed and reviewed alongside a team of FMCSA subject matter experts and SDLA partners. Through this collaboration, FMCSA aims to ensure the training materials have real-world applications for users across the country.

The training includes eLearning courses, video content and complementary job aids. These materials focus on the convictions and disqualifications process, providing a picture of compliance for SDLAs and lessons for all those involved in the program.

Resources released in June include:

- Video – FMCSA CDL Program Introduction
- Module One – Introduction to the CDL Program
- Module Two – Introduction to Convictions and Disqualifications
- Module Three – Convictions
- Module Four – Masking
- Module Five – Disqualifications
- Job Aid – Glossary and Acronym Guide

Courses are self-paced, with frequent knowledge checks throughout to help users adjust their learning experience as needed. All resources are available on demand and accessible on a computer, tablet or mobile device with no login required.

The FMCSA grants module (<https://ai.fmcsa.dot.gov/grants>) hosts the new training and serves as a centralized hub to support state partners and other grantees in the important work they do to apply for, monitor and manage FMCSA grants. The area will continue to evolve, as FMCSA plans to expand the module with additional information and training offerings to support the national CDL program and overall motor carrier safety compliance. ■

CMV Safety Summit Promotes Best Practices and Partnerships

By **Brenda Lantz**, Associate Director, North Dakota State University, Upper Great Plains Transportation Institute

The North Dakota State University (NDSU), Upper Great Plains Transportation Institute (UGPTI) is planning to host the second western regional Commercial Vehicle Safety Summit May 25-26, 2021, in downtown Denver, Colorado. The summit will be co-hosted with the Colorado State Patrol with funding provided through a cooperative agreement with the Federal Motor Carrier Safety Administration (FMCSA).

The summit will bring together representatives from law enforcement, driver licensing agencies, universities and industry to share research and best practices to improve data quality and the collection and use of commercial motor vehicle (CMV) data. It will highlight ways states have worked to improve data quality, improve the ways they collect data and/or new ways they are using the data. Each state and territory in the FMCSA Western Service Center region was contacted to determine current projects and partnerships, topics of interest and innovative approaches they have implemented.

The agenda is being developed based on these inputs and will include the following:

- A session with state-specific examples of best practices
- A session regarding resources and tools readily available to states
- A session with information on current research and partnerships
- A session completely devoted to a roundtable discussion of state-specific issues

In addition, an opening session focused on the impact and lessons learned from the COVID-19 pandemic is planned, with federal, state and industry perspectives. Representatives from FMCSA will also provide updates regarding rulemakings and current programs, and will be available for questions and answers.

The summit will emphasize partnerships with universities and the capabilities they have to assist agencies. These capabilities include conducting data analysis and evaluation, building tools to visualize data, helping to



develop innovative strategies, leading training efforts, and/or organizing and hosting an event, such as the summit, to bring together various stakeholders in the state or region.

The first summit was held in November 2018 and brought together about 130 state and federal law enforcement personnel, driver licensing agency representatives, university researchers and industry members. In addition to discussions of best practices, research and partnerships, the 2018 summit highlighted emerging trends, educational programs available, how to overcome obstacles and new technologies.

An evaluation survey conducted after the 2018 summit provided overwhelmingly positive feedback. Specific comments included that "All of the topics were relevant and geared towards creating partnerships and collaboration with other stakeholders. Summit exceeded my expectations," and "The agenda was filled with relevant topics that were valuable to all attendees. It was great to have so many different disciplines represented." Another comment noted that "Research studies, results, and products funded by FMCSA are available to all - but you have to know about them and find them." It is this last comment that the Summits intend to continue to address – there is a lot of great work being done that should be shared so that everyone can benefit from it.

Some of the many outcomes from the 2018 summit included the creation of the NDSU-UGPTI Commercial Vehicle Safety Center (CVSC), a series of webinars and a new resources page available from the CVSC website (www.ugpti.org/outreach/cvsc/resources.php). The resources page includes all the presentations and materials from the 2018 summit, links to the webinar slides and recordings, and is also continuously updated with new articles and reports as they are released. In addition, the CVSC serves as a point of contact for universities, law enforcement and driver licensing agencies seeking assistance to establish partnerships to improve CMV safety.

Similar summits have been held in the eastern and southern regions, hosted by the University of Massachusetts and the University of Alabama, respectively. Each of those universities have also established centers to continue to promote partnerships.

Full details regarding the upcoming 2021 summit are available on the CVSC website (www.ugpti.org/outreach/cvsc/). If you would like more information, are interested in learning more about forming a partnership or if you have a topic idea for the 2021 summit, contact Brenda Lantz at brenda.lantz@ndsu.edu. ■



Commercial Vehicle Safety Summit, November 2018.



Post-Coronavirus CDL Enforcement and Adjudication

By *Romana A. Lavalas, Senior Attorney, National Traffic Law Center, National District Attorneys Association*

On March 11, 2020, the World Health Organization classified the COVID-19 (coronavirus) outbreak as a global pandemic. As part of the federal government’s response to the coronavirus pandemic, on March 13, 2020, the president of the United States declared a nationwide emergency under the Stafford Act. In addition, the White House Coronavirus Task Force developed and issued a document titled, “30 Days to Slow the Spread,” identifying the transportation sector, including the commercial motor vehicle (CMV) industry, as critical and directing those workers to maintain their normal work schedules.

The transportation industry and others related to it (shipping, manufacturing, etc.) have always been the backbone of the American economy. According to research conducted by the American Trucking Associations, our economy depends on trucks to deliver 10 billion tons of virtually every commodity consumed – more than 80% of all freight transported annually in the U.S.

Although the federal government immediately identified trucking and truckers as essential to the safe and efficient transportation of goods throughout the country, American consumers quickly realized just how essential the trucking industry and truck drivers truly are, as they eagerly awaited deliveries of toilet paper, hand sanitizer, anti-bacterial wipes, sprays and other essentials. The food supply chain, health care and retail sectors are just a few of the industries that would be crippled by the halt of truck traffic.

The Federal Motor Carrier Safety Administration (FMCSA) is the federal agency responsible for promulgating rules and issuing regulatory guidance for the trucking industry, as well as setting the minimum standards required to obtain commercial driver’s licenses (CDL) issued by the states. To facilitate the delivery of essential supplies and equipment by commercial motor vehicles, and the drivers who operate them, FMCSA responded by issuing its own emergency declaration on March 13, 2020, as well as notices of relaxed enforcement policies that pertain to this group of drivers, many of whom are CDL holders.

Since the issuance of FMCSA’s first emergency declaration, the agency extended this declaration and expanded guidance for the states. For a list of FMCSA’s and state-specific emergency declarations, waivers, exemptions and permits affecting CDL holders and the trucking industry, visit www.fmcsa.dot.gov/emergency-declarations. Additionally, the National Traffic Law Center’s (NTLC) partner organizations (who are also FMCSA grantees) have their own coronavirus resources pages. For links to NTLC’s partners’ pages, visit www.ndaa.org/programs/ntlc/commercial-drivers-license/cdl-resources.

While this time of crisis seems interminable, we are moving from crisis to recovery. Courts have reopened, prosecutors’ offices are returning to full staff and dockets are returning to a new, but socially distant normal. As states ease into recovery, many court proceedings may be handled virtually or for

many traffic courts, almost entirely by mail. As more vehicles retake the roads, dockets will be flooded with backlogged cases and new traffic citations. No doubt, judges and prosecutors will face pressure to clear the backlog of all cases but particularly traffic cases, since these cases tend to lag unnecessarily and accumulate quickly. Moreover, once FMCSA’s and state’s emergency declarations waivers and exemptions expire, courts may notice CDL holders and/or motor carriers claiming protection under these declarations with increased frequency. This may result in requests for more deals or hasty dismissal of cases to ease crowded dockets.

As prosecutors and courts deal with CDL holders and drivers of CMVs who claim to have provided “direct assistance” in support of relief efforts related to the COVID-19 pandemic by transporting essential supplies, equipment or people, prosecutors and courts are encouraged to examine those claims thoughtfully and thoroughly. “Direct assistance” means transportation and other relief services provided by a motor carrier or its driver(s) incident to the immediate restoration of essential services, such as medical care, or essential supplies, such as food, related to COVID-19 outbreaks during the emergency. Undoubtedly, there will be drivers who, when cited, were in fact operating well within an FMCSA or state declaration, waiver, exemption, etc. Generally, CDL holders are a law-abiding group of individuals. However, there are those who will use the waivers to justify prohibited behavior or claim exemptions after their expiration.



CVSA has its own online repository for state and federal emergency declarations, waivers, amendments, extensions, exemptions, executive orders, etc., updated by CVSA member jurisdictions. Visit www.cvsaeemergencydeclarations.org to view current official declarations.

Therefore, while FMCSA intended these emergency declarations, waivers, exemptions and permits to be extended to drivers assisting with COVID-19 pandemic relief efforts, these measures do not relieve CMV drivers (or motor carriers) from their continued obligation to operate safely. Further, prosecutors, judges and law enforcement officers are not relieved from their obligations to refrain from masking CDL offenses. The state must not mask, defer imposition of judgment or allow an individual to enter into a diversion program that would prevent a commercial learner's permit (CLP) or CDL holder's conviction for any violation, in any type of motor vehicle, of a state or local traffic control law (other than parking, vehicle weight or vehicle defect violations) from appearing on the CDLIS driver record, whether the driver was convicted for an offense committed in the state where the driver is licensed or another state. Read "Mastering Masking: Why and How to Avoid Masking CDL-Holder Convictions" at www.ndaa.org/wp-content/uploads/July-BTL-Masking-1.pdf for more information.

Because FMCSA was concerned that the use of its emergency declarations and waivers might be prone to abuse by "bad actors," the agency specified that direct assistance does not include routine commercial deliveries, including mixed loads with a nominal quantity of qualifying emergency relief added to obtain the benefits of this emergency declaration.

Further, FMCSA's expanded emergency declaration (modified for easier reading

below) indicated that commercial carriers and drivers providing direct assistance to the nationwide emergency were not granted emergency relief from, and must continue to comply with, the following Federal Motor Carrier Safety Regulations and conditions:

- State laws and regulations, including speed limits and traffic restrictions (49 CFR § 392.2)
- Drivers may not be permitted to operate a CMV while a driver's ability or alertness is so impaired, or so likely to become impaired, through fatigue, illness, or any other cause, as to make it unsafe for him/her to begin or continue to operate the motor vehicle (49 CFR § 392.3)
- Motor carriers must not force or allow fatigued drivers to operate a CMV; a driver who informs a carrier that he/she needs immediate rest shall be given at least 10 consecutive hours before the driver is required to return to service
- A motor carrier whose driver is involved in a crash while operating under the emergency declaration must report any recordable crash within 24 hours to the FMCSA Division Office where the motor carrier is domiciled
- Motor carriers must continue to abide by the controlled substance and alcohol uses and testing requirements (49 CFR Part 382), the CDL requirements (49 CFR Part 383), the insurance requirements (49 CFR Part 387), the hazardous material regulations (49 CFR Parts 100-180), applicable size and weight requirements, or any other portion of the regulations not specifically exempted under 49 CFR § 390.23

- Motor carriers or drivers who are currently out of service are ineligible for the relief under the emergency declaration until they have met the applicable conditions for its rescission and the order has been rescinded by FMCSA in writing

Prosecutors, courts and law enforcement officers should look to the declarations, both state and federal, to verify whether any of these declarations, waivers, exemptions or permits apply to the CDL holder who is claiming their protection. Prosecutors should also look to other forms of documentation, such as receipts, bills of lading or reports, regarding dates and cargo from the driver's trip(s). While FMCSA has messaged to the CMV industry that it wants to facilitate the smooth delivery of essential supplies, equipment and people by motor carriers and their drivers, these waivers do not provide CDL holders or their employers a "green light" to commit traffic violations.

The National District Attorneys Association's (NDAAs) NTLC is available to assist prosecutors and other traffic safety professionals in navigating these declarations and exemptions and their impact on traffic adjudications. For help with specific questions about FMCSA's emergency declaration as it relates to CDL and/or CMV cases, contact Senior Attorney Romana Lavalas at rlavalas@ndaajustice.org. In addition, NDAAs has compiled additional targeted resources to assist prosecutors and the courts about COVID-19 in other related matters at www.ndaa.org/covid-19. ■



FROM THE DRIVER'S SEAT

Safe Trucking in the Age of COVID-19

By **Sammy Brewster**, *Professional Truck Driver, ABF Freight; America's Road Team Captain*

The past few months have challenged us as individuals and as professionals. As professional drivers, we continued to do our job and as motor carrier enforcement officers, you continued to do yours. However, our jobs have changed. The COVID-19 pandemic has created new challenges for us to overcome as our lives have been interrupted. Figuring out how to adapt to this new lifestyle is not easy but I can share some of the ways that have helped me during this health crisis. Being recognized as an essential service has been very rewarding but truck drivers had to quickly get personal protection equipment, adjust their home life and prepare for routes differently.

We all agree that safety is our top priority. Highway safety personnel ensure the highways and drivers are safe, and we ensure we are fit and ready to hit the road. We both educate the motoring public on how to safely operate alongside trucks and motor carrier safety personnel. COVID-19 hit us with a new challenge in our safety mission as the health of others and ourselves was at risk. Our companies worked quickly to get us the personal protection equipment. In addition, the American Trucking Associations (ATA), state trucking associations

and CVSA law enforcement members distributed masks, hand sanitizer and boxed meals to truck drivers at truck stops and weigh stations around the country. The trucking industry and law enforcement stepped up and promoted safety by making sure we had all we needed to do our jobs safely.

This pandemic has changed the lives of me and my family. Though it has been tough having summer vacations canceled and not seeing my family for some time, for Father's Day, I got to see my dad for the first time since mid-March. It was so great to gather outside of my sister's house and catch up with family and to celebrate the graduations that were put on hold. Despite being with everyone, we kept our distance and stayed outside. I have had to make some life-altering changes with COVID-19, as I am exposed and interact with others who are exposed. To keep me and my family safe, I wear my mask and clean my hands and my workspace as much as possible.

One of my favorite things to do while on the road is to stop and eat at restaurants during my trips. I have met so many great people in the trucking industry at restaurants that I will

likely never see again. Since many restaurants closed their dining areas, like millions of truck drivers across America, I have been packing my meals and bringing them with me. It is not my favorite thing to do. Just a few weeks ago at a Pilot Flying J in Georgia, I was swapping stories with an older gentleman, a retired truck driver. He told me about how he missed driving so much that he decided to go back to work. I bought his coffee to thank him for his hard work and dedication. I miss those interactions and "paying it forward" to my brothers and sisters in the industry.

When I get assigned a route, I research the weather and road conditions. COVID-19 hit states differently, leading each state to create their own rules and requirements. This makes traveling freely a bit more difficult. I watch and read the news daily, but I have been paying more attention to the rules surrounding COVID-19 in different states. Truck driving has been a great profession to be able to travel the country and I can tell we are appreciated wherever my work takes me.

The national and local recognition that essential workers have received due to COVID-19 has





Highway safety personnel ensure the highways and drivers are safe, and we ensure we are fit and ready to hit the road.

been a welcome change to my life. Just a few weeks ago, I was stuck in traffic when a young girl in a car next to my truck asked to take a photo of me. I don't know where that photo ended up, but her admiration and appreciation for what I have been doing made me love my job even more. Without the heroic efforts made by drivers to move America forward through the COVID-19 pandemic, this moment would not have been made possible for me. This positive image will allow us to promote the trucking industry to young men and women who will, hopefully, one day join our industry.

Highway safety personnel make my job easier, because I trust them to do their job safely and efficiently. This health crisis has demonstrated to America how essential we are together, and knowing that those inside and outside of the industry have our backs makes us more comfortable and confident in our jobs and relationship with one another.

While not health related, some major cities are experiencing social unrest, which has affected the safety of our professions. My hometown of Atlanta has been a hot spot recently and this can make my job more challenging. It is always

important to remember to focus on safety, not just others but also yourself. Everyone has their own opinion and voice, so I leave it to others to do their jobs. Truck drivers should do their best to avoid areas of unrest and stick to their assigned routes. Stay clear of those areas so that the authorities can handle it themselves. Everyone has a part to play and if we all work hard to master our jobs then we will all excel. Check out the sidebar on the right for ATA's recommendations for drivers if they do find themselves in a situation with social unrest.

We need to focus on the importance of teamwork and promoting safety, which remind us of how significant our jobs are. The biggest thing we can do today is to continue to educate one another. Reach out to those who don't know what we do and educate them about the impact and essentiality of the trucking industry. People get a better understanding of what we are doing the more we talk about it and share our stories. Change can be good and bad, but hopefully these tips will allow you to better adapt to life during COVID-19 and maybe, very soon, after. ■

RECOMMENDATIONS FOR PROFESSIONAL DRIVERS ENTERING AREAS OF SOCIAL UNREST

The American Trucking Associations (ATA) Safety Management Council (SMC) and the ATA Transportation Security Council (TSC) provides the following recommendations for professional drivers and motor carriers operating in areas of protest and social unrest, at any time.

While it is impossible to plan for each situation, there are key safety and security measures professional drivers can take when operating in areas with potential unrest. Below is a list of recommended practices to help professional drivers remain safe and secure:

- ✔ Immediately report any emergency situation to local law enforcement by calling 911.
- ✔ Avoid areas of unrest. Exercise caution when in the vicinity of any large gatherings, protests or demonstrations.
- ✔ Plan for road closures. If your route brings you through an area that has seen protests, check the local news, with your dispatcher or the safety department to make sure interstates and roads along the route are open and the area you are delivering to is safe.
- ✔ Contact the delivery location for current and timely situations and conditions. Traffic conditions are constantly changing.
- ✔ Remain in regular communication with your dispatcher to provide travel updates.
- ✔ Plan ahead. Try to make deliveries in areas of unrest during the day. At night, park in well lit, safe areas.
- ✔ Assess every situation prior to exiting the cab of your truck. If danger or exposure to large gatherings in the form of protest exist, abort delivery operations.
- ✔ Conduct thorough pre-trip inspections before departing domiciled locations; eliminate maintenance breakdowns from the equation.
- ✔ Always keep doors locked and windows closed. Remove keys from unattended vehicles and ensure trailer locking and latching mechanisms are functioning properly.
- ✔ If you encounter a gathering, stop your vehicle and do not drive through. Avoid any interaction and do not provoke the group.
- ✔ If available, utilize your in-cab camera in an unsafe situation to document your surroundings.
- ✔ Maintain continuous contact with your dispatcher and safety department for specific operating procedures and follow company policy.





Three Cornerstones of Defensive Driving

By **Dave Elniski**, Safety Officer, Caveman Transport Ltd.

For more than 50 years, defensive driving has been a topic taught for the purposes of improving safety for and collaboration between drivers on the road (National Safety Council [NSC], 2020). I think most people understand defensive driving to mean driving in a manner that anticipates mistakes by others and aims to increase on-road safety for all road users.

As a professional truck driver and safety officer for the flatbed trucking company Caveman Transport Ltd., out of Lethbridge, Alberta, I incorporate defensive driving practices and techniques into my own driving and into the training program at Caveman. Although there are many techniques involved in defensive driving, I would like to explain three key concepts that I believe are cornerstones to professional and defensive driving behaviors:

1. Preventability Versus Fault
2. Following Distance
3. Remaining Detached from Other Drivers

Preventability Versus Fault

In defensive driving, one of the most important concepts is preventability. The definition of a preventable collision is one in which the driver failed to do everything that reasonably could have been done to avoid it (NSC, 2011). This is different from fault. Most people, when discussing an accident, talk about who was at fault, and from an insurance standpoint, this is very important when settling claims. However, you could be not at fault for an accident but still have contributed to it.

For example, let's say your truck is rear-ended at a stop sign. This is a classic example of an accident where you would probably not be directly at fault. In this example, if your rear lights and conspicuity markings were covered with snow and dirt, it could be argued that this accident was preventable if the other driver did not see you were stopped. In this way, you would have contributed to the accident by not having clean lights and markings, failing to do everything reasonable to prevent the accident (assuming there was a reasonable opportunity for you to clean the rear of the vehicle while en route).

A professional driver should always be thinking about preventing accidents, not just about not being at fault. Many people drive on a sort of autopilot where they follow too closely and trust that other drivers will follow the rules. What makes a defensive driver so safe is that this sort of driver is always looking for mistakes another might make and does not trust other drivers will always follow the rules.

Trucking companies do not have their safety performance measured in terms of fault. Our accidents are counted against us unless we can show that the accident was non-preventable. Proper pre- and post-trip inspections and following all the rules of the road are the best way to ensure we are not involved in preventable or at-fault accidents. By considering preventability in driving decisions, professional drivers can step up their game by anticipating other drivers' mistakes. And we all know that other drivers will make mistakes.

Bad drivers are like deer on the road:
we must treat them with caution
but should not waste our anger on them.

Following Distance

When it comes to driving any vehicle, following distance is one of the most important factors in determining a driver's likelihood of getting into a collision and in one's overall stress level while driving.

Following distance is the distance between the front of your vehicle and the rear of the vehicle in front of you. A common way to measure this is in seconds: when the rear of the vehicle in front of you passes by an object, start counting until you reach that same point. That amount of time is your following distance. Heavy truck drivers should aim for 7 seconds or more of following distance at highway speeds when the roads are dry. When visibility is reduced and the road is wet, slick or icy, considerably more time should be added.

Following distance is the amount of time you have to react to collisions and hazards in front of your rig. Driving too closely to the vehicle in front of you is dangerous, unprofessional and stressful. I find that when I adjust my speed to keep a large following distance, I am much more relaxed. I am also more confident in my ability to handle unexpected situations

safely. Brake lights well ahead allow me time to respond professionally to a possible problem. Brake lights right in front of me are an immediate crisis.

Remaining Detached from Other Drivers

Being stuck behind or driving around inexperienced, inconsiderate drivers can be very frustrating and lead to feelings of anger. Sometimes, it's someone who is distracted. Sometimes, it's someone who cut you off. When you are in scenic areas, it can be someone using the highway as their place to take pictures, causing them to drive slowly and unpredictably.

However, there is nothing we can do about the actions of others. If we get angry because of mistakes others make, we are the ones who are harmed. If, in our anger, we do something we would not do when calm, our anger can cause us future regret and in extreme cases, could cause an accident or violent encounter.

One of the best pieces of driving advice I could give someone is to see other drivers as what they are: road hazards we can't control.

If someone cuts me off and I think of it as a personal attack against me, I am likely to get mad. If someone does the same thing but I just see them as a hazard and react by carefully slowing down and giving them space, I find that I am calmer and quickly forget the incident. This is remaining detached from other drivers: defensive drivers do not take the actions of other drivers personally and don't play dangerous games of highway power and revenge.

Bad drivers are like deer on the road: we must treat them with caution but should not waste our anger on them. When I encounter the dangerous actions of other drivers, I tell myself that they probably don't know any better, try to get on with my day, and generally find that this approach helps me be calmer and more rational.

I'm a firm believer that a defensive approach to driving makes me a safer, better driver. Additionally, because of how much less stressful and more enjoyable driving becomes when these principles are practiced, defensive driving becomes a positive feedback loop: the more I do it, the more I want to do it. ■

California's High-Tech Screening for Inspection Efficiency

By Lt. Cmdr. Jessica Stratton, California Highway Patrol, and Tom Der, Vice President, ITS Solutions and Engineering, International Road Dynamics

The Cordelia Commercial Vehicle Enforcement Facility, in partnership with the California Department of Transportation (Caltrans), is overseen by the California Highway Patrol (CHP) and operated by the CHP and specially trained civilian staff. Strategically located in the Bay Area's busiest commercial corridor on Interstate 80, Cordelia is a complex commercial motor vehicle screening system that uses high-technology solutions such as weigh-in-motion (WIM), tire safety screening, machine vision and automated database lookups.

The technology at the site enables fast processing of commercial motor vehicles by sorting vehicles into different lanes at the weigh station based on the degree to which the vehicles meet inspection criteria. WIM and tire screening identify vehicles with potential weight and tire condition violations, while database screening identifies vehicles with safety or credential issues.

Caltrans selected International Road Dynamics (IRD) to integrate technology at the Cordelia Eastbound site. The control system and software also offered a high degree of automation while ensuring transparency of operations and availability of manual overrides for crisis scenarios.

Screening Technology

At such a busy location, screening technology plays an important role in optimizing resources. Commercial vehicle inspection specialists conduct North American Standard Level I, II, III or IV Inspections on more than 40,000 vehicles a year at Cordelia and effective screening ensures their time is not wasted on compliant vehicles. Screening technology is also important for industry, ensuring that a vital transportation route does not become congested and unduly delay drivers.



Tire safety screening in Cordelia, California, using TACS™

While efficiency is considered, safety must always be the top concern and this system has very stringent requirements for accuracy. The WIM sorter system monitors, weighs and measures commercial motor vehicle traffic traveling along the ramp at speeds below 40 mph (65 kph). The Cordelia system specifies higher WIM accuracies than the typical American Society for Testing and Materials Type III required for most pre-clearance operations. The double-threshold single load cell WIM scales on the ramp approaching the inspection station achieve accuracies of $\pm 4\%$ gross vehicle weight for 95% of vehicles.

Tire safety screening is performed by IRD's Tire Anomaly and Classification System (TACS™) which measures tire footprints using an array of sensors and identifies vehicles that have underinflated, flat, mismatched or missing tires. Vehicles flagged by TACS or flagged as overweight by WIM on the ramp

are identified as such in vehicle records displayed to the inspectors through the operator software. Year-to-date, almost 3,000 commercial motor vehicles were screened with TACS and identified with potential violations.

The site incorporates iSINC® electronics to provide WIM screening and control other devices. Vehicles are identified on the ramp using cameras equipped with optical character recognition to read license plates and USDOT numbers. Cameras at the site also capture images of CVSA decals and will soon have the ability to screen for valid/expired inspection decals.

The recent addition of an intelligent roadside operations computer (iROC) enables rapid screening of identified vehicles against Federal Motor Carrier Safety Administration and safety and fitness electronic records (SAFER) data sources for credential and safety screening.



Inspecting a vehicle inside the facility



Checking tires at the station





Ramp screening technology in Cordelia



Cordelia lane overview

The iROC communicates with the iSINC while also connecting with remote databases to enable screening for compliance with SAFER, intra-state vehicles, permits and tax violations. The iROC provides a data store for future analysis of commercial motor vehicle operations, something that may become a factor for future trend analysis of volumes and types of violations identified by the system. As the iROC maintains local copies of remote databases, in accordance with California privacy law government code 6254, these databases are updated as changes are made to the publication source, so it is kept current and able to continue e-screening in the event the network connection is interrupted.

At the Station

Based on vehicle compliance, all commercial motor vehicles are directed into either the left or right lane. From these two lanes, they are sorted into one of the four low-speed WIM

lanes downstream. Vehicles suspected of being noncompliant are directed to the two lanes closest to the station; whereas, vehicles more likely to be compliant are directed to the two lanes to the left. All commercial motor vehicles are weighed again in the low-speed WIM lanes.

In the low-speed lanes, vehicles travel at 2-15 mph (3-24 kph) with double-threshold SLC WIM scales achieving accuracies of $\pm 2\%$. Weight compliance is determined and signaled to a programmable logic controller (PLC) that interprets iSINC sign decisions to direct the flow of vehicles through the station using signs and signals. The PLC also plays an important role in traffic backup detection and management. When it is determined that a vehicle is compliant, the system sets traffic signals directing the vehicle to leave the station. Non-compliant vehicles are held and directed by a station operator to an inspection bay or static scale for inspection.

Operator Software

IRD's operator display software was customized to suit the Cordelia sorter system and site layout. The software displays commercial motor vehicle traffic entering the station, including potential weight and credential violations, and maintains a historical record of each vehicle that has passed through the station. Importantly, the system allows authorized inspection staff to adjust screening settings.

Outcomes

The most important consideration for CHP is that commercial motor vehicles that travel through the Cordelia site will not pose a safety risk to the public. With the volume of traffic at Cordelia, it is important that its inspectors do not miss the opportunity to closely examine vehicles that are potentially unsafe. WIM and e-screening have obvious, established safety benefits and the increase in tire violations identified in pre-screening since implementing TACS has provided significant added value in that respect.

The CHP is a leader in commercial motor vehicle enforcement, and a key goal is to improve safety by utilizing current and advanced commercial motor vehicle technology. ■



The main window showing vehicle records



Operator display (vehicle record with tire anomaly indicated)

Transport Sanitation is More Important Than Ever

By **H. Kevin Mest**, Senior Vice President and General Manager of Passenger Services, Zonar

This year has brought substantial changes to the world and our daily lives at the hands of a global pandemic. The coronavirus highlighted our collective vulnerabilities and the importance of supporting one another during this difficult time.

As part of the passenger services team at Zonar, I work closely with customers who are considered essential workers and who continue to deliver crucial items and transport people in spite of the threat to their health. Drivers' commitment to continue working is humbling and pushes me, along with the rest of the Zonar team, to help make it easier for essential drivers and fleet managers to maintain and protect their health, and those around them.

Implementing proper sanitation has been an important issue for our customers and for curbing coronavirus infection rates. Sanitation requirements for metro, motorcoach and school buses have always been important, but in light of the pandemic there is an increased sense of urgency, which has elevated the importance of meeting sanitation requirements.

Below are three things for fleet managers to keep in mind that will help keep drivers and operators safe and healthy on the road.

Stay Aware of Changing Regulations

As organizations are catching up to the impact of COVID-19, the rules and regulations that have typically governed our industry have rapidly evolved to ensure the health and safety of drivers, operators and everyone with whom they come into contact. To help your business stay on top of the ever-changing landscape and remain compliant with state and federal guidelines, refer to trusted authorities for information. Word of mouth from colleagues, friends or family may be old news at best and spreads false information at worst. Some trusted resources to consider include:

- **Commercial Vehicle Safety Alliance**
www.cvsa.org
- **Federal Motor Carrier Safety Administration**
www.fmcsa.dot.gov
- **Federal Highway Administration**
www.highways.dot.gov
- **U.S. Small Business Administration**
www.sba.gov
- **American Public Transportation Association**
www.apta.com
- **American Trucking Associations**
www.trucking.org
- **Cybersecurity and Infrastructure Security Agency**
www.cisa.gov



Depending on the type of commercial motor vehicles your fleet uses, the rules might change from state to state, as well. I also recommend checking out Zonar's COVID-19 resource page, www.zonarsystems.com/safety-compliance/covid-19-updates, which collects real-time information from all of these authorities in one place. Zonar's safety and compliance team has also been holding weekly webinars, including on-demand replays and Monday Q&A calls every other week.

Be Empowered to Keep Yourself Safe

For drivers or operators who cannot self-quarantine, it's important to be aware of how to stay healthy and protect yourself when you have to be on the road and interacting with others. Aside from formal regulations, health safety tips from trusted authorities (listed on the left) will help with finding the most effective means to stay safe when you can't stay-in-place. In general, the consensus is that wearing appropriate masks, keeping at least 6 feet of space between you and others, and frequent handwashing or using hand sanitizers with at least 60% alcohol are the best ways to protect your health. But as noted earlier, instead of relying on word of mouth – go straight to the Centers for Disease Control and Prevention (www.cdc.gov/coronavirus/2019-nCoV) for direct guidance from public health and medical experts.

Make Your Technology Work to Your Advantage

Now is a good time to review your tech stack and see where your technology can work to help keep everyone in your fleet accountable and safe. For example, consider using your GPS to spot if drivers are potentially headed into locations with high COVID-19 spread and provide additional precautions as needed. Or, reconfigure your pre- and post-trip inspection technology to document interior bus-cleaning procedures to help teams verify when vehicles have been sanitized. Existing technology should support and supplement the efforts of your teams to protect themselves and ensure the maintenance of their vehicles during these especially challenging times.

We are potentially at the precipice of a systematic shift within the transportation industry. There is a good chance that not all ridership will come back given permanent changes in behavior, schools transitioning their schedules and more companies promoting a work-from-home culture. Now more than ever it's important to continue learning, listening and banding together as an industry to ride these global shifts. ■

CVSA Level VI Certification Classes on Hold, CVSA Grants Additional Time for Meeting Certification Requirements During Declared Emergency

Due to state travel restrictions and health guidelines associated with the COVID-19 pandemic public health emergency, all Level VI Inspection certification classes and public outreach events for the remainder of the calendar year have been suspended. However, CVSA recently revised "Operational Policy 4 – Inspector Training and Certification" to provide inspectors additional time to meet their initial or refresher certification requirements.

Operational Policy 4 defines a "declared emergency" as an emergency situation that has been declared by a federal, state, provincial, territorial or local government authority that removes an inspector from the responsibility or ability to conduct inspections. This includes, but is not limited to fire, flood, drought, pestilence, famine, disease, hurricanes, tornadoes, etc.

For initial certifications, including Level VI, in the case of a declared emergency, if an inspector is not able to conduct inspections and the six-month time frame for completing the initial number of inspections for the applicable certification lapses, the inspector may be

provided an extension at the discretion of the lead agency. This extension shall be no longer than six months. If the declared emergency lasts beyond the six-month extension, the inspector must attend the applicable course(s), pass all required exams and complete all the required inspections. Jurisdictions are responsible for ensuring proficiency once the initial inspections are completed.

For re-certifications, including Level VI, in cases of declared emergencies, if an inspector is not able to complete the re-certification training within the 24-month time frame, the inspector may be provided an extension at the discretion of the agency. This extension shall be no more than three months beyond the end of the declared emergency applicable to that jurisdiction.

In the meantime, CVSA is working to expand its online training to meet training needs.

Should you have any questions, contact CVSA Director of Level VI Inspection Program Carlisle Smith at carlises@cvsa.org. ■

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. Since January 2007, it has run as a section inside CVSA's "Guardian." ■

Westinghouse and Nordion Partner to Increase Future Supply of Life-saving Cobalt-60

On Feb. 26, 2020, Westinghouse Electric Company and Nordion (Canada) Inc., a Sotera Health Company, signed a letter of intent to develop innovative isotope production technology that will allow cobalt-60 to be produced in pressurized water reactors (PWRs). Through this collaboration, Westinghouse and Nordion will strengthen the supply of cobalt-60, which plays a critical role in the safety of medical devices and reduces pathogens in food and other products. Cobalt-60 also plays a vital role in the treatment of certain brain cancers.

"Westinghouse, a leader in nuclear technology throughout the world, brings a strong set of operational experience, engineering skills and a robust safety culture to this collaboration," said Westinghouse President and CEO Patrick Fragman. "We look forward to contributing to the health and well-being of people around the world."

"This partnership will substantially expand future supply options for life-saving cobalt-60," said Nordion President Kevin Brooks. "Cobalt-60 is critical to our mission of

Safeguarding Global Health™ and we continue to invest heavily in maintaining a reliable, long-term supply."

The Westinghouse-Nordion collaboration will allow cobalt-60 to be produced in PWR reactors, which represent the majority of the world's more than 450 operating nuclear reactors, including nearly 100 in North America. Expanding production to PWRs will strengthen the diversity of the global cobalt-60 supply chain.

Cobalt-60 is produced in nuclear reactors by inserting naturally occurring cobalt-59, which is converted to cobalt-60 during the operation of the reactor. After the conversion, it is removed from the reactor and shipped to Nordion's facility, where it is used to manufacture sealed sources for shipment to customers in more than 40 countries. ■

Source: www.nordion.com/westinghouse-partners-with-nordion-to-increase-future-supply-of-life-saving-cobalt-60/



CVSA Learning Portal Offers Class 7 Online Training

CVSA’s “Class 7 Radioactive Material Inspections for the Non-Level VI Inspector” online training course provides in-depth training specific to Class 7 radioactive materials. Although this course is marketed for the non-Level-VI inspector, certified Level VI inspectors will also find this training useful in order to review and update their knowledge, and it provides some training on Class 7 regulations not discussed in the original Level VI certification class.

This five-module online course includes a pre-test and a final exam. You’ll also find a helpful manual along with supporting documents. This course will guide students through the basics from start to finish. The course:

- Reviews regulations specific to Class 7 (radioactive) materials
- Provides the roadside inspector with enhanced knowledge and tools to help them complete a thorough roadside inspection on non-Level-VI Class 7 shipments and identify appropriate violations in the Hazardous Materials Regulations
- Provides a basic understanding of the science terms applicable to Class 7 shipments
- Provides a basic understanding of radiation safety and inspector safety precautions during inspection of Class 7 materials
- Reviews the CVSA North American Standard Out-of-Service Criteria and applies that criteria to inspections of Class 7 materials and the violations identified during the inspection

For all future Level VI Inspection certification classes and Train the Trainer classes, prospective students will be strongly encouraged to take advantage of this online course prior to attending their Level VI class.

To access this online course, along with other hazardous materials training courses, visit www.cvsa.org/memberportal to log in. Click on the “CVSA Learning” tab then select “COHMED.” ■

Level VI Roadside Inspections (2020 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	342	342	100%
Point of Origin	0	205	205	59.94%
En Route	0	136	136	39.77%
Point of Destination	0	1	0	0.29%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	333	333	97.37%
Level VI Inspections with Violations	0	9	9	2.63%
Level VI Inspections with Out-of-Service Conditions	0	2	2	0.58%

Level VI Roadside Inspection Violations (2020 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.45D	Brake Connections with Leaks or Constrictions	2	2	20%	1	50%
393.9A	Inoperative Required Lamps	2	2	20%	1	50%
393.207B	Adjustable Axle Locking Pins Missing or Not Engaged	1	1	10%	0	0%
393.45B2	Brake Hose or Tubing Chafing and/or Kinking	1	1	10%	0	0%
397.101E2	Driver Not in Possession of Certificate of Training for RAM Shipments	1	1	10%	0	0%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	1	1	10%	0	0%
393.11	No or Defective Lighting Devices or Reflective Material as Required	1	1	10%	0	0%
393.75A3	Tire-Flat and/or Audible Air Leak	1	1	10%	1	100%

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Railsback HazMat Safety Professionals LLC



Thank You

TO OUR NEW MEMBERS

As of July 31, 2020

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Magnolia Logistics Inc. / MAGTEC Products Inc. / Sunline Commercial Carriers



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



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