

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 28, Issue 3
3rd Quarter 2021



OPERATION SOBER HANDLE:

CHANGING BEHAVIORS AND INCREASING PUBLIC SAFETY

SAE International
Updates Levels of Driving
Automation

- CVSA Staff and Leadership Share Information and Best Practices at CMV Safety Summit

- Public Utilities Commission of Ohio and CVSA Work Together to Film Footage for Training Videos

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GUARDIAN

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Phone: 301-830-6143 • Website: www.cvsa.org

CVSA Staff: Collin B. Mooney, MPA, CAE, Executive Director • Adrienne Gildea, CAE, Deputy Executive Director • Carlisle Smith, Director of Level VI Inspection Program • William Schaefer, Director of Safety Programs • Ken Albrecht, Director of Multimedia Development • Bill Reese, Director of Hazardous Materials Programs • Kerri Wirachowsky, Director of Roadside Inspection Program • Christopher Turner, Esq., Director of Enforcement Data and Judicial Outreach • Terry Kummer, Director of Crash Data and Investigation Standards • Jake Elovirta, Director of Enforcement Programs • Nicole Leandro, Manager of Communications • Iris Leonard, Manager of Member Services • Daniel Zimmerman, Manager of Government Affairs • Amanda Wagner, CMP, Manager of Conference and Event Services • Mark Mills, Multimedia Specialist • Wendy Smith, Learning Management System Specialist • Moniladea Adewoyin, Accountant • Natasha Bunch, Event Coordinator • Wendy Hall, Administrative Coordinator

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Commercial Vehicle Safety Alliance



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PRESIDENT'S MESSAGE

Leaving with Gratitude and Appreciation

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

For years, with my law enforcement background, I thought enforcement was the key to making our roadways safer. While that definitely plays a big role, I have grown to learn what a significant part the motor carrier industry also plays in highway safety.

As you all know, we are an Alliance of enforcement, industry and regulators that, together, make a difference. Each one of us, alone, can make a small impact on the safety of our roads, but together, our knowledge, drive and influence will make our impact monumental. The law enforcement community must continue to work cooperatively with the motor carrier industry and help our federal regulators to make informed decisions on what needs to be done

to move passengers and freight along our highways in the most efficient means possible without sacrificing safety.

As outgoing president, I would like to thank the CVSA membership for giving me the opportunity to be president for two years. It has been an honor and pleasure to serve you. I would also like to thank the CVSA staff for their support and guidance. The Alliance is fortunate to have such a dedicated team working with us and focused on our mission.

Lastly, I would like to thank my brothers and sisters in law enforcement. In today's day and age, you have an incredibly difficult job. The stresses you face from your home jurisdiction can be extremely difficult. Thank you for

believing enough in our mission to dedicate your extra time to participate at CVSA. Please continue the hard work you do and stay safe.

The key to our success is working together. I will now move into the position of past president, serving a three-year term, and will continue to work with all of you in the future in any capacity that I can. I wish the incoming president, Capt. John Broers, with the South Dakota Highway Patrol, the best, and I hope he finds serving as CVSA president as rewarding as I have. Sgt. Broers has a vast amount of experience and knowledge in commercial motor vehicle enforcement, so I know I am leaving you in good hands. ■

THANK YOU



EXECUTIVE DIRECTOR'S MESSAGE

COVID-19

A Personal Reflection as the Alliance Adjusts to a 'New Normal'

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

Over the past 18 months, the pandemic abruptly turned all of our lives upside down and we hastily adjusted our lifestyles to accommodate a new reality. I can honestly say that this experience has been a struggle and the most prolonged stressful and challenging time of my life. Not only for me and my personal life, but also professionally as the one ultimately responsible for overseeing the day-to-day management of the Alliance when faced with the uncertainty of how this pandemic would impact all aspects of the organization.

As our fast-paced world of meetings, events and enforcement campaigns came to a screeching halt, I first want to recognize and thank my entire team for stepping up to the plate to address and tackle whatever challenge we faced. Their positive attitudes and creative approach to problem-solving was comforting as we collectively made decisions on the fly and pivoted to make sure that many of our programs and services were adjusted to a virtual environment, and that the new needs of the membership were addressed as quickly as reasonably possible.

Even though our commercial motor vehicle enforcement campaigns were paused as

health and safety protocols were developed, most of our enforcement events resumed at a later date and only a couple were canceled in 2020. Currently, in 2021, I am very pleased to report that all of our enforcement campaigns have resumed at their regular announced and unannounced intervals.

As an interim solution, the virtual world of meetings and events definitely played a role in assisting the Alliance advance commercial motor vehicle safety and the mission of the organization. However, through this experience, we have learned that while virtual meetings do have a place, they will never replace the enriched discussions, relationship development and creative exchange of ideas that occurs during a face-to-face interaction.

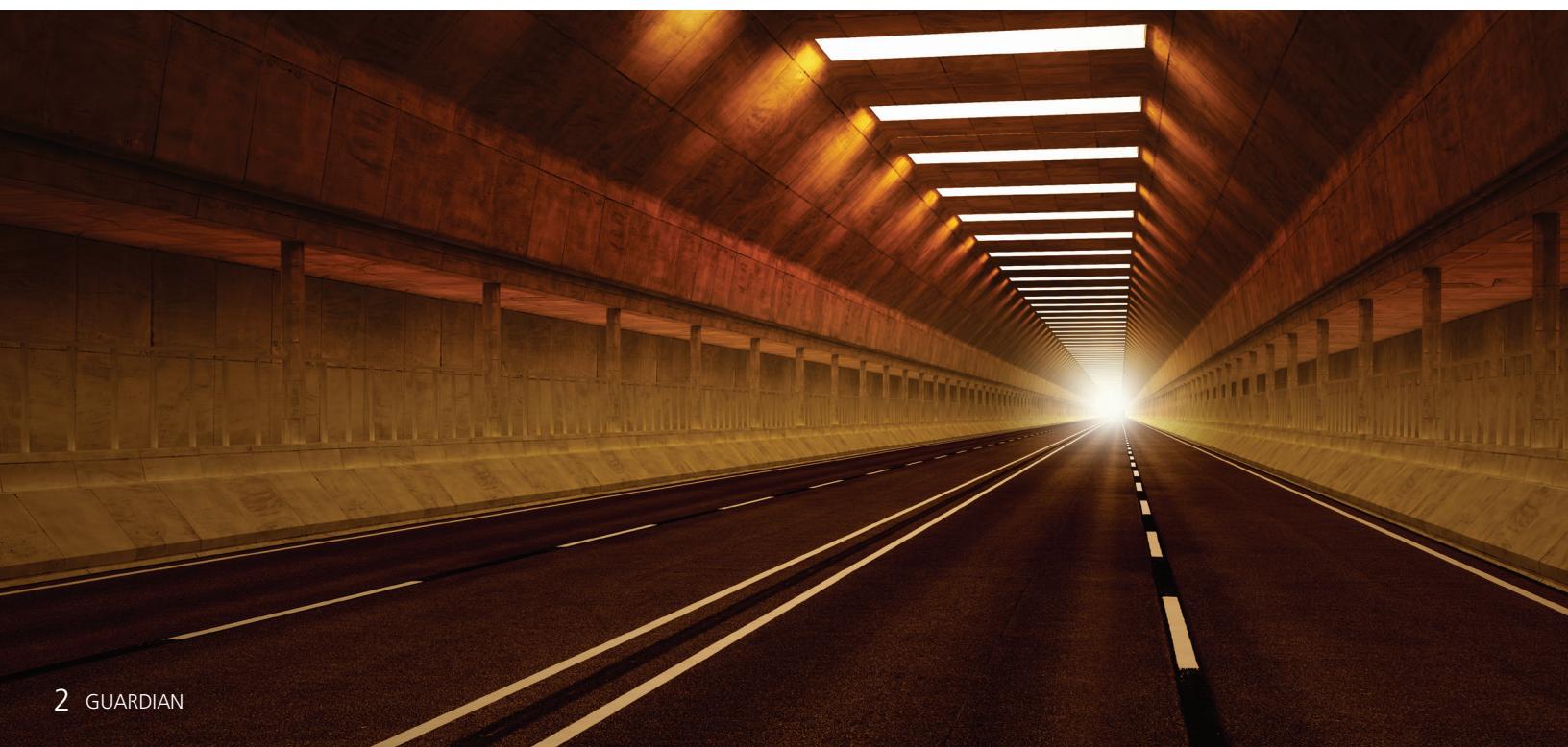
As we continue to live through this pandemic and function as a community, it is important for the Alliance to begin the process of resuming our regular schedule of in-person meetings and events. By the time this edition of the *Guardian* magazine is published, we will have just completed our 2021 Annual Conference and Exhibition in Wilmington, Delaware, our first in-person event since our Cooperative Hazardous Materials Enforcement

Development (COHMED) Conference in January 2020.

In order to stay in compliance with state, local and/or facility rules and regulations, the Alliance has had to develop a health and safety protocol for all of our in-person meetings and events. The Alliance makes the health and safety of all conference attendees a priority. As a result, we are committed to following all U.S. Centers for Disease Control and Prevention guidelines as well as local health and facility protocols to help prevent the spread of COVID-19 and will adopt enhanced health and safety measures at all of our in-person meetings, training courses, conferences and events.

As I look forward, I can begin to see the light at the end of the tunnel, and I am optimistic that the Alliance will be back to a 'new normal' with our regular slate of programming throughout all of 2022.

In the meantime, please take care of yourself, stay well and we hope to see you at our next CVSA in-person event. ■



REGION I

New Hampshire's International Roadcheck Enforcement Efforts

New Hampshire State Police – Troop G conducted commercial motor vehicle inspections throughout the state to ensure safe operation of larger vehicles and reduce motor vehicle collisions as part of CVSA's International Roadcheck, May 4-6. The New Hampshire State Police is pleased to announce that there were no fatal crashes involving commercial motor vehicles during this period. Members of Troop G are highly skilled troopers who have received specialized training to conduct roadside inspections of commercial motor vehicles.

During the 72-hour event, troopers inspected 356 commercial motor vehicles and issued 25 CVSA decals to commercial motor vehicles that passed a Level I Inspection with no critical violations of the North American Standard Out-of-Service Criteria.

Troopers also discovered 709 violations, of which 125 were so severe that they created a condition where the vehicle or its driver was placed out of service. In total, 56 vehicles were placed out of service for critical safety violations, while 29 drivers were placed out of service for violations, including possessing drugs or alcohol, driving while not physically qualified, failing to maintain record of driving hours, not holding the proper class of driver's license, operating after suspension and for driving after being declared out-of-service. Troopers issued 63 citations and made one arrest as a result of these commercial motor vehicle inspections.

In Sanbornton, Tpr. Mark Magoo stopped a box truck after the driver failed to pull into a commercial motor vehicle inspection area. The driver was in possession of a controlled drug, was not keeping a record of duty status and was operating without possessing a valid medical card after having been previously cited. Additionally, the driver had failed to conduct a pre-trip inspection, the vehicle was not registered and the company had failed to file a required biennial update with the Federal Motor Carrier Safety Administration. The driver was placed out of service and

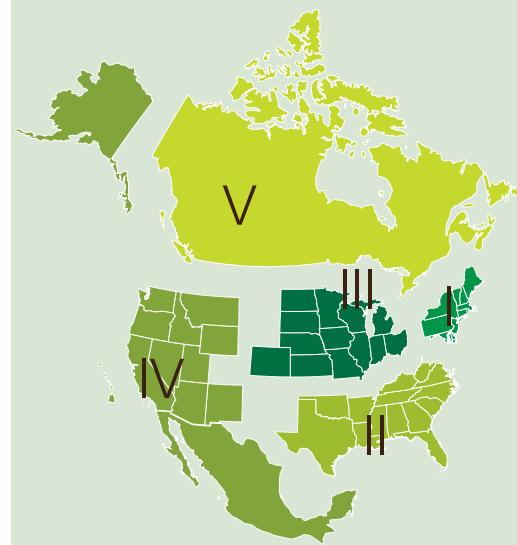
prohibited from operating a commercial motor vehicle. The vehicle was towed from the scene.

In Tamworth, Tpr. First Class Seth Turner stopped a commercial motor vehicle carrying drilling equipment. He conducted an inspection of the vehicle, including a weight check. The vehicle exceeded its maximum allowable gross weight rating by 13,800 pounds, it exceeded axle ratings on its drive axles by 6,200 pounds and it exceeded tire load limits by 860 pounds. Additionally, the vehicle's load was not properly secured and the driver's record of duty status was not current. The vehicle was placed out of service and part of its cargo had to be removed so as not to exceed tire load limits.

In Dover, Tpr. First Class Richard Perreault stopped a pickup truck towing a trailer. The vehicle was not displaying the company name, it was missing a required fire extinguisher and safety warning devices, and the driver did not have a medical certificate in their possession and was operating on a suspended driver's license. The driver was placed out of service and arrested on an outstanding warrant for burglary and operating after suspension – subsequent offense.

In Meredith, Tpr. Kevin Raymond stopped a commercial motor vehicle. The carrier's name was not displayed as required; the vehicle was utilizing fog lamps that were for off-road use only; the pitman arm, which translates movement from the steering box to the front axle, was loose; and the steering wheel had excessive lash – it could be moved 10.25 inches before moving the front wheels. The vehicle was placed out of service due to the critical safety violations discovered in the vehicle's steering system.

The New Hampshire State Police is committed to ensuring safe travel throughout the state and will continue its efforts to reduce collisions throughout the year. ■



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

REGION II

Florida Highway Patrol Honors 13 Drivers for Safe Driving Record

By Chief Jeffrey S. Dixon, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

The Florida Highway Patrol (FHP) often collaborates with its trucking industry partners to conduct outreach, build positive relationships and recognize commercial motor vehicle drivers who have demonstrated a commitment to the safe operation of commercial motor vehicles on Florida's highways to make our state a safer place for all drivers.

Recently, members of the FHP Commercial Vehicle Enforcement Jacksonville District recognized 13 safety-committed drivers at Southeast Transportation Systems (STS). STS is part of Southeast Toyota Distributors and distributes vehicles, parts and accessories to 177 independent Toyota dealerships in Alabama, Florida, Georgia, North Carolina and South Carolina.

On April 12, 2021, Sgt. Casey Moore met with the STS safety staff in Jacksonville, Florida, to honor its drivers who had achieved more than one million accident-free miles operating commercial motor vehicles. Sgt. Moore presented the STS drivers with a Florida Highway Patrol certificate recognizing their accomplishments and expressing appreciation for their dedication to making Florida's roadways safer.

The FHP strives to achieve its core values of courtesy, service and protection. It is FHP's job to help ensure the safety and welfare of millions of Florida's residents and visitors each and every day. ■



Pictured from left to right: Sgt. Casey Moore; STS Drivers Esther Hedspeth, Caleb Gregory, Eddie Roberts and Matt Halstead; and Tpr. Adam Chism.

REGION II

Florida's Office of Commercial Vehicle Enforcement Trains Officers on Stopping Commercial Motor Vehicles

By Chief Jeffrey S. Dixon, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

Due to the increase in commercial motor vehicle (CMV) crashes that has accompanied growth in population and construction, the Florida Highway Patrol Office of Commercial Vehicle Enforcement (OCVE) provided commercial motor vehicle enforcement training to local law enforcement agencies in the surrounding Orlando area.

OCVE Tpr. Denise Meredith conducted a two-hour large truck and bus class in Altamonte Springs on May 27 and in Port Canaveral on June 2. The trainings were based on an International Association of Directors of Law Enforcement Standards and Training course. In attendance were members of the Seminole County Sheriff's Office, Sanford Police Department, Casselberry Police Department, Longwood Police Department, Oviedo Police Department, Lake Mary Police Department and Brevard County Sheriff's Office.

During these sessions, Tpr. Meredith provided familiarization and traffic enforcement training regarding CMVs. This course encompassed the mission of the Federal Motor Carrier Safety Administration and provided statistics on CMV crashes and information on the safety and economic effects of unsafe driving. The training informed officers that stopping a CMV is very similar to stopping passenger vehicles, just bigger, and that police should create a culture of enforcement on CMVs.

Tpr. Meredith provided training on how to conduct a CMV stop, what items to request from the driver and how to issue a citation, checking the appropriate boxes to indicate a commercial driver's license and/or CMV. The training also included instruction on how to safely return the commercial motor vehicle into traffic. Tpr. Meredith also addressed CMV driving behaviors, driver fatigue, safety equipment, load securements, over dimension, hazardous materials and other critical issues surrounding CMVs.

At the conclusion of the training, the OCVE Orlando District, led by Lt. Stuart Campbell, arranged a commercial vehicle enforcement joint detail operation with OCVE troopers in several of the CMV high-crash corridors. Working with our local agencies continues to be a staple point in our goal of creating a safer Florida. ■



REGION II

REGION II

Did You Check the Brakes? It's Not Just for Brake Safety Day

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

CVSA designated May 26 as Brake Safety Day, a one-day, unannounced enforcement initiative. Agencies from jurisdictions across the state participated in the initiative to discover brake violations. Although this year the focus of Brake Safety Day was on hose chafing, inspectors performed a thorough inspection process on each vehicle, knowing that the vehicle and its driver are not safe until all brake components have been inspected.

Brake components are some of the most critical items on a commercial motor vehicle. Yet, according to the Federal Motor Carrier Safety Administration, brake system violations remained one of the top-cited violations in 2020.

Kentucky State Police (KSP) made a conscious effort to participate in the 2021 Brake Safety Day initiative by concentrating on Level I Inspections at fixed facilities and roadside stops. While conducting a random inspection at the U.S. 23 Floyd County Scale Facility, inspectors Cullen Pennington and Justin Kilgore (pictured below) found a badly cracked brake drum.

"These types of violations illustrate how important the inspection process is and how it makes the highways safer for the motoring public," said KSP East Region Commander Capt. Jamie Collins. "It just goes to show, it doesn't matter if it is unannounced Brake Safety Day or any day of the week, violations are out there."

Inspectors across Canada, Mexico and the U.S. inspect commercial motor vehicles on a daily basis in an effort to reduce fatality and injury crashes.

During this year's Brake Safety Day, KSP commercial vehicle enforcement inspectors conducted approximately 100 Level I Inspections, focusing on all brake components with special emphasis on brake hoses/tubing.

So, to all the inspectors who participated in Brake Safety Day and all the other days of 2021 so far, thank you. "Hey, did you check the brakes?" ■



Kentucky State Police CVE Inspectors Cullen Pennington and Justin Kilgore.

Kentucky State Police Announce Promotions of Lieutenant Colonel and Major

By Sherry H. Bray, Public Affairs Branch Manager, Kentucky State Police

Kentucky State Police (KSP) Commissioner Phillip Burnett Jr. announced the promotion of Maj. Michael C. Rogers to lieutenant colonel, along with a new role as executive director of the agency's Office of Operations. Lt. Col. Rogers assumed this role on May 1. In his new capacity, Lt. Col. Rogers oversees the Special Enforcement Troop, Commercial Vehicle Enforcement Division and all 16 KSP posts, located throughout the state.

Commissioner Burnett said Lt. Col. Rogers has the background and experience to inject a unique perspective into the agency. A 21-year veteran of the agency, Lt. Col. Rogers has served the Kentucky State Police in many roles, including trooper, sergeant, lieutenant, captain and major. He has served at Post 15 Columbia, Post 7 Richmond, Drug Enforcement and Special Investigations Unit East, Facilities Security, Intelligence Branch and Special Enforcement Divisions.

Commissioner Burnett also announced the promotion of Lt. Claude E. Little to major, where he will serve as the director for the Special Enforcement Division. Maj. Little assumed his new duties on May 1. In his new role, Maj. Little oversees eight branches including Cannabis Suppression, Drug Enforcement and Special Investigations, Aircraft, Vehicle Investigations, Special Operations, Critical Incident Response and Intelligence. A 25-year veteran of the agency, Maj. Little has served the KSP in many roles, including trooper, sergeant and lieutenant with the Drug Enforcement and Special Investigations Unit East and commander of the Critical Incident Response Team. He has also served at Post 5 Campbellsville, Post 9 Pikeville and Post 13 Hazard. He is often sought by other agencies for assistance with critical cases and to provide law enforcement training.

Congratulations to Lt. Col. Rogers and Maj. Little. ■



Lt. Col. Michael Rogers



Maj. Claude Little

Virginia State Police Conducts Southwest Road Blitz in Conjunction with International Roadcheck and Intermodal Carrier Inspections

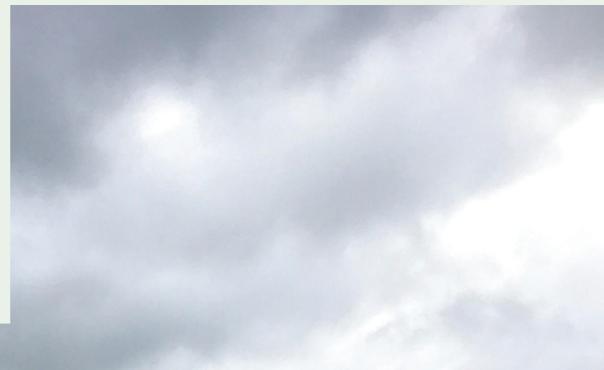
By Lt. Shawn D. Gobble, Motor Carrier Safety Unit, Virginia State Police

Intermodal Carrier Inspections at Port Facilities

During the week of April 30, 2021, the Virginia State Police Motor Carrier Safety Unit saturated the Port of Virginia facilities with 23 motor carrier troopers and two motor carrier sergeants. They were assigned the task of conducting CVSA North American Standard Inspections on intermodal chassis entering and leaving port facilities in the Tidewater region.

The unit conducted 576 roadside inspections on intermodal carriers. Thirty-two driver deficiencies were cited, and seven unsafe drivers were placed out of service. Additionally, 1,179 safety violations were cited, which resulted in 150 intermodal carriers being removed from and further prohibited from operating on Virginia's roadways.

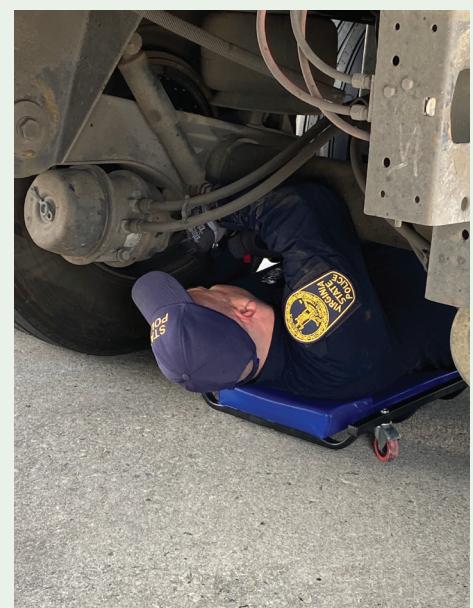




Southwest Virginia Blitz

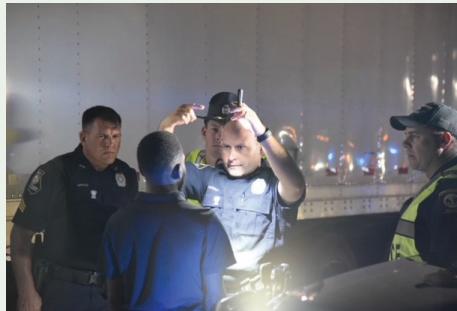
The Virginia State Police Motor Carrier Safety Unit conducted a three-day concentrated enforcement project that stretched from Buchanan to Rockbridge counties on May 4-6, in conjunction with CVSA's International Roadcheck. As part of the operation, troopers in the Southwest Virginia Blitz inspected 341 commercial motor vehicles, including 68 hazardous materials inspections. Those inspections resulted in 603 equipment and driver violations, and 49 commercial motor vehicles and 19 drivers were placed out of service.

The Motor Carrier Safety Unit troopers concentrated their enforcement and inspection efforts on Route 11, Route 220 Alternate, Route 460, and Interstates 77 and 81 in the counties of Buchanan, Tazewell, Bland, Giles, Montgomery, Roanoke, Bedford, Botetourt and Rockbridge, and the cities of Roanoke and Salem. ■



Georgia Conducts Drug Recognition Training and Impairment Checks

By Capt. Andrew Montgomery, Region 3 Commander, Motor Carrier Compliance Division, Georgia Department of Public Safety



The Georgia Department of Public Safety's Motor Carrier Compliance Division (MCCD), commanded by Maj. Jeremy Ray Vickery and Capt. Wayne Mobley, planned and executed drug recognition training that culminated in impairment checks at inspection stations and interstate highways throughout the state, targeting impaired commercial motor vehicle operators.

Capt. Andrew Montgomery and Sgt. Shannon Griffin created the training program to better equip officers to be more aggressive against impaired driving, while also creating a pipeline of potential drug recognition expert (DRE) candidates. As part of the program, the training division's two DRE instructors, Sgt. Griffin and Motor Carrier Officer 3 Chance Howell, traveled to regions throughout the state to teach an eight-hour standardized field sobriety block of instruction, designed as a refresher for identifying indicators of impairment and detecting impaired drivers.

The training included updates on case law, practical application, evaluations of standardized field sobriety tests and a written comprehension test. The training was designed to reinforce the confidence and abilities of officers so they can rapidly identify and evaluate drivers who may be under the influence of any substance that can impair their ability to operate a vehicle safely.

Following the training, the officers and training staff began screening drivers entering the inspection station. Officers utilized lessons from the training to make rapid assessments of drivers and determinations, based on those facts and observations, as to whether further investigation of possible impairment was necessary.

Georgia has a unique, unified approach to law enforcement, encouraging state and local levels to work alongside each other. For example, during the impairment checks, the local police departments and sheriffs' offices provided state agencies with jail transports, evidence storage facilities, K-9 services and, in some areas, judicial representatives.

Departments from around the state, including Georgia State Patrol and its Criminal Interdiction Unit, Department of Natural Resources and the Governor's Office of Highway Safety, participated in the training, assisted with the impairment checks and ensured there were DREs at each inspection station. These DREs assisted the officers in standardized field sobriety testing (horizontal

gaze nystagmus, walk and turn test and one-leg stand test) and provide in-depth insight into other signs of impairment.

Working with DREs, who are certified by the International Association of the Chiefs of Police, also allows the other officers to see firsthand how impairment can be validated through extensive, in-depth evaluation of drivers. These partnerships reflect that each of the agencies share the same common goal of making the highways, roads and streets of Georgia safe for all travelers.

After making it through three phases of extensive training, DRE candidates are eligible for DRE preliminary training (also known as pre-school), which has as its prerequisites standardized field sobriety testing and advanced roadside impaired driving enforcement.

After completing the preliminary phase, candidates transition into DRE training, learning the role and tools of a DRE. Here, they will become experts in identifying impairment using a standardized 12-step process to evaluate subjects for signs of substance use in one of the seven drug categories and signs of poly-drug use. Upon successful completion of this training, candidates graduate to the field certification phase, which is conducted on the job, training under the observation and supervision of duly authorized instructors.

In this phase the DRE candidate conducts evaluations of persons suspected of drug impairment. The instructors evaluate the candidate's skill in conducting drug influence evaluations and the candidate's ability to identify the category or combination of categories of drugs involved. The candidates' assessments are compared with the results of toxicological examinations. After successfully completing the certification phase, candidates must pass a comprehensive six-stage, written test to be certified as drug recognition experts.

The investment in DRE training, which provides expertise beyond the standard training most officers receive, has proven its value by increasing officers' ability to correctly identify impairment, as evidenced during the statewide impairment checks which exposed how many operators were abusing legal and illegal substances. The checks encompassed all nine regions of Georgia, for four hours at each station. The combined enforcement time of these operations came to 39.75 hours, and resulted in the following:

REGION II

Col. Freddy Johnson Appointed Commander of the North Carolina State Highway Patrol

By Monica Y. Greiss, Staff Development Specialist II, Commercial Vehicle Enforcement Section, North Carolina State Highway Patrol, North Carolina Department of Public Safety

- 285 commercial motor vehicle inspections were conducted.
- 18 vehicles and 99 drivers were placed out of service.
- 427 driver and 107 vehicle violations were discovered.
- 225 citations were issued – 20 possession of marijuana, 32 possession of other drugs, seven possession of alcohol, 65 DUI arrests (drugs and alcohol combined) and 101 physical arrests.
- One child endangerment charge was issued.
- One missing juvenile was recovered.

The agencies involved in these operations came together through fellowship and training and shared a blessed meal before engaging in the enforcement efforts.

Maj. Vickery challenged our training division to continue to create programs and improve officer skill sets through training and structured checks to raise awareness and produce better officers and, ultimately, to slow down the alarming issue of impairment within the commercial motor vehicle industry.

The Georgia Department of Public Safety's goal is to minimize the dangers drivers face while operating on our roadways, by strictly enforcing our traffic laws. MCCD state officers are committed to seeking out impaired drivers and reducing crashes within our state. The commitment to the safety and training of our state officers is reflected in the results of our statewide checks, contributing to the safety of all who travel on our highways and reaffirming our departmental core values. ■

Col. Freddy L. Johnson Jr. was appointed the 28th commander of the North Carolina State Highway Patrol on April 7, 2021. Col. Johnson began his career as a graduate of the 95th Basic Patrol School in 1995. He served as a trooper in Lumberton, North Carolina, from 1996-2000 and in Fayetteville, North Carolina, from 2000-2004.

He became a sergeant, and later first sergeant, while again serving in Lumberton from 2004-2007. Upon his promotion to lieutenant in 2011, he served in Fayetteville. Col. Johnson was promoted to captain in 2013 and served as the Field Operations Unit commander until 2017, when he rose to the rank of major.

Col. Johnson led the Commercial Vehicle Enforcement Section for four years and, within that time frame, immersed himself within the

section and made significant improvements. Col. Johnson believes in creating relationships with state and national partners, which has helped and will continue to help the state of North Carolina become more involved on national committees and has increased safety for the motoring public.

Now, as commander of the North Carolina State Highway Patrol, the Commercial Vehicle Enforcement Section remains a high priority and consistent focus for Col. Johnson. The Commercial Vehicle Enforcement Section and the North Carolina State Highway Patrol, as a whole, will be accelerated to a higher level due to Col. Johnson's exemplary dedication.

We congratulate Col. F. L. Johnson Jr. on his appointment as the 28th commander of the North Carolina State Highway Patrol. ■



Col. Freddy L. Johnson Jr.



Pictured left to right: Darrell Ruban with the Federal Motor Carrier Safety Administration, Jon McCormick with the Federal Motor Carrier Safety Administration and Col. Johnson.



North Carolina Governor Roy Cooper and Col. Johnson.



Col. Johnson's swearing-in ceremony.

Ryan Ridout Named Chief of Iowa DOT Motor Vehicle Enforcement



Ryan Ridout is the new chief of Iowa Department of Transportation's (DOT) Motor Vehicle Enforcement, the agency's law enforcement organization dedicated to highway safety with a focus on commercial motor vehicle traffic.

In this role, Chief Ridout oversees a team of 99 certified peace officers and three support staff.

"Promoting safety is a core value for Motor Vehicle Enforcement and I am excited to have a direct impact in this area," Chief Ridout said. "Our officers help provide for the safe and efficient

movement of people and goods on Iowa's roadways. It is our job to make life better for others, and I look forward to working with all state, local and federal partners to continue to have a positive impact with that as a focus."

Most recently, Ridout served the Iowa DOT as the director of the Bureau of Investigations and Identity Protection. He was with the state of Iowa for 21 years, beginning as a youth services worker with the Iowa State Training School for Girls in Toledo. He moved to the Iowa DOT in 2003 as a motor vehicle officer, where he served until 2009 when he transitioned to a motor vehicle investigator. He was promoted to deputy director of the Bureau of Investigation and Identity Protection in 2017 and then to director of that bureau in 2018.

Ridout replaces former Chief David Lorenzen, who was recently promoted to director of the agency's Systems Operations Division. Lorenzen had led Iowa DOT Motor Vehicle Enforcement since 2006. Lorenzen will have the following bureaus under his leadership: Traffic Operations, Traffic Safety, Construction and Materials, Central Maintenance and Motor Vehicle Enforcement.

Lorenzen also served as chair of two CVSA program committees: Operation Safe Driver and Human Trafficking Enforcement, the Alliance's newest program.

"I have thoroughly enjoyed my 15 years of involvement with CVSA and will forever value the relationships established," said Lorenzen. "I am grateful for the opportunities the Alliance has given me and for all CVSA does for safety on the nation's roads. I look forward to supporting CVSA in my new role."

Iowa DOT's Motor Vehicle Enforcement is a dynamic, progressive and professional law enforcement organization dedicated to highway safety. Its officers serve and protect the public by patrolling Iowa's highways and operating state-of-the-art weigh station facilities. Its core mission is in the enforcement of the Federal Motor Carrier Safety Regulations regarding vehicle size, weight, registration and travel authority of commercial motor vehicles. ■

Nebraska's New Weigh Station Technology Detects Safety Issues, Keeps Safe Commercial Motor Vehicles Moving

The Nebraska State Patrol is using new weigh station technology to detect safety issues in commercial motor vehicles traveling on Interstate 80. The new system also helps to keep safely operating commercial motor vehicles moving, improving efficiency for trucking companies.

"Really, the goal of the new technology is twofold," said Lt. Mike Maytum of the Nebraska State Patrol Carrier Enforcement Division. "First, we want to identify vehicles that are unsafe, stop them, and make sure that before they leave, it's safe to do so. The second piece is that we want to allow companies that are doing a good job to continue to do a good job, and let them move on down the road to get goods and services to other places around the U.S."

The new system features technology embedded in the pavement of I-80 that detects a flat tire on a commercial motor vehicle while it is moving at interstate speeds. The system then flags that vehicle and requires the driver to exit at the weigh station for the flat tire to be addressed.

"We now have a system embedded in the concrete that takes a read of those commercial motor vehicle tires as they're traveling down the road at 75 miles per hour and tells us if there's a flat tire," said Lt. Maytum. "We can stop that vehicle, verify that information and then see that that vehicle is repaired properly before moving on down the roadway."

The new system also includes cameras that read the license plate and U.S. Department of Transportation number of each commercial motor vehicle before it reaches the weigh station. Using this data, the system then checks for safety concerns associated with the vehicle or trucking company. Coupled with existing weigh-in-motion, PrePass and Drivewyze technology, the system allows most trucks in compliance with weight and safety regulations to continue without stopping at the weigh station.

The system was funded through a grant from the Federal Motor Carrier Safety Administration and is in place at the Waverly and North Platte Weigh Stations on I-80. A similar system is scheduled to be installed at the Nebraska City Weigh Station on Highway 2 in the future. ■

REGION III



Public Utilities Commission of Ohio and CVSA Work Together to Film Footage for Training Videos

In May, the CVSA Multimedia Team coordinated with the Public Utilities Commission of Ohio (PUCO) Transportation Department to travel to Ohio to record video footage to be used in training materials for preparing the next generation of commercial motor vehicle inspectors and as a refresher for existing inspectors.

Over the past few years, PUCO inspectors Keith Kerns and Chris Douglass have helped CVSA film training videos for drivers and safety inspectors. These videos are offered through CVSA Learning, the Alliance's online education portal that provides courses on motor carrier safety and inspections. Members of CVSA may access these online trainings – which range from 40-hour-long courses to quick lessons of less than a minute – at any time and receive completion badges. To access the portal, visit www.cvsa.org/memberportal to log in, then click on the "CVSA Learning" tab.

The most recently filmed training videos focus on Level III Inspections, which are centered around driver credentials, hours of service and administrative procedures.

The PUCO Transportation Department has been a member of CVSA for nearly 30 years, with a long history of working together to develop training materials to improve safety and reduce fatalities and injuries resulting from commercial motor vehicle crashes. The PUCO also has several employees that serve on CVSA's committees and regularly provide recommendations for updating and improving procedures. PUCO inspectors often participate in CVSA's annual events, like International Roadcheck, provide expertise through trainings and compete in the North American Inspectors Championship.

The PUCO Transportation Department works with CVSA to keep Ohio's roadways safe through motor carrier vehicle inspections and enforcement.

So the next time you're in CVSA's online learning portal, be on the lookout for PUCO inspectors featured in the training videos.

For more information on PUCO, visit puc.ohio.gov/wps/portal/gov/puco/transportation. ■



Missouri State Highway Patrol Deters Trafficking With Two Successful Undercover Operations

Sgt. Daniel Nash of the Missouri State Highway Patrol (MSHP) reported that during COVID, with the closure of casinos and some hotels, and other hotels ramping up security and only letting in registered guests, truck stops became an even more significant funnel point for human trafficking activities.

As a result of Truckers Against Trafficking's (TAT) Sedalia, Missouri Coalition Build in 2019, the MSHP and the Missouri Attorney General's Office Human Trafficking Task Force built a solid partnership with truck stops in the state, as did some of the local police departments who attended the event. Subsequently, departments like the Oak Grove Police Department (PD) began working more closely with their local truck stops and providing extra patrol.

On one such occasion at the Petro truck stop, the Oak Grove PD made contact with a female that they recognized as a possible trafficking victim and called the MSHP for assistance. While the victim didn't cooperate, officers did identify the possible trafficker.

A few weeks later, after a similar incident at another truck stop, Oak Grove PD asked the MSHP and the Missouri Attorney General's Office Human Trafficking Task Force to join them in conducting a proactive anti-trafficking operation. The operation was also supported by the FBI, IRS, Homeland Security Investigations, U.S. Marshals Service, Johnson

County Sheriff's Office, Jackson County Sheriff's Office, Kansas City PD, St. Joseph PD, Independence PD, Missouri Information Analysis Center, Kansas Highway Patrol, RISE Coalition and Central Missouri Human Trafficking Coalition. Both truck stops were also supportive of the operation and offered their assistance.

Thanks to this collaborative effort, officers contacted 10 victims, two of whom had potentially life-threatening medical conditions, and all accepted services. Three children under five years old were taken into custody. Online chatter showed that the operation, which led to four arrests (three that night and another later), created a deterrence effect among traffickers.

Upon completion of the successful Oak Grove operation, St. Joseph PD requested that the MSHP and the Missouri Attorney General's Office Human Trafficking Task Force assist with a similar operation in their city, which was experiencing increased trafficking incidents at truck stops.

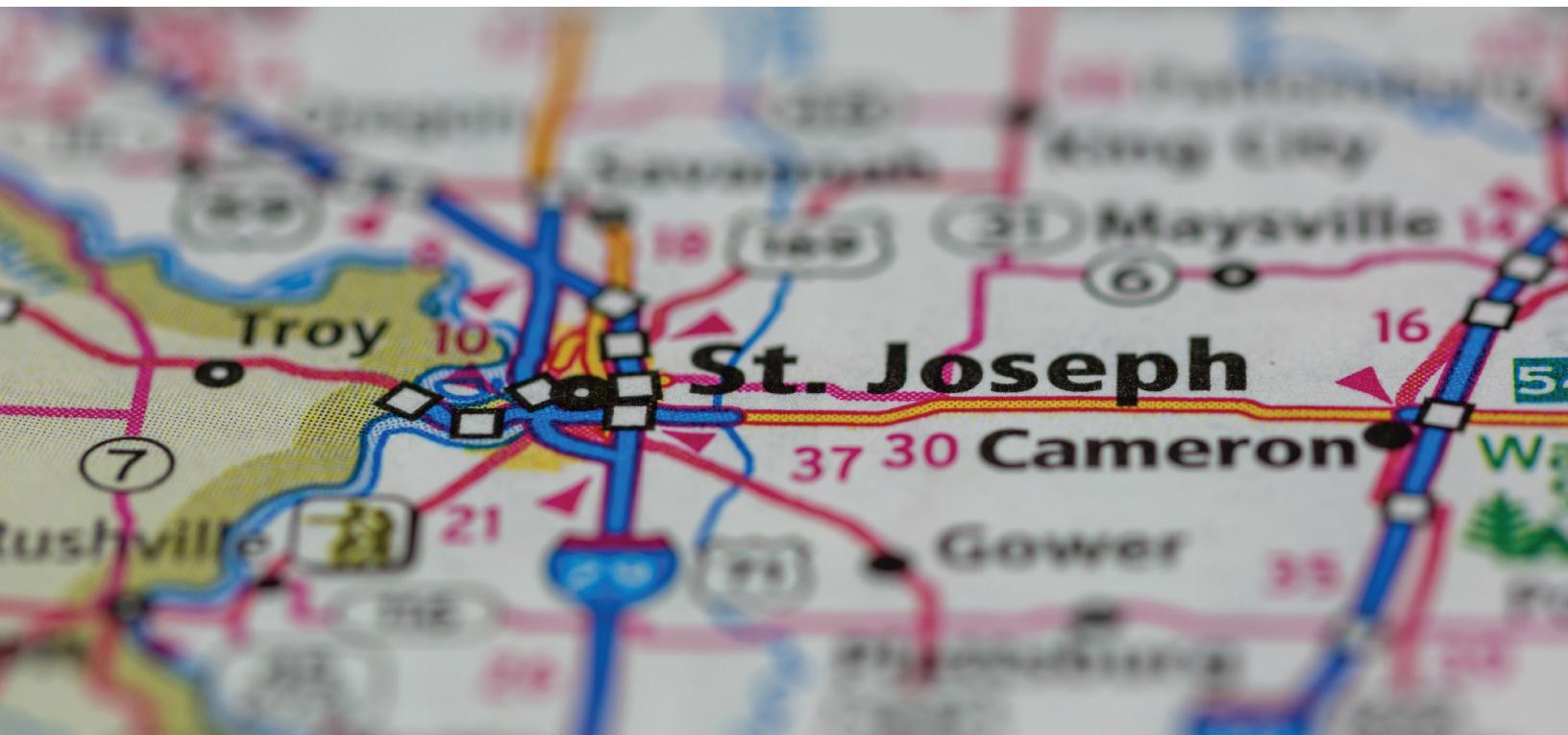
Additional partners for the St. Joseph operation included the FBI, U.S. Marshals Service, Johnson County Sheriff's Office, Buchanan County Sheriff's Office, Kansas City PD, St. Joseph PD, Missouri Information Analysis Center, Probation and Parole, Missouri Department of Corrections, RISE Coalition, Relentless Pursuit and YWCA St. Joseph. The

attorney general was also present and very supportive.

During the operation, officers contacted eight victims. All accepted services. Two children under three years old were secured and provided services. Three arrests were made that night and one additional arrest is pending. Much like in Oak Grove, media coverage of this operation created a deterrence effect.

"To me, the takeaway from this is that in Missouri we are all part of a team – the truck stops, law enforcement, agencies of all sizes, TAT and the Human Trafficking Task Force," said Sgt. Nash. "When we all work together, we can make a difference in locating and rescuing victims and identifying and arresting traffickers."

"TAT did and does continue to play an important role in this team, and we appreciate TAT's work and effort to partner with MSHP," Sgt. Nash added. "While we all agree that training is the foundation of all of this, we also believe you have to get out there and do the work. Get the boots on the ground, get down and dirty, collect statistics and put up posters. That's why we work so hard on these types of operations. Because without them, law enforcement is far less effective." ■



Following That Gut Feeling

By **Stephen Goodrich**, Motor Carrier Division, Utah Department of Transportation

Following your gut can provide amazing results. That proved true for Gena Nielsen, an inspector at the St. George Port of Entry in Utah.

Early on the morning of Jan. 4, 2021, Nielsen pulled over a truck that showed an Inspection Selection System (ISS) score of 93. The driver produced the information Nielsen requested, but Electronic Device Logs could not be accessed from the driver's tablet.

Nielsen and the driver walked back to his truck to see if the information could be downloaded from his cab. When the driver opened the door, Nielsen noticed a young woman in the passenger seat, and casually asked the driver who the girl was. He told Nielsen that she was his girlfriend. Nielsen then engaged "the girlfriend" in conversation, asking her how old she was and her name. The girl said she was 18 years old. Nielsen thought the girl looked much younger and asked the driver if he had authorization from his company to have her with him as a passenger. He said he did. As Nielsen continued the inspection, her suspicions accelerated when she saw that the driver's license indicated the driver was 40 years old.

While Nielsen and the driver walked back to the port, the driver indicated he had lost the first passenger authorization letter, but a copy

had been reissued by his company. At that point, the driver seemed a little nervous and asked why Nielsen had pulled him over. She replied that it was because of the company's high ISS score.

After further failed attempts to load the logs, Nielsen called the vendor to investigate the problem. There were several missing pieces of information in the electronic logging device.

The driver went back to his vehicle to get the information needed. When he returned, Nielsen again noticed his nervousness and that his hands were shaking. She discovered he had false logs, logging off-duty time while still driving. When he admitted he was falsifying logs, Nielsen placed him out of service for 10 hours.

As she finished the inspection, Nielsen asked for his authorization to have a passenger. The driver found it in his paperwork, all while his hands continued to shake.

Nielsen said, "My gut just kept telling me there was something wrong with that young girl being with him. So, I googled the name the girl had given me." The first thing that came up was a news report out of Flint, Michigan, indicating the girl in the truck had been missing since November.

Human Trafficking HOTLINES

U.S.

1-888-373-7888

Canada

1-833-900-1010

Mexico

01-800-553-3000

Nielsen went to her supervisor's office where they quickly reviewed the information and called the Utah Highway Patrol. When the trooper arrived, Nielsen, the trooper and her supervisor approached the truck. They knocked on the door and asked the driver to step out of the truck. The driver was asked again about his passenger. The driver said he had picked her up in Flint. The dots continued to connect.

He gave additional, vague explanations for why the girl was traveling with him, saying that he knew her sister. When pressed for more information, he added that he knew the sister from McDonald's. None of which addressed why the missing girl was with him.

As the Utah Highway Patrol trooper left with the driver and the young girl, Nielsen was overcome with gratitude and relief knowing this girl would soon be reunited with her family. At the same time, Nielsen was overwhelmed knowing that if she had not followed her gut, this nightmare could have continued for the girl and her family.

Nielsen used her training and followed her intuition, making an impact on the lives of others. She encourages everybody to do more to keep our roads safe, as well as become more aware of human trafficking and how to identify it. ■

UPDATES FROM



Mexico

Mexico Participates in 2021 CVSA Virtual Workshop

The Ministry of Communications and Transportation (SCT), through the General Directorate of Federal Motor Transport (DGAF), participated in the 2021 CVSA Virtual Workshop held April 19-23. Due to the travel restrictions stemming from the COVID-19 global pandemic, this year's workshop was a virtual event designed as an interactive platform where updates and best practices related to the regulations of the motor carrier industry in North America could be shared among jurisdictions.

The DGAF shared information on its new digital federal driver's license (LFDC) project, regulatory improvement efforts and future motor carrier safety projects with its North American colleagues.

Salvador Monroy, the director of International Affairs of the SCT-DGAF, participated in the CVSA Regulatory and Policy Affairs Committee Meeting. He described the LFDC project to the committee members and meeting participants, providing an overview and outlining the technical and regulatory modifications made to enable the issuance of LFDCs. Monroy also answered participant questions.

During the CVSA Hazardous Materials Committee meeting, Monroy commented on the progress of the PROY-NOM-020-SCT-2-2020 project. This project modernizes the Official Mexican Standard regarding the general specifications for the design, construction and testing of cargo tanks for the transportation of hazardous substances, materials and waste, under specifications SCT 406, SCT 407 and SCT 412. This regulatory project is in the public consultation phase and anticipated to become a final standard soon.

At the Driver-Traffic Enforcement Committee meeting, Monroy and Marcelo Pérez, of the Federal Motor Carrier Safety Administration, discussed the LFDC project and promoted the CVSA inspection bulletin, which serves as a guide for enforcement officials to identify the components of Mexico's commercial driver's licenses (CDL) in their new digital and PDF formats, and the traditional plastic formats. In particular, they discussed the schedule for the discontinuance of CDLs printed on plastic material.

During the Human Trafficking Enforcement Committee meeting, Kylla Lanier, from Truckers Against Trafficking, described the collaborative human trafficking enforcement project. This project is being developed in conjunction with the deputy directors of the SCT centers and will produce outreach and training material for commercial motor vehicle drivers, motor carrier associations and federal employees. The goal is to produce materials that will educate the Mexican motor carrier industry on recognizing indicators of potential human trafficking and how to report these incidents to the appropriate authority.

SCT-DGAF's participation in the CVSA Board of Directors meeting focused again on the implementation of the federal digital driver's license, highlighting the new license format, terms of validity and details of using the mobile application.

The SCT-DGAF considers participation in the CVSA Workshop essential to preserving communication and mutual learning between transportation authorities in North America and to reinforce our shared commitment to road safety.

To view the 2021-04 – Mexican Federal Licenses Inspection Bulletin that Salvador Monroy and Marcelo Pérez referenced in the Driver-Traffic Enforcement Committee Meeting at the workshop, visit www.cvsa.org/inspections/inspection-bulletins. The bulletin is available in English, Spanish and French.



DGAF and FMCSA Agree on Continued Cooperation to Improve Roadway Safety

DGAF Director General Salomon Elnecavé, FMCSA Deputy Administrator Meera Joshi and their respective teams met on May 27, to discuss how Mexico and the U.S. can continue working together to improve roadway safety via the motor carrier industry. The DGAF and the FMCSA enjoy a long history of cooperative actions that have improved safety in both countries.

DGAF Director General Elnecavé emphasized the importance of the commitment to the continued training of Mexican inspectors in the North American Standard Part B inspection procedures. He also noted the importance of expanding the cooperative training activities to include hazardous materials and cargo tank inspections. Although the COVID-19 global pandemic has delayed all training activities, FMCSA and DGAF will be resuming joint training sessions once travel restrictions are lifted.

Regulatory updates and harmonization were also discussed as a vital area where the FMCSA and DGAF need to continue to collaborate. As an example of this effort, DGAF Director General Elnecavé and FMCSA Deputy Administrator Joshi discussed the PROY-NOM-020-SCT-2-2020 project, which updates Mexico's cargo tank design, construction and testing standards to include 400 Series cargo tanks. FMCSA Deputy Administrator Joshi reiterated FMCSA's willingness to share technical information to advance consistent regulations and standards that promote motor carrier safety.

Both FMCSA Deputy Administrator Joshi and DGAF Director General Elnecavé expressed the need to remain in contact concerning CDL waivers and extensions to CDL validity. As the pandemic subsides, the DGAF and FMCSA will need to coordinate efforts to ensure both commercial motor vehicle drivers and the law enforcement community are informed about license validity extensions and the return to normal operations of driver licensing agencies throughout North America.

The DGAF and FMCSA both recognize the rapid advancement of technology in the motor carrier industry. DGAF Director General Elnecavé proposed the development of a land transportation technology roadmap, which will be used to analyze trends and new technological scenarios in the coming years. FMCSA Deputy Administrator Joshi expressed FMCSA's interest in the project.

Both FMCSA Deputy Administrator Joshi and DGAF General Director Elnecavé expressed their appreciation for the joint efforts made by FMCSA and DGAF in the past and look forward to future opportunities to work together on enhancements to motor carrier safety in the U.S. and Mexico.

Mexico Participates in CVSA's International Roadcheck, Unannounced Brake Safety Day and Unannounced HM/DG Road Blitz

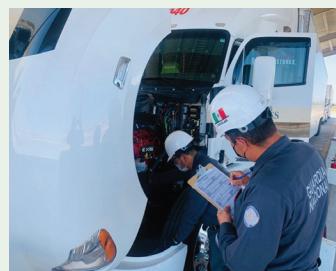
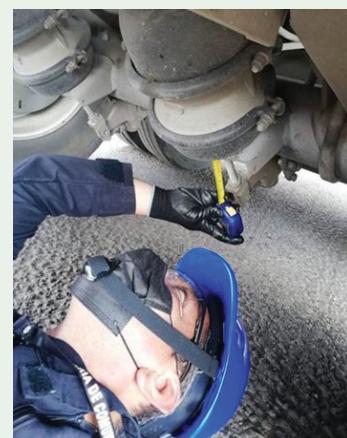
Every year, Mexico reaffirms its commitment to improving motor carrier safety by having its CVSA-certified inspectors participate in International Roadcheck. The focus areas for this year's International Roadcheck were hours-of-service and lighting violations. Mexican inspectors from the National Guard (GN) and the SCT were deployed for the three-day safety campaign, from May 4-6, to conduct inspections on commercial motor vehicles operating on federal roads, highways and bridges.

SCT inspectors and GN members conducted 2,551 inspections of commercial motor vehicles and placed 103 vehicles out of service. Of the total inspections, 2,524 were truck and trailer inspections, of which 4.08% were placed out of service. Twenty-seven buses were inspected. None were placed out of service.

In addition, for CVSA's unannounced Brake Safety Day, which was May 26, 879 brake system inspections were conducted. Thirty-one vehicles were placed out of service.

Furthermore, Mexico also participated in this year's unannounced hazardous materials/dangerous goods (HM/DG) inspection and enforcement initiative, June 21-25. A total of 4,384 vehicle configurations were verified, of which 379 were placed out of service.

For the GN and the SCT, roadway safety is inter-ministerial priority work, and the annual International Roadcheck, Brake Safety Day and the HM/DG Road Blitz safety campaigns are essential in improving best practices in commercial motor vehicle inspection and tri-national coordination. ■



Yellowstone County Sheriff's Office Hosts DUI Training Symposium

By Sgt. Matt Caudill, Motor Carrier Services Enforcement Bureau, Montana Department of Transportation

Together with the Yellowstone County Driving Under the Influence (DUI) Task Force, the Yellowstone County Sheriff's Office hosted the first Big Sky Drug & Alcohol Symposium, May 20-21.

The conference, the first of its kind for Yellowstone County, brought together individuals from all levels of law enforcement, courts, corrections, probation/parole and rehabilitation to learn about different aspects of impaired driving impacting the area. The task force also invited people from all levels of the substance-abuse spectrum—from recovering addicts to treatment specialists—allowing for networking and learning how other organizations address these issues. The symposium included a strong lineup of presenters, all with a wealth of information and insight.

The first day consisted of several excellent speakers. The first was Jermaine "Tall Cop" Galloway, who provided a wide range of information on drug culture, from clothes with hidden stash compartments to legal chemicals that hide the effect of some drugs, along with local examples of where such products could be purchased. This information was eye opening for the attendees.

The second part of the day started with Ben Cort, whose presentation was a view into the recovery process for those struggling with addiction. Cort's journey helped him become a big part of the recovery movement and he illustrated the many facets of that process.

The first day concluded with Judge Mary Jane Knisely, who discussed the Yellowstone County Veterans Treatment Court (known as Courts Assisting Military Offenders or CAMO). As explained on the court's website, it favors "case management, drug treatment and accountability" over incarceration for Billings-area veterans who have entered the criminal justice system due to struggles with mental health or chemical dependency.

The second day featured two researchers – Dr. Jason Kilmer and Dr. Karl Citek. Dr. Kilmer

laid out his studies of college students and cannabis, pointing out the lack of research into the effects of high THC content use over long periods of time. With legalization happening across the country, this is a topic that often comes up when developing legislation. Optometrist Dr. Citek talked about the role of eye testing in field sobriety testing and identifying possible drug use.

Next, Stacy Brittain, of the Drug Enforcement Agency, spoke about the difficulties facing drug enforcement across Montana.

All in all, both days provided a huge amount of information and connections that would not typically be provided to the individuals who attended the symposium.

One presentation highlighted a Yellowstone County Sheriff's Office initiative which recognizes civilians who report drunk drivers. If the report leads to a DUI charge, a commander from the sheriff's office will present the caller with a challenge coin. I was not aware that this unique approach was going on in my county. It is a new and interesting way to connect with the community when it comes to DUI enforcement. By getting buy-in from the community and acknowledging their part in the fight against impaired driving, law enforcement creates a better relationship between themselves and the general public.

Lt. Robert Lester, of the Yellowstone County Sheriff's Office, ended the training with a presentation discussing his passion for DUI enforcement. He discussed the reasons he felt it was so important to provide top-level training on impaired driver enforcement.

This conference was fantastic, not just for members of the alcohol and substance abuse treatment, prevention and enforcement communities, but also the community as a whole. Better trained officers will be more proactive and able to find those endangering our community by driving under the influence, before they can do harm. ■



REGION IV

Hawaii Participates in International Roadcheck

By Susan Chang, Motor Carrier Safety Manager, Motor Vehicle Safety Office, Hawaii Department of Transportation

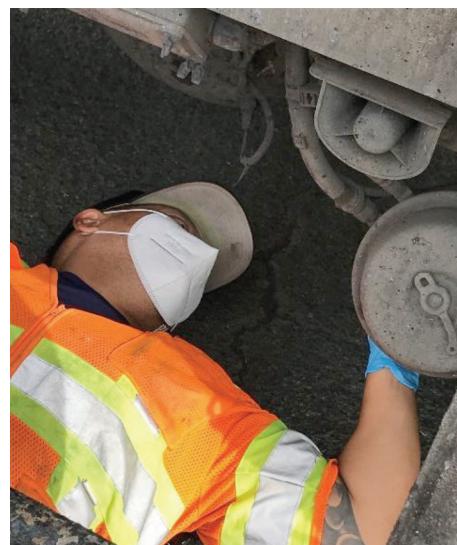
The Hawaii Department of Transportation's Motor Vehicle Safety Office (MVSO) has been working closely with the Federal Motor Carrier Safety Administration (FMCSA) Division Office to conduct inspections and investigations to keep Hawaii's roadways safe for all to travel.

Despite the challenges brought by the pandemic, Hawaii's officers continued their

commitment to transportation safety. New safety measures, such as face masks, shields, gloves, equipment sanitation and social distancing, were implemented to protect all drivers and inspectors during the inspection process. During this year's International Roadcheck in May, all COVID-19 safety protocols were followed. ■



Pictured left to right:
FMCSA Division Administrator John Weeks, FMCSA Investigator Jason Okada, and Hawaii DOT MVSO Officers Kayne Selby, Sean Prendergast, Brett Wong and Gene Gabriel.



**INTERNATIONAL
ROADCHECK
2021**

British Columbia Expands Weight Allowance for Low-Carbon Commercial Motor Vehicles

The government of British Columbia (BC) has expanded weight allowances for low-carbon commercial vehicles. The new allowance aims to offset the loss of payload capacity that commercial operators experience with greener vehicles. Low-carbon options weigh more than standard diesel trucks due to the size of their battery packs and hydrogen tanks. This rule change will provide another incentive to encourage operators to “go green” with their fleets and help decrease greenhouse gas emissions in the commercial trucking sector.

“We’re the only province or territory to offer a weight allowance incentive that empowers trucking companies to make investments in clean technology upgrades, knowing with confidence that it will be a sound investment for them,” said Minister of Transportation and Infrastructure Rob Fleming. “Promoting the adoption of green technology is not only central to our commitment to fighting climate change, but is essential to positioning the province for a strong economic recovery.”

Under the new rules, British Columbia is offering a 1,500 kg allowance to electrically powered, full-sized commercial motor vehicles and a 1,000 kg allowance to hydrogen-powered vehicles. To further support broad adoption, the government will make increases to maximum gross combination vehicle weight — up to 65,000 kg and 64,500 kg respectively. This is consistent with allowances already made for liquified natural gas (LNG) and compressed natural gas (CNG) fueled trucks and buses.

This move supports the province’s CleanBC goal of ensuring an ever-greater portion of vehicles on British Columbia’s roads are powered by electricity, hydrogen and renewables.

“By working with the trucking industry, we’re accelerating the transition to a cleaner economy by making it easier for zero-emission heavy-duty vehicles to get on the roads,” said Minister of Environment and Climate Change

Strategy George Heyman. “Through CleanBC, we’re working to reduce climate-damaging greenhouse gases and local air pollution, decrease our dependency on fossil fuels, and ensure a cleaner, stronger future for everyone.”

Currently, medium- and heavy-duty commercial vehicles are responsible for about 50% of the greenhouse gas emissions from British Columbia’s road transportation sector. They also transport nearly 92% of all consumer goods (by weight) in the province.

“Compared to low- and zero-carbon passenger vehicles, clean technology for heavy-duty vehicles is still in early development,” said Dave Earle, president and CEO of BC Trucking Association. “These weight allowances make low-emission options more affordable for the trucking companies and drivers serving communities across British Columbia.”

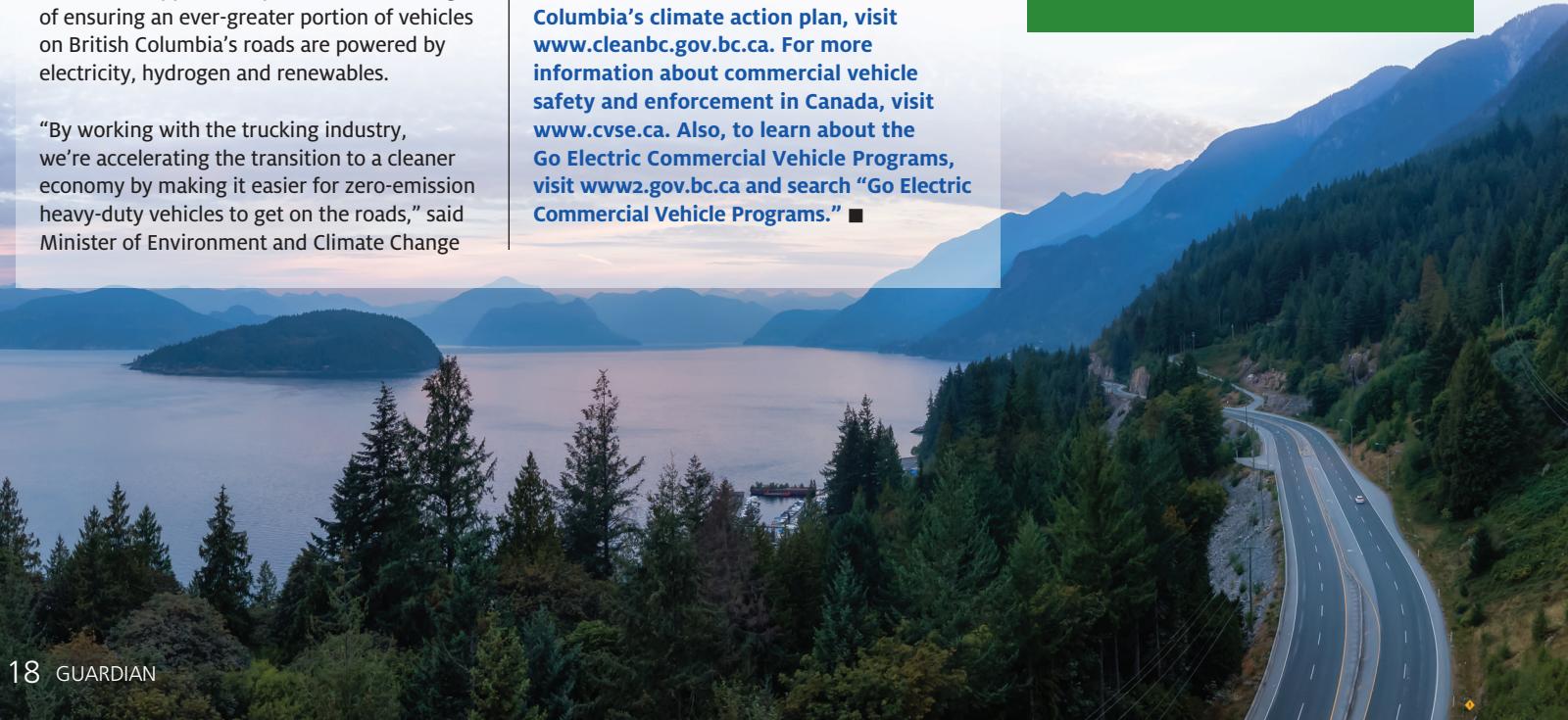
To track how many electric and hydrogen-powered vehicles use the extra weight allowance, initial allowances for these vehicles will be available through letters of authorization. Following a 90-day notice period, CNG, LNG and LNG/diesel bi-fueled vehicles will also be required to obtain letters of authorization.

CleanBC is a pathway to a more prosperous, balanced and sustainable future. It supports government’s commitment to climate action to meet British Columbia’s emission targets and build a cleaner, stronger economy for everyone.

For more information about British Columbia’s climate action plan, visit www.cleanbc.gov.bc.ca. For more information about commercial vehicle safety and enforcement in Canada, visit www.cvse.ca. Also, to learn about the Go Electric Commercial Vehicle Programs, visit www2.gov.bc.ca and search “Go Electric Commercial Vehicle Programs.” ■

QUICK FACTS

- British Columbia’s 2021 budget includes \$94 million for the CleanBC Go Electric Program, which provides financial rebates for zero-emission vehicles, charging stations and funding to support the commercialization of medium- and heavy-duty vehicles.
- StrongerBC, the province’s economic recovery plan, provided \$31 million for the Go Electric Specialty-Use Vehicle Incentive (SUVI) program to double the maximum rebates for medium- and heavy-duty vehicles available for British Columbia’s businesses, local and regional governments, public sector organizations and non-profit organizations.
- Under the SUVI program, companies purchasing eligible vehicles will have access to rebates of up to 33% of the purchase price, with a maximum rebate for medium- and heavy-duty vehicles of up to \$100,000 per vehicle.
- Organizations in British Columbia can also access \$11 million in support for piloting unique or large deployments of medium- and heavy-duty or very large electric vehicles, such as domestic air, marine or rail transportation, through the Commercial Vehicle Pilot program. Eligible applicants can compete to receive up to one-third of total costs in rebates for vehicles and charging or refueling infrastructure.





OPERATION SOBER HANDLE:

CHANGING BEHAVIORS AND INCREASING PUBLIC SAFETY

*Based on Articles Submitted by **Miriam Norman**, Traffic Safety Resource Prosecutor,
and **Sgt. Travis Snider**, Commercial Vehicle Division, Washington State Patrol*

Preventing commercial motor vehicle (CMV) crashes saves lives: Trucks and buses represent 5% of all registered vehicles in the U.S., yet they account for 22% of passenger vehicle occupant deaths in crashes of two or more vehicles. And when fatalities occur in a crash between a CMV and a passenger vehicle, the vast majority of deaths are among the

passenger vehicle occupants. Compounding the problem, one in 20 CMV drivers had driven under the influence and the rate of amphetamine use among CMV operators was almost 30 times higher than in the general population, according to the 2019 study, "Psychoactive Drug Consumption Among Truck Drivers."

Yet, if you ask a patrol officer if he or she has ever willingly stopped a CMV, most will say no. Operation Sober Handle, the brainchild of Miriam Norman, a traffic safety resource prosecutor in Washington state, seeks to correct that paradox.

Continued on next page

Continued from page 19



Within the law enforcement community, it is well known that most patrol officers do not stop CMVs. Unfortunately, this is also well known in the trucking industry. As a result, some CMV operators feel emboldened to drive improperly and officers miss potentially life-saving enforcement opportunities. Generally, officers' understandable hesitancy can be traced to a lack of CMV-specific training and concerns for officer safety. Their concerns may include:

- Where and how do I pull a CMV over?
- How can I safely approach the vehicle when I am unable to see inside?
- How do I account for all the people in the CMV, and how many people should be in there?
- How would I open the door, if necessary?
- How do I talk to the operator given the height differential?
- What are the regulations around CMVs and CMV operators?
- How do I know if the operator needs a commercial driver's license (CDL)?
- What paperwork are operators required to carry?
- How do I navigate not knowing what a logbook looks like, nonetheless what it should contain?
- What do I do if presented with a medical certificate?

Norman noted that the study on drug consumption, combined with CMV fatal crash statistics, ignited her motivation to create training that would enable any officer to feel confident stopping CMVs. She found the data to be a powerful motivator for others as well.

Norman sent copies of the study to several drug recognition experts (DREs) in the Washington State Patrol (WSP). "Now that they were aware of the pervasiveness of drugs in the CMV driver community, I asked the DREs if they would begin making traffic stops of these CMV drivers," said Norman. "Each responded affirmatively, stating that they would, if they could be taught how to do so safely. Hence, the birth of Operation Sober Handle."

Sgt. Travis Snider, with the WSP Commercial Vehicle Division, said he and others in law enforcement supported Norman's goal of increasing the willingness and ability of patrol

officers to pull over CMVs. "Officers can be reluctant to conduct these stops due to safety concerns or lack of training in this particular area of enforcement," Sgt. Snider said.

To be successful, Norman knew that training had to address officers' legitimate concerns about their ability to stop CMVs safely while reemphasizing the drugs of choice for CMV operators. Federal Motor Carrier Safety Administration (FMCSA) Drug and Alcohol Clearinghouse statistics showed that of 56,000 positive urinalysis tests, only 1,203 were positive for alcohol. The rest were for drugs, such as cocaine, amphetamines and cannabis.

Some CMV operators view stimulants as enhancing performance and productivity, thus increasing earnings. Most operators are paid by the miles traveled, not the hours worked. So, even if an officer stops a CMV, if he or she is only looking for signs of alcohol use, they may miss the bulk of impaired drivers.

"The training also had to conform to adult learning theory if we wanted officers to actually use knowledge from the training in the future," said Norman, who worked with Seattle Police Department DRE instructor Jon Huber and Idaho Traffic Safety Resource Prosecutor (TSRP) Jaren Olson to formalize adult learning theory for the class. She also collaborated with state and local agencies and police departments to develop other aspects of the two-day Operation Sober Handle course.

For trainees to retain lessons learned, Operation Sober Handle also needed to be skills-based. The first day takes place in the classroom and is comprised of four parts. In the training, students:

- Gain an understanding of why they should stop CMVs.
- Learn about the substances most commonly used by the trucking population – central nervous system stimulants, narcotic analgesics (opiates) and cannabis – and how to identify signs of use.
- Receive a refresher in standardized field sobriety testing.
- Receive an overview of CMV enforcement. (Students are encouraged to attend CVSA's Part A driver inspections class.)
- Observe and perform a simulated traffic stop of a CMV.

Additionally, Operation Sober Handle demystifies CMVs by bringing in a “big rig” to examine up close. Trainees can touch it and climb into the cab. During this part of the training, the officers also learn how to safely conduct a traffic stop on a large truck and visit a weigh station to observe how it operates.

On the second day, the trainees are assigned a mentor to join them in making traffic stops of CMVs. This allows the trainees to develop skills through repetition and build the confidence needed to stop trucks on their own. “The mentors go on the road with the students, in the students’ patrol cars, stopping CMVs in the students’ patrol area,” said Sgt. Snider.

Operation Sober Handle teaches patrol officers to stop CMVs for infractions with which they are already familiar – impaired driving, excessive speed, seatbelt use and distraction, for example. The course avoids in-depth discussion on the complexities of federal CMV regulations, the exception being the lower alcohol standard. FMCSA established 0.04% as the blood alcohol concentration level at or above which a CDL-holding CMV operator is deemed to be driving under the influence.

To reinforce their new skills, instructors encourage trainees to conduct multiple CMV stops in the days following the course to reinforce their new skills. They are asked to report on the types of CMV investigations conducted (e.g., impaired driving), the result and the amount of CMVs placed out of service.

“It is best to conduct this training regionally rather than statewide, allowing the attendees to learn how to make the traffic stops in the area, geography and environment in which they work,” said Norman. “Small class sizes are also best to accommodate the hands-on, skill-based practice.”

To date, this course has been conducted twice in Washington, near Seattle and Everett. In the Seattle class, attendees positively impacted public safety, stopping numerous CMVs, investigating two CMV operators for impaired driving, conducting two drug recognition evaluations, placing one truck out of service, seizing several illegal substances and arresting one passenger on outstanding warrants.

“The deterrent effect of the operation is hopefully not limited to CMV operators,” added Norman. “The high visibility of these



traffic stops likely improves the behavior of drivers of passenger vehicles, too.”

“This training is already having a positive impact on public safety as officers who received Operation Sober Handle training use their newfound training and confidence to stop CMVs,” said Sgt. Snider.

In response to these efforts, Capt. Trisena Sharff, commander of the WSP Commercial Vehicle Division, said, “We are incredibly proud to be a part of this progressive training and take an active role in eliminating impaired drivers from our roadways.”

There are six more classes scheduled in Washington over the next 12 months. Norman is also partnering with Idaho TSRP Jaren Olson and Oregon TSRP Deena Ryerson to conduct future multi-state training opportunities and multi-state CMV emphasis.

Developing Operation Sober Handle required significant investment from many stakeholders in the law enforcement community. The program is made possible thanks to the support of the WSP, the city of Seattle, the Washington Traffic Safety Commission, Responsibility.org, Governor’s Highway Safety Administration, XPO Trucking, and local agencies and stakeholders that provided

grant funding to support the regional classes. In addition to their training roles, Sgt. Snider and Commercial Vehicle Enforcement Officer 3 Ryan Hernandez provided substantial assistance with curriculum development, logistics surrounding the use of a CMV for the training and securing CMV officers to serve as mentors.

“The training can be logistically challenging to coordinate, but it is most certainly worth the effort,” said Norman. “In training more skilled officers to stop CMVs and investigate operators, Operation Sober Handle is changing behaviors and increasing public safety, one class and truck stop at a time.”

For more information about Operation Sober Handle, including how to observe, attend or host a session, contact Miriam Norman at 206-850-5260 or miriam.norman@seattle.gov. She can also provide training materials, a programming guide and course dates for anyone who wants to audit the class for implementation in their jurisdiction. ■

MARK YOUR CALENDAR

2022 CVSA EVENTS

COOPERATIVE HAZARDOUS MATERIALS ENFORCEMENT DEVELOPMENT CONFERENCE (COHMED)



JANUARY 24-28, 2022
SAN DIEGO, CALIFORNIA

CVSA WORKSHOP



APRIL 3-7, 2022
BELLEVUE, WASHINGTON

NORTH AMERICAN INSPECTORS CHAMPIONSHIP



AUGUST 15-19, 2022
INDIANAPOLIS, INDIANA

CVSA/FMCSA DATA QUALITY AND SYSTEMS TRAINING



AUGUST 16-18, 2022
INDIANAPOLIS, INDIANA

CVSA ANNUAL CONFERENCE AND EXHIBITION



SEPTEMBER 18-22, 2022
RAPID CITY, SOUTH DAKOTA

CVSA Creates Two Inspection Bulletins

CVSA's inspection bulletins provide important information to augment the North American Standard Inspection Program. CVSA created the following two new inspection bulletins:

2021-04 – Mexican Federal Licenses Inspection Bulletin



As of April 1, 2021, all Mexican commercial driver's licenses (CDL) are now offered in a digital format and the printing of CDLs on plastic material has been discontinued. Enforcement officials who engage with Mexico-licensed

drivers will need to recognize and accept valid CDL formats, including the new digital license and the traditional plastic licenses, which will remain valid until their expiration date. This inspection bulletin assists enforcement personnel to recognize digital, printed and plastic card CDL formats, identify relevant data fields, and determine the status of the CDL for Mexico-licensed drivers. This bulletin is available in English, French and Spanish.

2021-03 – Identifying the Motor Carrier Inspection Bulletin



This inspection bulletin defines motor carriers and provides guidance on how to identify and document a motor carrier on an inspection report, a citation or a collision report. This bulletin is available in English, French and Spanish.

CVSA reminds all certified roadside inspectors to visit the CVSA website for the latest versions of all inspection bulletins. To view all inspection bulletins, visit www.cvsa.org/inspections/inspection-bulletins. Inspection bulletins are also available in the CVSA Operations Manual in the CVSA member portal (www.cvsa.org/memberportal). The website and the operations manual will always contain the current version of each bulletin to be used by CVSA-certified roadside enforcement personnel.

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 the "CVSA Inspector Focus" icon on the left. Each tutorial features a video presentation along with audio direction, followed by a quick quiz.



If you're familiar with the inspection bulletins section of the CVSA website, you'll notice a difference. We've rearranged the inspection bulletins by subject/topic. They are categorized to align with the sections of the North American Standard Out-of-Service Criteria and then further sorted by date, from newest to oldest.



INSPECTOR'S CORNER

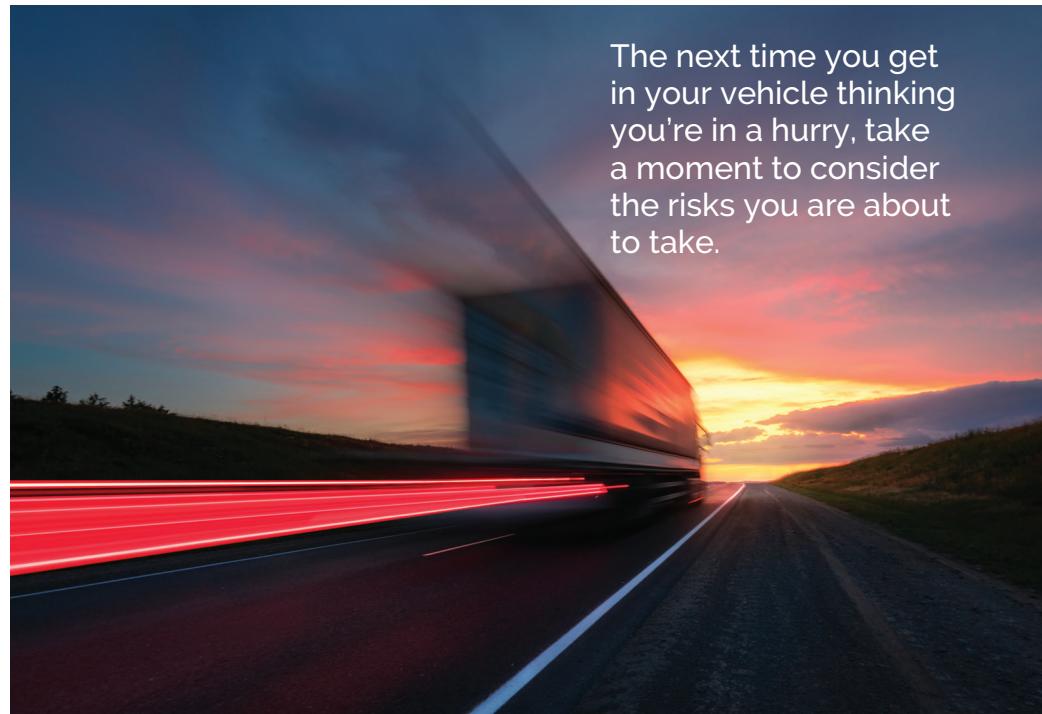
Slow Down and Decide How to Drive or You May Regret It

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

Prior to taking my current assignment, I spent just over five years in Omaha as part of Nebraska's Commercial Vehicle Enforcement (CVE) Team. If you read Sgt. Jason Stahl's article in the first quarter 2021 edition of the "Guardian," you know that the CVE team was formed to combat the rising crash and fatality rate; particularly, the rates involving commercial motor vehicles. The primary function of the team is to work in areas with the highest crash rates. As we all know, studies have shown that most crashes are caused by driver factors. This means that most of my days were spent enforcing traffic rules in the Omaha metropolitan area.

I found this to be one of the more fulfilling things I've done with the Nebraska State Patrol. I knew that I was stopping drivers for issues that contributed to the crashes I was trying to prevent. Of all the driver issues, I particularly watched for aggressive drivers. Everyone knows the drivers I'm talking about. Drivers that think they need to always go faster than the rest of traffic. Drivers that follow too closely because they think everyone else should just get out of their way. Drivers that make improper and erratic lane changes when other drivers don't get out of their way fast enough. Basically, it just comes down to the fact that they are in a hurry.

Now, I know about being in a hurry. I spent my first several years as a driver in a hurry. In fact, I was in so much of a hurry that I got my first speeding ticket less than a week after I got my driver's license. Needless to say, neither my parents nor the insurance company were very happy with that one. However, despite paying the fine and having my parents take my license away, I really didn't learn anything. In fact, I didn't learn anything for those first several years, regardless of more speeding tickets and one crash I caused because I was following too closely. I continued to be in a hurry pretty much any time I was driving, and to take unnecessary risks because I thought I needed to get where I was going faster. I didn't realize at the time how ridiculous that was. Let's face it, I was young. I didn't have anywhere I needed to be that was truly important. Most times, the minutes, or more likely seconds, I saved by taking those risks were wasted doing



The next time you get in your vehicle thinking you're in a hurry, take a moment to consider the risks you are about to take.

nothing of consequence when I got where I was going.

It wasn't until I became a member of the Nebraska State Patrol that I actually understood the folly of my ways. I had no idea at the time how dangerous the risks that I was taking were. Furthermore, I was unquestionably lucky that whole time. Being on the patrol, I've seen what happens when someone takes those risks and things go wrong. Lives can be altered or ended in an instant. I say I was lucky because too many times I could have been the one to alter or end someone's life, and the only reason I didn't was because of some tiny factor. If one of those tiny factors would have been different, I could have caused a serious crash.

I've seen those factors in play while investigating crashes. I've seen crashes that were caused by things that most people would consider mundane because they do them all the time, but because of some tiny factor, someone's life was ended. Those tiny factors could be anything. They could be the fact that you stopped to tie your shoe before getting

in the car, therefore, when you rolled through the stop sign, the dump truck that was going through the same intersection missed you. Depending on how you feel about chaos theory or the butterfly effect, these factors could be explored in depth. We can spend a lot of time worrying about those things, but we don't have any control over them.

What we do have control over is our actions and choice to take risks while driving because we're "in a hurry." We have to weigh the risks we take against the reward and possible consequences. If you are late for a meeting, it may seem like the most important thing in the world at that point in your life. However, I guarantee that thought will change if your aggressive driving causes a crash and your child, who was in the back seat, loses their leg because they get pinned in the car. Or, imagine that the crash ends your child's life. How does that make you feel about being late now? Is the meeting you are going to worth taking those risks?

Continued on next page

 MARK YOUR CALENDAR

NORTH AMERICAN INSPECTORS CHAMPIONSHIP

AUGUST 15-19, 2022
INDIANAPOLIS, INDIANA

After two years of canceled North American Inspectors Championships due to the pandemic, we are pleased to announce that we will be resuming the championship in 2022.



Visit www.cvsa.org/events/north-american-inspectors-championship for more information.

Continued from page 23

Second, we must contemplate the fact that there are very few times when you are going to save enough time by driving aggressively to even make a difference in your travel time. Exceeding the speed limit and weaving through traffic will only gain you seconds or minutes on a trip. Unless you are driving an ambulance and someone is bleeding to death in the back, can we truthfully say that those seconds or minutes matter? The only place that they matter is in our minds. We are in a hurry, so driving fast and aggressively makes us feel good because we think we will get there faster.

Even when we consider a truck delivering cargo across the country, the time gained by taking risks while driving is minimal. When you make a couple-mile trip across town to go to work, being in a hurry probably means that you would take a few risks. Now, multiply that risk level by several hundred miles. Also, if you're driving in a rush on one load, you probably drive like that all of the time. In that case, it's just a matter of time before one of those risks catches up to you and you crash. At that point, all you can do is hope all the little things go in your favor and you don't kill someone in the crash.

I mentioned earlier that many people would consider this behavior mundane. This is to say that some people take these types of risks so often that they have become desensitized to them. They think that it is normal driving behavior. Maybe they have even fooled themselves into thinking that they are a good enough driver to take risks without consequences. However, we know that this is a foolhardy way of thinking. Race car drivers

are involved in crashes quite frequently and they are professionals. They are purposely taking risks in order to compete in a sport. They, however, are aware of the risks they are taking and are required to wear safety gear, like helmets and crash harnesses, because of the likelihood of crashes. I think most of those drivers would agree that you can't drive like that on a public highway. So, why is it that ordinary people who lack professional driver training are willing to take those types of risks?

Being in a hurry is not solely relegated to driving. Consider all the things you do besides driving that are involved in operating your vehicle, even something as regular as your pre-trip inspections. If you're in a hurry to get driving and don't do a proper inspection, it's quite possible to miss something fairly important. With a few exceptions, like running a race where you want to go as fast as possible, anything we do, we can do too fast. This comes down to the topic of my last article: take pride in your work and you will resist the temptation to go too fast, instead, giving each activity the time and attention it deserves. Driving is just one way to show this.

So the next time you get in your vehicle thinking you're in a hurry, take a moment to consider the risks you are about to take. Think about your loved ones traveling on the roadway with you. Think about what could happen if something goes wrong. Then, decide if you want to take the chance of something happening because of your driving. Finally, ask yourself if you can live with your choice if something bad does happen due to your choices. ■



Exceeding the speed limit and weaving through traffic will only gain you seconds or minutes on a trip. Unless you are driving an ambulance and someone is bleeding to death in the back, can we truthfully say that those seconds or minutes matter?



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Congress spent the summer debating many things, including how to incorporate the president's infrastructure package, the American Jobs Plan, into its vision for infrastructure investment for the nation.

There is widespread disagreement between republicans and democrats, and even within the parties themselves, regarding what qualifies as "infrastructure" and a vast array of opinions on how to best spur economic growth while also addressing climate change and other challenges. The Senate eventually reached a compromise and approved a bill in August. However, as this article was being written, congressional leadership and the White House were still trying to find a clear path forward for the proposal in the House of Representatives, which had passed a similar bill of its own earlier this year and was largely excluded from the initial negotiations.

The Senate bill, dubbed the Infrastructure Investment and Jobs Act, includes a new highway reauthorization. The current authorization expires on Sept. 30. The bill includes an increase in funding for the Motor Carrier Safety Assistance Program (MCSAP) and the High Priority and Commercial Driver's License Program Implementation grants, as well as an extra year for jurisdictions to spend their MCSAP formula funds and additional authority for the Federal Motor Carrier Safety Administration to redistribute unspent funds,

rather than allow them to expire. Perhaps most significant for the Alliance, the bill makes much-needed changes to the way training is delivered to roadside inspectors – one of CVSA's top priorities for this reauthorization cycle.

The bill also contains other provisions that impact commercial motor vehicle safety and enforcement, as well as an increase in funding for the Community Safety Grant program, under the Pipeline and Hazardous Materials Safety Administration, which provides funds for training state personnel on the safe movement of hazardous materials, including CVSA's Cooperative Hazardous Materials Enforcement Development (COHMED) regional training.

While many of CVSA's reauthorization priorities were excluded from the final Senate package, a great deal of progress was made and the Alliance has a strong starting point on a number of the issues it champions, first among those being CVSA's long-standing call for the establishment of a universal electronic vehicle identifier. Bipartisan support for the concept is growing on the Hill and in the motor carrier industry. CVSA's universal electronic vehicle identifier concept would revolutionize the way the enforcement community identifies vehicles for inspection, greatly expanding enforcement's footprint by allowing inspectors to interact with more

trucks and better identify motor carriers most in need of intervention. It is also the foundation upon which electronic inspections and credentialing can be built. CVSA will continue to educate members of Congress, regulators and our industry partners on the tremendous safety improvements that will be possible if a universal electronic vehicle identifier requirement is established.

This fall, CVSA will evaluate where the Alliance's legislative priorities stand. If the Infrastructure Investment and Jobs Act passes the House, CVSA will begin the process of developing the next set of reauthorization policy positions. If the bill fails to move forward, CVSA will continue efforts to improve the motor carrier section of that bill as Congress considers how best to move a highway bill forward in the coming months.

In addition to the Alliance's efforts on Capitol Hill, CVSA continues to engage with our regulatory partners within the U.S. Department of Transportation. CVSA is working with the Federal Motor Carrier Safety Administration to address data quality, necessary improvements to the various software systems used by jurisdictions, how to best prepare for autonomous trucks in the future, and, most importantly, shared strategies on how to reduce the number of crashes, injuries and fatalities involving large trucks and buses. ■

Value and Weight of Goods Moved on America's Transportation Network Rose Over a Five-Year Period



Goods moved on America's transportation network rose in value and tonnage from 2012 to 2017, according to the latest version of the Freight Analysis Framework (FAF5), the most comprehensive publicly available dataset of freight movement, jointly released this year by the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Bureau of Transportation Statistics (BTS).

FAF benchmarks are released at five-year intervals. Starting with data from BTS's Commodity Flow Survey (CFS) and international trade data from the Census Bureau, FAF incorporates data from

agriculture, extraction, utility, construction, service and other sectors. The most recent CFS data were collected in 2017, which is the benchmark year for FAF5. FAF numbers in this release represent total freight flows within the U.S., including domestic movement of imports and exports.

Annual FAF estimates of 2020 freight flows are planned for later in 2021 and will account for changes that have taken place during the COVID-19 pandemic.

The newly updated FAF5 estimates show that nearly 20 billion tons of goods worth almost \$19

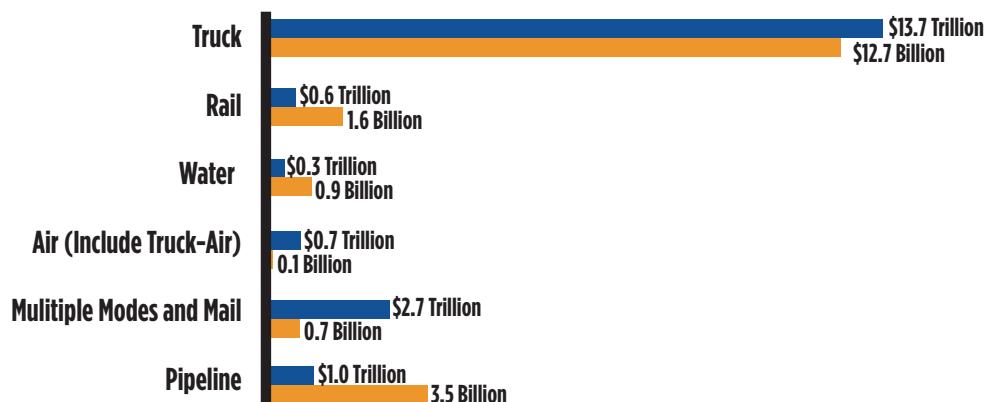
trillion were moved on the U.S. transportation network in 2017. The annual numbers mean that on average 54 million tons of goods valued at \$52 billion a day moved throughout the country on all transportation modes. Value comparisons are in current dollars.

In comparison, in the full year 2012, nearly 17 billion tons of goods worth about \$18 trillion were moved, which equates to 46 million tons of goods valued at more than \$48 billion per day.

Trucks remain the most commonly used mode to move freight, transporting 64% of the

FIGURE 1: VALUE AND TONNAGE OF FREIGHT BY MODE – 2017

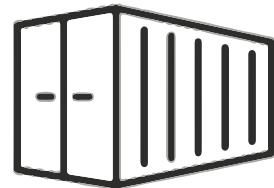
Dollars Tons



Source: Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework version 5.0.



FREIGHT ON THE US TRANSPORTATION NETWORK: 2012-2017



	2012	2017
Value:	\$18 Trillion	\$19 Trillion
Weight:	17 Billion Tons	20 Billion Tons

Source: Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework version 5.0.

weight (12.7 billion tons) and 72% of the value (\$13.7 trillion) in 2017 (Figure 1).

The busiest freight corridors are located between major cities. For example, the total value of bi-directional freight flows transported between the Los Angeles and San Francisco metropolitan areas, the busiest corridor, reached \$200 billion in 2017 or 1.1% of the national total (Figure 2).

FAF includes data on the amount and types of goods that move by land, sea and air between large metropolitan areas, states and regions. It is designed to provide information on

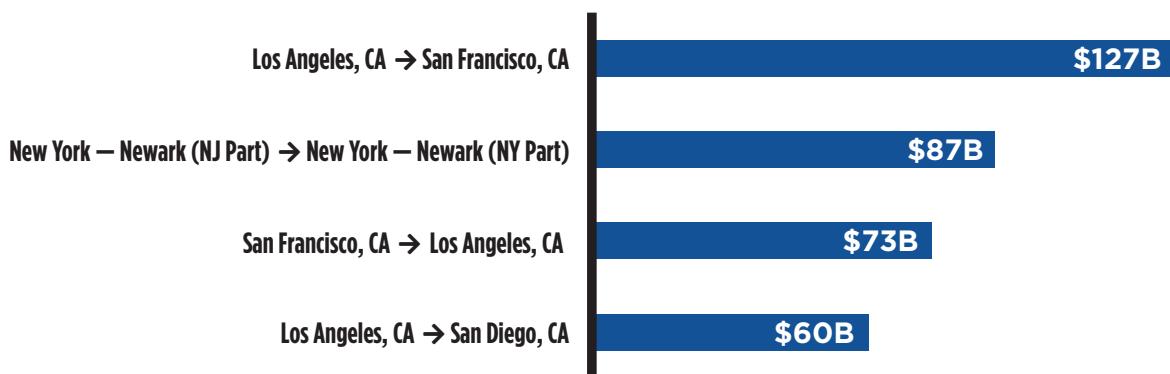
national level freight flows across America's transportation network. These data help people in the public and private sectors better understand freight movement, and aid transportation planners in targeting resources to improve operations or increase capacity.

All 50 states plus the District of Columbia have developed state freight plans. Many states based their plans on FAF data, analyzing national freight system trends. As states begin updating their existing freight plans, FAF5 data will again be a valuable resource for identifying needs and key issues confronting the freight system.

The 2021 FAF5 product release provides updated 2017 origin and destination FAF data. The 2017 data will be used as a benchmark for the development of additional FAF5 data releases including: annual freight flows estimates for 2018, 2019 and 2020; long-range forecasts through 2050; projections of truck flows on the highway network; and a historical time series.

More detail on FAF is available from BTS, at www.bts.gov/faf, and from FHWA at ops.fhwa.dot.gov/freight/freight_analysis/faf/. ■

FIGURE 2: TOP 4 BUSIEST FREIGHT CORRIDORS BY VALUE — 2017



Source: Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework version 5.0.



Partnership is Key to Road Safety

By **Meera Joshi**, Deputy Administrator,
Federal Motor Carrier Safety Administration, U.S. Department of Transportation



FMCSA Deputy Administrator Meera Joshi, CVSA President Sgt. John Samis (with the Delaware State Police), CVSA Executive Director Collin Mooney, CVSA Deputy Executive Director Adrienne Gildea and other members of CVSA and FMCSA staff visited a Maryland State Police inspection site on May 4, the first day of International Roadcheck.

As COVID-19 vaccinations mount, traffic volume is roaring back. Early estimates from the National Highway Traffic Safety Administration (NHTSA) show that vehicle miles traveled in 2020 decreased about 13.2%, yet fatalities from motor vehicle crashes rose about 7.25% over 2019. NHTSA's analysis showed that behaviors driving this increase included impaired driving, speeding and failure to wear safety belts.

Preliminary numbers also show that fatalities involving a large truck (commercial or non-commercial) are projected to have declined by about 2% from 2019. If this trend holds, we are headed in the right direction, though we have much more work ahead. There is more traffic on the road, making commercial motor vehicle (CMV) operators' already challenging job even more challenging. Add to that the seasonal proliferation of highway work zones and continuing supply chain pressures.

We are a relatively small agency, with a large and important mission. While the Federal Motor Carrier Safety Administration (FMCSA) has a little more than 1,100 employees, there

are more than 600,000 interstate motor carriers and intrastate hazardous materials motor carriers in the U.S., and about 6.8 million CMV drivers. Reaching across the large and diverse industry audience would be all but impossible without the partnership of CVSA and the 16,000 commercial motor vehicle inspectors who work tirelessly ensuring our roadways are safe for all travelers. Our partners' skills and strengths complement FMCSA capabilities, making our shared safety programs and initiatives not just more far-reaching, but far more effective.

We co-sponsor and work together on a great many safety initiatives and programs. One with a particularly great impact is International Roadcheck, which puts a three-day focus on CMV driver and vehicle safety inspections. Having been privileged to observe some of these inspections and talk with safety inspectors, I understand firsthand just how powerful that process is in revealing and addressing safety issues.

Another public-facing safety initiative is Operation Safe Driver Week (which was July



11-17 this year), which delivers broad public awareness and education. Law enforcement personnel were on the lookout for commercial motor vehicle drivers and passenger vehicle drivers engaging in risky driving, especially speeding. In addition, FMCSA conducted investigations on carriers that have a high level of unsafe driving behaviors. Other collaborative campaigns, such as Brake Safety Day and Brake Safety Week, strive to improve CMV brake safety.

Our grant programs provide another path to strengthening our CVSA partnership, especially the high-priority grants. This program allows for funding of enforcement efforts, outreach campaigns and innovative technology development initiatives. These collaborative safety initiatives are force multipliers and bring a far greater return on investment than we could ever attain alone. Yet, as impactful and important as these programs are, they're the tip of the iceberg in terms of our partnership.

We conduct vital professional development collaboration through FMCSA's National Training Center (NTC), where FMCSA and



CVSA together develop and deliver training to all roadside inspectors, enabling a uniform inspection system throughout North America. NTC leverages our partner's knowledge and experience, drawing on volunteers from CVSA's committees (such as the Driver-Traffic Enforcement Committee, Hazardous Materials Committee, Vehicle Committee, Training Committee, etc.).

Their real-world expertise ensures training materials are up to date, accurate and meet the needs of enforcement officials doing roadside inspections and investigations. NTC's in-person training is delivered by volunteer associate staff instructors who are state enforcement officials and CVSA members. These volunteers are essential to getting tens of thousands of enforcement officials trained and certified to make our roads safer. We have been working together to develop and expand self-directed online instruction, which proved invaluable over the past year.

Equally important is the ongoing informal and formal communication between FMCSA

and CVSA that is foundational to all of our partnerships. FMCSA representatives regularly participate in CVSA committee meetings, providing briefings and updates and carrying back information and insights to the agency. CVSA committee members participate in FMCSA regional meetings and CVSA's board meetings bring FMCSA and senior leaders together for discussion and planning.

This partnership gives the safety inspection community a clearer voice with FMCSA, bringing together representatives from numerous jurisdictions to develop consensus on recommendations or requested action. CVSA members "on the ground" are among the first to identify any needs for additional information, clarification or training for the CMV industry and inspection professionals. This is the type of partnership that benefits everyone involved in CMV safety. Active participation on both sides and open communication bring clarity, understanding and safety improvements that are informed by broad perspective and collective expertise. Together, we achieve much more than either organization could alone.

All of us across FMCSA are deeply grateful for the contributions of our many CMV safety partners. We applaud and are grateful for CVSA's commitment to its mission to ensure CMVs are safe, respect your willingness to continually improve inspection skills and invite you to present ideas and strategies to better position all of us to prevent large truck and bus crashes. Thank you for all you do. ■



Updates from the FMCSA CDL Drug and Alcohol Clearinghouse

By **Gian Marshall**, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

More than 80,000 positive drug and alcohol tests and test refusals were reported to the Federal Motor Carrier Safety Administration's (FMCSA) Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse between its launch in January 2020 and June 30, 2021. This makes the clearinghouse a valuable tool for safety investigators, auditors and law enforcement personnel to determine if a driver is prohibited from operating a commercial motor vehicle due to a drug and alcohol program violation.

Safety investigators, auditors and state law enforcement personnel may not need to log in to the clearinghouse to access this information. It can be accessed by using the tools described below.

Checking Driver Status: Query Central and CDLIS Gateway

As stated in CVSA's 2020-04 inspection bulletin, law enforcement may use FMCSA's Commercial Driver's License Information System (CDLIS) Gateway (<https://cdlis.dot.gov>) or Query Central to access a driver's clearinghouse status to determine if a driver is prohibited from performing safety-sensitive functions.

Clearinghouse – CDLIS Screenshot

History Search Results	
Drug and Alcohol Clearinghouse - Driver is prohibited from operating under 382.501(a)	
/MX/ [REDACTED]	202004151253168817CC196WS
Driver General Information	

In Query Central, clearinghouse status results will display in the upper right-hand table as “driver prohibited,” “driver not prohibited” or “driver not found.” When using Query Central to determine a driver’s clearinghouse status, state partners must select either “History” or “Status” as a Query Type.

U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Query Central

Driver Vehicle Carrier **Home Page**

Attention Due to the COVID - 19 emergency, FMCSA has issued guidance that FMCSA will not take enforcement action against a CLP/CDL holder or a non-CDL driver operating a CMV with an expired CLP/CDL or driver's license or with an expired medical certificate, if it was valid on February 29, 2020, and expired on or after March 1, 2020. To view the complete FMCSA Waiver and Enforcement Guidance, click on the following link: www.fmcsa.dot.gov/COVID-19

CDL Credentials
 If you would like to access CDL data, please enter your CDL ID and password below. (Leave blank to search for Puise inspections only.)
 CDL ID: Password:

Driver Information:

<input checked="" type="checkbox"/> Query Type: <input type="radio"/> USA <input type="radio"/> CDL <input type="checkbox"/> Indicate if this is a history	<input type="checkbox"/> Jurisdiction: <input type="radio"/> Select State >>
<input type="text"/> First Name:	<input type="text"/> Last Name:
<input type="text"/> Middle Name:	<input type="text"/> Suffix:
<input checked="" type="checkbox"/> DOB: Month: <input type="text"/> Day: <input type="text"/> Year: <input type="text"/>	<input type="checkbox"/> SSN: <input type="text"/>

Clearinghouse Compliance Report

During an investigation or audit, safety investigators and auditors verify that employers of CDL holders are meeting their clearinghouse requirements including:

- Registering in the clearinghouse
 - Conducting pre-employment and annual queries to check if CDL holders are prohibited from performing safety-sensitive functions, such as operating commercial motor vehicles, due to an unresolved drug and alcohol program violation
 - Reporting drug and alcohol program violations, including test refusals and actual knowledge of a violation, as needed
 - Reporting negative return-to-duty (RTD) test results and the successful completion of a driver's follow-up testing plan, as needed

Registered employers can easily produce a report for enforcement personnel upon request that summarizes the employer's clearinghouse activity.

Employers may also download their clearinghouse compliance report to provide to law enforcement personnel. Please note, the compliance report will only include those violations the employer is required to report. It will not include positive results reported by the medical review officer. Instructions to download the report are as follows:

- Log in to the clearinghouse.
 - Open the “Current Role” drop-down list at the top of the screen. If the user has more than one user role, they will need to select the employer for which they require a report.
 - Go to My Dashboard > Compliance Report, which opens an activity summary page.
 - Click the “Download” button at the top of the activity summary page, which allows the compliance report to be downloaded in an Excel format.

View Monthly Summary Reports

Motor carriers and enforcement personnel can also review the latest data in the clearinghouse monthly summary reports. The monthly report includes statistics on the number of clearinghouse registrations, queries conducted, violations reported and drivers in the RTD process. Download the current and past monthly reports on the Clearinghouse Learning Center under “News and Events.” Visit <https://clearinghouse.fmcsa.dot.gov/learn>.

If you have any questions about the clearinghouse, visit <https://clearinghouse.fmcsa.dot.gov> or fill out an online help form at <https://clearinghouse.fmcsa.dot.gov/contact>. ■

To Access CVSA's 2020-04 – Commercial Driver's License Queries Should Be Conducted Through CDLIS Inspection Bulletin, visit www.cvsa.org/inspections/inspection-bulletins.

ATA Workforce Heroes Truck Conducts Week-Long Iowa Tour



In June 2021, the American Trucking Associations' (ATA) Workforce Heroes program concluded a week-long tour of high schools in northwest Iowa, teaching safe driving skills and raising awareness about job opportunities available in the trucking industry.

With an ongoing shortage of professional truck drivers and qualified diesel technicians across the country, the Workforce Heroes program educated students from seven different Iowa-area high schools about the variety of career paths that can be found in trucking. Students took home a copy of ATA's Workforce Heroes pamphlet to learn more about a day in the life of a professional truck driver, starting salary, commercial driver's license requirements and more.

"Through the pandemic, we found different ways to get out and educate our communities," said Workforce Heroes professional truck driver Randall Luschen of Weinrich Truck Line Inc. "The technology we have today allowed us to keep sharing our message and continue representing the best this industry has to offer. The goal of our demonstration is to educate current and future drivers on how to safely drive alongside trucks. At the end of the day, we want everyone to get home safe."

The tour included safety demonstrations using ATA's Workforce Heroes Mack Anthem high-rise sleeper and classroom segments that showed the Share the Road instructional video. Workforce Heroes professional truck drivers, with millions of accident-free miles, walked students through the blind spots of commercial motor vehicles and discussed the dangers of distracted driving. The drivers emphasized the long stopping distances of trucks and stressed the added importance of maintaining safe distances during winter months when road conditions are less than ideal. Students were able to climb into the driver's seat of a truck to experience firsthand what a professional truck driver can and cannot see.

"More and more of our professional drivers are heading into retirement, which is why we are here to explain the career opportunities in the trucking industry," said Workforce Heroes professional truck driver Bill McNamee of Carbon Express Inc. "A career as a professional truck driver is extremely rewarding as it allows you to travel all over the country and meet so many different people. We need the younger generation to join our industry so that we can keep moving America forward." ■



CVSA Staff and Leadership Share Information and Best Practices at Commercial Vehicle Safety Summit

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

The second Western Regional Commercial Vehicle Safety Summit was held May 25–26, 2021, in Denver, Colorado. It brought together approximately 230 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 data, with the ultimate goal of improving highway safety.

The summit highlighted ways states have worked to improve data quality, improve data collection methods and/or are using the data in new ways to improve commercial vehicle safety. The North Dakota State University Upper Great Plains Transportation Institute (NDSU-UGPTI) hosted the event with the Colorado State Patrol. Funding was provided through a cooperative agreement with the Federal Motor Carrier Safety Administration (FMCSA). Participants from across the country participated in the hybrid event, either online or in person.

Representatives from agencies and universities in each state and territory in the FMCSA western region provided information on current projects and partnerships, topics of interest and innovative approaches they have implemented. The agenda was developed based on that input and included the following sessions:

- state-specific examples of best practices
- resources and tools readily available to states
- current research and partnerships

- a roundtable discussion of state-specific issues

In addition, an opening session focused on the impact and lessons learned from COVID-19, with federal, state and industry perspectives. Representatives from FMCSA also provided updates regarding rulemakings and current programs and were available for questions and discussion.

The summit emphasized partnerships with universities and the capabilities universities 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.

Among the representatives from agencies and universities providing presentations and information were four members of CVSA staff and leadership — CVSA Director of Enforcement Data and Judicial Outreach Chris Turner; Holly Skaar, senior research analyst with the Idaho State Police Commercial Vehicle Safety Section and chair of the CVSA Information Systems Committee; Capt. John Hahn, commander of the Hazardous Materials Section with the Colorado State Patrol, CVSA Region III president and chair of the CVSA Policy and Regulatory Affairs Committee; and Andrea Sequin, director of Regulatory Services for Schneider National and CVSA Class III Associates Membership vice president.

Turner presented in the Resources and Tools session and discussed best practices for citations and crash reporting. He emphasized the importance of CMV inspectors issuing citations to drivers for offenses to get drivers to change poor driving behaviors. He also highlighted the importance of officers (non-CMV inspectors) feeling comfortable stopping a truck driver, when needed, and ensuring they indicate the CDL and/or CMV checkbox on the citation.

Turner also discussed resources available to help states ensure their courts, judges and prosecutors understand masking convictions and how to avoid them. He wrapped up his presentation by explaining how CVSA is working on a project to establish and maintain uniform CMV crash reporting, focusing on the Model Minimum Uniform Crash Criteria standards and best practices, as well as a uniform CMV post-crash investigation protocol and training.

Skaar also presented in the Resources and Tools session. She discussed data quality efforts and the use of FMCSA's Analysis & Information (A&I) system. Skaar started off her discussion with a history of her data quality journey and why data quality is so important. She explained that she was instrumental in reinstating FMCSA data quality and systems training conferences and how these are critical to ensuring continuous data quality and improvement. Skaar provided a demonstration of the A&I system and the areas of it she uses most, including the



Chris Turner, director of Enforcement Data and Judicial Outreach for CVSA, presents best practices for citations and crash reporting.

state data quality measures and associated supplemental reports, and the driver information resource. She also highlighted the FMCSA A&I data quality learning center that has a variety of training videos and reference materials available.

Capt. Hahn presented information in the Roundtable Discussion of State Issues session, regarding the challenges with hemp transportation. He discussed the patchwork of state cannabis and hemp cultivation regulations, and reviewed the history of hemp-related bills dating back to 1946. Capt. Hahn became involved with this issue through his membership in a Colorado initiative known as the Colorado Hemp Advancement and Management Plan. He also chairs the CVSA working group on hemp transportation. The group made comments on the recent interim final rule regarding the packaging and labeling of hemp, as well as the need for uniform documentation to be presented at roadside. He suggested, as a best practice, to follow the recommendations outlined in the final rule and to engage with partners in both enforcement and industry.

Sequin presented in the Impact and Lessons Learned from COVID-19 session, providing an industry perspective. She explained how Schneider saw increased demand in the second half of March 2020 due to the need for moving essential goods and how the company was able to redeploy dedicated drivers to the areas where they were most needed. By the third quarter, freight volumes accelerated

and demand in nearly all geographic markets exceeded capacity. Schneider worked to quickly implement virtual conferencing, flexible scheduling and paperless processes to accommodate remote work for those who could work virtually. For those involved with training, the company implemented the health guidelines of masks, social distancing and hand sanitizer, in addition to adding virtual and remote training, where possible. In terms of safety, Sequin said that Schneider saw fewer and less severe crashes last year due to less traffic on the roadways.

NDSU-UGPTI has established a Commercial Vehicle Safety Center that serves as a point of contact for universities, law enforcement and driver licensing agencies seeking assistance to establish partnerships to improve commercial vehicle safety: www.ugpti.org/outreach/cvsc. The center also hosts webinars and maintains a resources page with articles and reports related to commercial motor vehicle safety. In addition, all videos and presentations from the 2021 and 2018 Commercial Vehicle Safety Summits are accessible through the site. ■

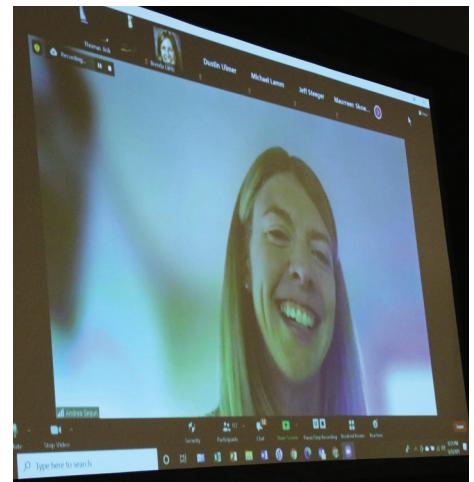
The summit emphasized partnerships with universities and the capabilities universities have to assist agencies.



Capt. John Hahn, commander of the Hazardous Materials Section with the Colorado State Patrol, presents on the challenges of hemp transportation.



Holly Skaar, senior research analyst with the Idaho State Police, discussed data quality efforts and the use of A&I.



Andrea Sequin, director of Regulatory Services for Schneider National, presented on the impact and lessons learned from COVID-19.

18 Wheels During the Week, Two Wheels on the Weekend

By Tim Chelette, Big G Express

I have been a professional truck driver for almost 20 years and have spent almost 16 of those with Big G Express. Throughout my career, I have accumulated more than 2.4 million safe miles and many more if you include all of my motorcycle rides.

I got my first motorcycle at the age of 16 and have loved every second of being a motorcyclist, almost 40 years later. I have become a better and safer motorcyclist by taking a lot of the safety aspects from my job as a professional truck driver and applying them to my motorcycle riding.

When I am driving my truck, I am constantly aware of all my surroundings from turning my head, checking my mirrors and being on the lookout for debris on the roads. Being aware of the environment around me when operating a truck has taught me to be even better on my game when I am on my motorcycle. When I ride with others, they notice my awareness and actually prefer to ride behind me and have me lead. The biggest ride I have led was with 187 riders, and many people came up to me afterward to share how that ride was one of the safest they have ever been on. I apply lessons from pre-trip inspections for the truck to my motorcycle, which ensures I am ready to go before any ride and am doing it safely.

It is very important for me, as a truck driver, to share with other motorcyclists the safety tips I bring with me on every trip. On any given road, you can usually see the tracks in the pavement – one track on the left and one on the right, similar to the axles of a truck or car. When traveling in a group, the leader should take the left track with the followers alternating tracks. This allows enough room for you to react if something happens to the motorist in front of you. When passing a truck, it is safest to do so on the left, with everyone in your group shifting to the left track to keep the motorcycles as far from the truck tires as possible. There is a larger blind spot for the truck when you are passing on the right. If you must pass on the right, shift to the far-right track so you are furthest from the truck tires. In both instances, it is important to make eye contact with the truck driver to alert them of your presence and to safely accelerate to get around the truck.

I once did a Share the Road demonstration for a group of motorcyclists, demonstrating these blind spots. We had 12 motorcycles positioned around a truck. When the motorcyclists sat

in the truck driver's seat, they could not see a single motorcycle. Educating motorists on how large the blind spots around our trucks are is one of the most important things I can stress. Many motorcyclists I have met at different events appreciate coming back to our demonstrations to get a refresher on the blind spots.

As a motorcyclist, it is also important to not be afraid of your motorcycle but get to know it and know your ability and skill level. Additionally, you should always carry proper registration, insurance, and abide by the officer should you get pulled over for any reason.

Six years ago, I combined my love of trucking with my love for riding. A group of drivers at Big G Express were discussing how they wished we could have a big ride as a group. After brainstorming, we created a motorcycle ride that benefits St. Jude Children's Research Hospital. Our sixth annual ride was held on June 5, 2021, in Mt. Juliet, Tennessee. The ride was 75 miles long and escorted by the Tennessee Highway Patrol. Our first ride had 32 riders and raised over \$3,000. This year, we raised over \$30,000 with 187 riders. In total, we have raised \$86,000 and every single dime has gone directly to St. Jude.

I have always wanted to do something for St. Jude, which treats children with cancer and other life-threatening diseases, as they never make a family who is coming to their hospital pay a dime. As a father and now grandfather, I could never imagine how difficult it would be to go through something like that, and I see this as the least I can do to make the lives of those families easier.

I have toured St. Jude and have established a close bond with a young girl who attends the hospital; we talk weekly. St. Jude offers its patients and families so many opportunities, from milestone events, like prom and graduation, to free housing so they never have to think about where they might stay or how to pay for it. I am so grateful that I can help in any way. Our ride takes place every June, so if you are ever in the Nashville area and want to come, please do.

When planning to get out on your motorcycle this summer, think of the safety tips above so that you and all other motorists can get home safely. If you have an opportunity to ride on your motorcycle, that's the best therapy you can get. Enjoy the ride but respect the ride. ■



"I have become a better and safer motorcyclist by taking a lot of the safety aspects from my job as a professional truck driver and applying them to my motorcycle riding."

AI Helps Inspectors Keep an Eye on Inspection Status

By Tom Der, Vice President, ITS Solutions and Engineering, International Road Dynamics (IRD)

Automated CVSA decal reader systems based on artificial intelligence (AI) and machine vision are a reality. The use of AI enables high read rates of CVSA decals, making a CVSA decal reader suitable for automatic pre-screening of commercial motor vehicles in advance of weigh stations.

While an experienced inspector can take a glance at a CVSA decal and tell when a vehicle was last inspected, it is a complex task for a computer. Fortunately, AI-specific processing units coupled with powerful industrial computers are enabling deep neural network and computer vision-based transportation system applications.

Based on the information printed on the decal, the decal color, and whether one or both corners are clipped, it is possible for automated CVSA decal reader systems to determine when a commercial motor vehicle was last inspected and whether the vehicle is due to be inspected again.

The CVSA decal reading application uses machine learning's pattern recognition to extract windshield-mounted decal parameters

from video images of commercial motor vehicles. Two convolutional neural networks work concurrently – first to recognize the windshield, then to detect the decal and its color, and finally the digit, edge detection and classification.

CVSA Decal Parameters		
Numbers	Colors	Corners
0 2020	Q1 0 Q2 1 Q3 2 Q4 9	1st Month 2nd Month 3rd Month
1 2021		

This all happens quickly enough that the information is read in real time and a determination whether to send the truck for inspection is made immediately by the roadside electronics. If the truck has a decal indicating it has been inspected within the last three months, that decal is determined to be valid and the vehicle may be permitted to bypass inspection. If it has been more than three months, the decal has expired. The station inspector will be shown the expired status in the operator display software so they

know why the vehicle was sent to report. Much of the work of inspectors at weigh station facilities involves performing visual inspections, including checking for inspection sticker status. AI, coupled with computer vision, offers the opportunity to automate this task and refine pre-selection in advance of the weigh station.

Many weigh stations are already equipped with cameras that provide images of the commercial motor vehicles matched with the weigh-in-motion information, or that provide images for vehicle identification using optical character recognition of the license plate or U.S. Department of Transportation numbers.

Every site's geometry is different, however, so installation of a camera and illuminator specifically for the CVSA decal reader system may be required. Another consideration is the quality of the image. While the AI system can read very low-resolution images, feedback from users states that high-quality, human-readable images of the decals are more desirable than cost savings gained from using existing cameras. ■



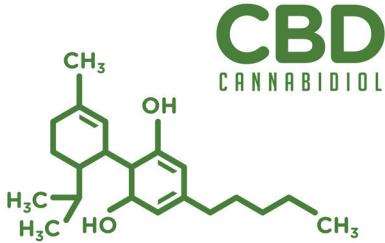
The AI system finds the windshield and CVSA sticker in an overview image and determines the decal's parameters for sorting vehicles to either bypass or report to the station for inspection.

Legalized Medical Marijuana, CBD Products and Recreational Marijuana: A Fast-Changing, Complex Issue That Affects Our Highways

By Kim Claytor, Compliance Director, NTA Inc.

In recent years, we have faced many questions and concerns regarding how to handle state medical and recreational marijuana laws. With only five states left in the U.S. where marijuana is fully illegal, this issue has now become impossible for employers to ignore. The U.S. Department of Transportation (DOT) is very clear on the regulations on medical/recreational marijuana and cannabidiol (CBD) products – there is no acceptable use.

Thus, in the employer's DOT testing program, commercial motor vehicle drivers should be educated and made aware of the risks of using medical marijuana or CBD products, even with a written certification or medical marijuana card from a medical practitioner. And, even if recreational marijuana is legal in a specific state, there is currently no acceptable use of marijuana for commercial drivers.



But what about non-DOT workforces?

Medical and recreational marijuana laws vary by state and are leaving employers confused and concerned about how they can and should handle marijuana testing. CBD products add to the confusion as many people do not understand that the THC in these products can indeed cause a positive marijuana drug test.

Let's break down some key considerations for employers when tackling the medical and recreational marijuana issue:

Know your state's laws, processes and procedures regarding medical marijuana, recreational marijuana and CBD products. These vary significantly from state to state. There is no "one size fits all" approach.

Contact your insurance company. Worker's compensation and liability insurance agents can be a great resource for guidance, especially if your company receives any type of drug-free workplace premium discount. These discounts could possibly be discontinued if marijuana is eliminated from your testing program. In addition, worker's comp benefits for the employee may be affected in post-accident/injury situations if the employee tests positive for marijuana, even if it's permitted by the state or the employer's policy. Know where your insurance

companies stand and inform employees as well.

Develop a written policy that clearly outlines your company's position on verified positive marijuana drug tests for employees without a medical card or written certification by a medical practitioner. This specifically addresses those states where recreational marijuana is legal. For example, the company determines what positions within the company are considered "safety-sensitive" or if there will be zero tolerance, etc. The policy details this and is distributed to employees. A signed and dated receipt should be obtained from each employee.

At the time this article was written, the only states in which marijuana and/or CBD products are still fully illegal are Idaho, Wyoming, Kansas, Tennessee and South Carolina. All other states have one or all of the following statuses:

- Legalized
- Medical and Decriminalized
- Medical Only (may be either medical marijuana or CBD products)
- Decriminalized

We are often asked if employers must accept medical marijuana or medical CBD products. Most state laws have protections for employees against adverse action by employers related to



The U.S. Office of Drug and Alcohol Policy Compliance offers the following handouts on medical and recreational marijuana and CBD products:

www.transportation.gov/odapc/medical-marijuana-notice

www.transportation.gov/sites/dot.gov/files/2020-02/ODAPC_CBD_Notice.pdf

www.transportation.gov/odapc/dot-recreational-marijuana-notice

legitimate medical marijuana or medical CBD use as prescribed by their state.

It is best practice to view these medical cards or written certifications as legitimate and similar to traditional prescriptions with advisements for employees operating machinery, equipment or driving. Employers may request that employees bring in notes from their physicians stating that the marijuana or CBD products will not impact their ability to perform their normal job duties safely.

Another frequently asked question is if the employer should remove marijuana from their non-DOT test panel. Due to the effects of THC on psychomotor behavior, time and sensory perception, it is not considered a sound risk-management practice to remove THC from testing programs, especially if there are multiple safety-sensitive job functions.

In the brain, THC connects to specific sites called cannabinoid receptors on nerve cells and influences the activity of those cells. Many of these receptors are found in the parts of the brain that influence pleasure, memory, thought, concentration, sensory and time perception and coordinated movement.

The short-term effects of marijuana include problems with memory and learning, distorted

perception, difficulty in thinking and problem-solving and loss of coordination. The effect of marijuana on depth perception and coordination are responsible for serious impairments in learning, associative processes, and psychomotor behavior (to include driving abilities).

What is marijuana's legal status from a federal perspective? The U.S. Drug Enforcement Agency (DEA) lists marijuana as a Schedule I substance under the Controlled Substances Act, meaning that it has a high potential for abuse. The federal government currently recognizes no accepted medical use of cannabis, and there is a lack of accepted safety standards for use under medical supervision. Although some states within the U.S. have allowed the use of marijuana for medicinal purposes, only the U.S. Food and Drug Administration (FDA) has the federal authority to approve drugs for medicinal use in the U.S. To date, the FDA has not approved a marketing application for any marijuana product for any clinical indication.

According to the U.S. Department of Justice's Drug Enforcement Administration April 2020 Drug Fact Sheet: "Consistent therewith, the FDA and DEA have concluded that marijuana has no federally approved medical use for treatment in the U.S. and thus it remains as a Schedule I controlled substance under federal law."

Thus, some employers have successfully argued that since marijuana is still a Schedule I substance under the Controlled Substances Act, and because the FDA and DEA have concluded that marijuana has no federally approved medical use in the U.S., their policies will be zero tolerance for marijuana, regardless of state law.

The final take-away is that understanding your current state laws is vital. These laws are changing fast, so it is best practice to check with an industry expert for the latest status. An understanding of the federal law regarding marijuana is also key if your company opts to utilize that as the foundation for company policies. Consult your legal team, your insurance companies and your third-party administrator representatives for seasoned counsel on how to navigate this tricky subject. NTA offers free information on CBD in the workplace as well at www.ntatesting.com/cbd-workplace-drug-testing.

Keeping our highways safe from impaired drivers, whether a truck driver behind the wheel of an 18-wheeler or a factory worker in a sedan, is paramount. Employers need to understand this complex issue and how their testing programs can play a vital role in protecting all of us from impaired drivers. After all, our families are on the roads, too. ■

SAE International and ISO Collaborate to Update and Refine Industry-Recognized SAE Levels of Driving Automation

With the rapid advancement of driving automation, SAE International, in collaboration with the International Organization for Standardization (ISO), updated the industry's most-cited reference for driving automation capabilities – SAE J3016™ Recommended Practice: Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles, commonly referred to as the SAE Levels of Driving Automation™.

SAE J3016 provides a taxonomy with supporting terms and definitions for SAE's Levels of Driving Automation. The SAE Levels range from no driving automation at Level 0 to full driving automation at Level 5, in the context of motor vehicles and their operation on roadways.

This latest update to SAE's Levels of Driving Automation refines the previous version of the Recommended Practice with the addition of several new terms, substantial refinement and clarification of misinterpreted concepts, and restructuring of certain definitions into more logical groupings. Notable changes to this version of the Recommended Practice include:

- Further clarity on the differences between SAE Level 3 and SAE Level 4, including the role of the fallback-ready user, the possibility of some automated fallback at SAE Level 3 and the possibility of some alerts to in-vehicle users at SAE Level 4.
- Additional terms and definitions for two distinct remote support functions – remote

assistance and remote driving – as well as the users who perform those functions – remote assistant and remote driver.

- SAE Level 1 and 2 driving automation systems have been given the name "driver support systems" as a counterpart to the term "automated driving systems," used for SAE Levels 3-5.
- Explanation for how classifications of sustained driving automation fit into the broader context of driver assistance and active safety features.
- Reasoning for not including warning and momentary driving intervention systems in the classification of the Levels of Driving Automation.



SAE J3016™ LEVELS OF DRIVING AUTOMATION™

Learn more here: sae.org/standards/content/j3016_202104

	SAE LEVEL 0™	SAE LEVEL 1™	SAE LEVEL 2™	SAE LEVEL 3™	SAE LEVEL 4™	SAE LEVEL 5™
What does the human in the driver's seat have to do?	You <u>are driving</u> whenever these driver support features are engaged – even if your feet are off the pedals and you are not steering			You <u>are not driving</u> when these automated driving features are engaged – even if you are seated in "the driver's seat"		
	You must constantly supervise these support features; you must steer, brake or accelerate as needed to maintain safety	When the feature requests, you must drive		These automated driving features will not require you to take over driving		

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What do these features do?	These are driver support features			These are automated driving features	
	These features are limited to providing warnings and momentary assistance	These features provide steering OR brake/acceleration support to the driver	These features provide steering AND brake/acceleration support to the driver	These features can drive the vehicle under limited conditions and will not operate unless all required conditions are met	This feature can drive the vehicle under all conditions
Example Features	<ul style="list-style-type: none"> • automatic emergency braking • blind spot warning • lane departure warning 	<ul style="list-style-type: none"> • lane centering OR • adaptive cruise control 	<ul style="list-style-type: none"> • lane centering AND • adaptive cruise control at the same time 	<ul style="list-style-type: none"> • traffic jam chauffeur 	<ul style="list-style-type: none"> • local driverless taxi • pedals/steering wheel may or may not be installed
					<ul style="list-style-type: none"> • same as level 4, but feature can drive everywhere in all conditions

American Trucking Associations' Augmented Reality App Designed to Attract New Generation of Technicians

- Definitions for vehicle types have been grouped together by conventional vehicle, dual-mode vehicle and ADS-dedicated vehicle.
- Defining and clarifying the concept of failure mitigation strategy.

"As the development of automated driving technologies continues on a global scale, SAE J3016: Levels of Driving Automation has evolved to align with the developing technologies and deployment strategies. Our collaborative partnership with ISO allowed us to expand and refine the Recommended Practice to better equip international customers with clear, concise and consistent language and definitions," said Barbara Wendling, chairperson for the SAE J3016 Technical Standards Committee. "Since its launch in 2014, the mobility industry has looked to SAE's Levels of Driving Automation for citation in official documents where precise language is essential, such as in laws, regulations, guidance documents and standards."

The SAE J3016 Technical Standards Committee worked collaboratively with partners from ISO/TC 204 Intelligent Transport Systems – in a joint working group including representatives from nine countries – to carefully address common concerns with previous versions of the Recommended Practice. The latest updates to SAE J3016 incorporate ISO's international expertise to create a document that is more consistent for use across the global mobility community.

The latest version of the SAE J3016 Recommended Practice: Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles is available to download for free at www.sae.org/standards/content/j3016_202104.

The SAE J3016 Levels of Automation graphic has been updated to include new trademark guidance. All taxonomy content from the 2019 version remains unchanged in this latest version. The new version of the graphic is pictured on the previous page.

SAE International is a global association committed to advancing mobility knowledge and solutions for the benefit of humanity. By engaging nearly 200,000 engineers, technical experts and volunteers, SAE connects and educates mobility professionals to enable safe, clean and accessible mobility solutions.

For more information, visit www.sae.org. ■



The American Trucking Associations' (ATA) Technology and Maintenance Council (TMC) has released an augmented reality game app aimed at attracting, fostering and welcoming a new generation of skilled technicians to the industry.

The "TMCSuperTech: The Game" app is based on TMC's National Technician Skills Competition and is geared to middle- and high-school students. After an initial pilot test in Arkansas through that state's Department of Commerce Office of Skills Development, the app is now available as a free download on the Apple iOS and Android platforms.

In the app, students learn to diagnose and repair tractor-trailers through a series of three mini-games focused on tire/wheel, brake and engine repairs. They can advance through 15 levels of game play, starting as a student technician and ultimately becoming the owner of their own repair shop. Students are rewarded by receiving "payments" within the app, which can be used to purchase special paint jobs for their fleet of trucks and make performance improvements. Links within the game direct students to TMC and its outreach partner the TechForce Foundation, where they can learn about career and scholarship opportunities for becoming a commercial motor vehicle technician.

"The time is ripe for new methods of attracting the next-generation technician workforce to our industry," said ATA President and CEO Chris Spear. "Having a mobile, smart-

device-based game is an excellent means of supporting outreach campaigns focused on generating interest in the trucking and transportation industry among school-aged children."

"Today's technician faces very different challenges than 30 years ago. They are more likely to use a computer than a crescent wrench to repair today's commercial vehicles," said TMC Executive Director Robert Braswell. "Gamification is a compelling new way to reach people, especially a younger audience, through smartphones and tablets. We are very excited to employ this new technology to reach students who may be otherwise unaware of the opportunities they have as a commercial vehicle technician."

"Providing students with the tools necessary to learn more about high-demand, high-wage career opportunities is paramount," said Andrew Parker, executive director of Be Pro Be Proud. "For decades, TMC has been the leading force for developing the talent pipeline for America's trucking industry. Their introduction of TMCSuperTech is the next evolution of their incredible work. This mobile app places them again on the forefront of helping students imagine themselves as part of the next generation of diesel techs." Be Pro Be Proud will offer students access to the TMCSuperTech mobile game during its 2021 tour stops.

TMCSuperTech: The Game is available free in the Apple App Store and Google Play Store by searching "TMC Supertech." ■



Screenshots of the augmented reality game app "TMCSuperTech."

e-Inspections: Getting Data Moving to Make Roads Safer

By Marc Nichols, Director of Government and Industry Relations, Intelligent Imaging Systems and Drivewyze



It's in everyone's best interest to use technology to its fullest. Especially when it can streamline data entry to make the roads safer by reducing accidents involving heavy trucks.

Law enforcement has a daunting challenge. About 6 million trucks are required to stop at weigh stations in North America and there are about 13,000 inspectors certified by CVSA to conduct commercial motor vehicle inspections. The math does not add up if you want to adequately inspect trucks on the road.

Typically, there are about 3.5 million inspections conducted each year – last year, only 2.7 million were conducted due to COVID-19. Still, that seems like a lot, until you realize that a very high percentage of the carrier population has insufficient data to compile complete Behavior Analysis and Safety Improvement Category (BASIC) percentiles. What's more, the majority of carriers lack sufficient data to be assessed in even one BASIC.

Today's law enforcement faces a tough question: Hire more inspectors so more inspections can be conducted, or equip inspectors with tools to streamline inspections, allowing them to focus their attention on the trucks that truly do need inspecting? I feel the latter is best and data can prove that. Those that had enough inspections – and those that showed poor safety performance – represent the vast majority of crashes that occur. This means Compliance, Safety, Accountability (CSA) is doing well with collecting data from vehicles involved in crashes, but it still lacks sufficient data for the vast majority of carriers in the industry not involved in crashes.

That's the data gap in enforcement – and if improved, it could help enforcement officers pinpoint more fleets and drivers that need extra scrutiny. More data in the system means enforcement can better distinguish between safe and unsafe carriers during enforcement operations.

More data also helps "safe" fleets that want enough inspections to maintain their good scores. The critical factor for these fleets will be the operational impact that this ideal number of inspections has on operations.

Additional inspection data will also reduce the lag time in today's CSA safety scores, which do not always represent a carrier's existing safety investments and practices. Today, any fleet that may have had a bad incident and had their safety score negatively impacted may suffer from lower scores long after incidents occur, regardless of changes in safety practices. More inspections would increase data sufficiency in CSA, reduce lag time in adjusting a safety score, and validate and reward a carrier's current safety performance.

Today, inspections require manual data entry, for both the commercial motor vehicle driver and the inspection officer. This is something that technology can solve through automated data transfer through electronic logging devices (ELDs) – before the truck arrives at the inspection site.

This solves three problems. It saves significant time, allowing inspectors to conduct more inspections without sacrificing quality; it cuts down on data entry errors by both the driver and inspection officer; and it's good for the environment – just a half hour of idling by a truck burns roughly a half gallon of fuel and emits around 7 pounds of CO₂.

It's clear that front-line commercial vehicle enforcement agencies need a better method of conducting inspections. And, carriers need more available options to impact their CSA scores – especially when you consider freight volume across the U.S. is expected to grow by 36% by 2031.

The solution may very well be with the collaborative approach that is now being taken by states, fleets and industry partners that have been testing electronic inspections ("e-inspections") to see how they can positively impact the inspection process.

e-Inspections can collect 100% of the data from an ELD that is collected manually at the roadside during inspections and can do so in a fully automated manner. This capability to automatically collect the real-time data required to conduct a CVSA inspection represents a paradigm shift in the capacity of roadside operations. It allows the ability to conduct a vastly larger volume of inspections than is possible today with manual inspections.

With Maine, Maryland and Virginia being the backdrop, drivers from major fleets undergoing an in-station inspection have been transmitting hours-of-service (HOS) logs and other information from their ELDs a couple miles prior to driving into the weigh station. This pre-fills the inspection report. Law enforcement doesn't enter anything related to HOS and a link takes them straight to the record in question for their review in eRODS. There is nothing for them to enter unless they are writing up violations/citations. This automation dramatically improves roadside inspection workflow for all participants.

These tests have shown that these e-inspections reduce the time for a "clean" Level III Inspection from around 30 minutes, sometimes more, to only a few minutes.

Former Wyoming Highway Patrol Captain Scot Montgomery Joins Independent Carrier Safety Association's Board of Directors

By Karen Rasmussen, Executive Director, Independent Carrier Safety Association



The Independent Carrier Safety Association (ICSA) has announced the election of former Wyoming Highway Patrol Captain Scot Montgomery to its board of directors.

ICSA is a nonprofit 501c6 chartered in November 2019 with a primary mission of improving highway safety by facilitating the adoption of technology and safety best practices by independent owner/operators and small fleets.

ICSA has more than 1,200 carrier members that subscribe to ICSA's safety requirements, including installation of in-cab cameras and enrollment in ICSA's drug testing consortium for hair follicle testing.

"Scot brings outstanding credentials to the ICSA Board of Directors," said ICSA Executive Director Karen Rasmussen. "Seven years of his distinguished enforcement career were spent overseeing Wyoming's commercial vehicle enforcement program and the state's ports of entry as well as managing its MCSAP grant activities. This experience, along with his prior involvement in CVSA, allows him to bring enforcement insights to ICSA's safety education and training programs."

"I am pleased to participate in ICSA's governance in pursuit of its mission to improve highway safety," said Montgomery. "I'm particularly excited about ICSA's unique approach to getting independent and small fleets directly engaged in its mission. ICSA provides small carriers with large-fleet pricing on cameras and drug testing services, along with training and education geared to small operators. Smaller fleets represented the majority of local fleets I worked with at Wyoming Highway Patrol and I have a great understanding of their struggles in these areas."

"In turn, the ICSA model provides its members a way to reduce their insurance costs working through ICSA-approved providers," Montgomery added. "Everybody – including the motoring public – wins."

Montgomery joined the Wyoming Highway Patrol as a trooper in 1994 and rose to the rank of captain prior to retiring in July 2018. He served as Wyoming's liaison to CVSA for a number of years. In addition to attending CVSA's conferences, he was a voting member of the CVSA Enforcement and Industry Modernization Committee as well as the CVSA Driver-Traffic Enforcement Committee. Montgomery also chaired the CVSA Electronic Inspection Committee (now known as Level VIII Inspections) from 2014 to 2016.

For more information about ICSA, go to www.safecarriers.org or contact Karen Rasmussen at 602-617-0555 or karen.rasmussen@safecarriers.org.

Here's how an e-inspection works:

- The ELD automatically sends the driver's logs to the roadside inspection site when an e-inspection is started, eliminating the manual transfer steps entirely.
- An officer conducting the inspection can pre-screen the vehicle, carrier and driver-level information and has their inspection report form automatically pre-filled at the start of their inspection.
- The inspector evaluates the vehicle and driver, and decides if any further validation or investigation is required without having to manually search multiple systems to verify the carrier, vehicle and driver credentials.
- When the officer is satisfied, the inspection can be completed at the touch of a button, saving significant time and improving the accuracy of the inspection.

It is important to recognize the goal of e-inspections is not to replace the inspection officer; it's to maximize time efficiency so officers can identify and inspect vehicles and drivers that truly do need inspecting. Yes, automated e-inspections remove some of the firsthand dealings of an inspection officer with the vehicle and driver. But, it's the menial task of manual data entry that's eliminated since e-inspections collect all core carrier, vehicle and driver credentials electronically. Often, the qualitative considerations can act to direct an inspector's decision on what level of inspection to conduct.

In addition, more and quicker inspections benefit everyone, providing sufficient data to build relevant safety records. This, in turn, means safer highways.

This could be just the start. There could be a day where fully electronic Level VIII Inspections, for example, could be conducted. A truck could drive by a weigh station with all the vehicle and driver information already received in advance by the inspection site. With the data received, the carrier and agency would get credit for a 'virtual' inspection. For this to become reality, the Federal Motor Carrier Safety Administration will need to amend its CSA calculations to include Level VIII designated data submitted to the Motor Carrier Management Information System (MCMIS).

Today, part of this future is already a reality. e-Inspection technology is being used to assist in expediting inspections already. Participating ELD partners, carriers and agencies (Maine, Maryland and Virginia) are testing and accepting e-inspection data. The list of participants is growing quickly and the initiative is a fantastic example of a positive win-win relationship between government and industry without the need for public funding, legislation or costly mandated programs.

If you would like more information on how e-inspections are coming together, I'd be happy to chat. You can contact me at 919.795.7467 or mnichols@drivewyze.com. ■

Cross-Industry Collaboration to Improve Road and Public Safety

By Fred Fakkema, Vice President, Safety and Compliance, Zonar and Member of the Law Enforcement Advisory Board

Historically, every state has its own guidelines and associations for collaboration between law enforcement officers and truck drivers. The American Trucking Associations has recently announced the formation of the Law Enforcement Advisory Board (LEAB) to create an opportunity for greater collaboration and communication on a national level.

As a former captain with the Washington State Patrol, where I led the commercial vehicle enforcement division and retired after serving over 25 years, I witnessed the benefit of cross-collaboration between the Washington Trucking Association and Washington state law enforcement to solve problems together and make roads safer.

Despite the common misconception, law enforcement is not looking to reprimand truckers, and the trucking industry is not trying to avoid road laws. Bringing these two parallel industries together through the new board will further their shared desire to improve overall public safety and facilitate widespread education on priority issues – including combatting human trafficking, increasing truck parking capacity and ensuring driver safety at rest stops, improving commercial motor vehicle safety and security, and enhancing access to training for drivers and company safety personnel.

Additionally, the collective background and diversity of members in the LEAB allows us to solve problems from many perspectives. The board includes law enforcement members and truckers from across the nation, as well as retired law enforcement officers that are now in the trucking industry and vice versa.

Protecting Highways, Improving Public Safety

As members of the LEAB, we aim to protect truckers – but we also recognize the importance of protecting the highways, where our families and friends are driving too. We must consider the issues on the road as a larger concern for public safety, in addition to ensuring the safety and compliance of every American fleet and supporting the trucking industry's day-to-day operations. Here are the board's top priorities that we are actively monitoring in the news, supporting through legislation, and working to solve:

1. Safer Truck Parking

The shortage of available parking for commercial trucks is a problem in every state and region, resulting in trucks parked in unsafe areas, like the shoulders of freeways. The lack of safe parking interferes with operators' ability to take necessary rest periods on long trips to avoid driver fatigue. This can compromise highway user safety. Thankfully, the proposed Truck Parking Safety Improvement Act (H.R. 2187), introduced in the U.S. House of Representatives, would establish a competitive grant program and authorize \$755 million to encourage the creation of more truck parking spots across the country.

2. Distracted Driving

Texting and taking phone calls, eating and drinking, putting on makeup, etc., are all still major problems that we see every day as drivers try to multitask while on the road. As a board, we support the proposed SAFE TO DRIVE Act (H.R. 762/S. 195) to address these issues and increase awareness about this safety concern. This legislation would enable the U.S. Department of Transportation (DOT) to allocate up to 25% of the available funds for national priority safety program grants for states that have enacted distracted driving statutes that prohibit texting and all non-navigational viewing of wireless communication devices.

3. Driving Under the Influence

Many states are beginning to legalize marijuana, but it is still illegal for truck drivers to have the drug in their system, and for any motorist to drive under the influence. While hair tests provide a more accurate picture of a driver's past drug use and are more difficult to subvert compared to other testing methods, the federal government has yet to unlock this critical safety tool as a federally accepted drug testing alternative. As such, trucking companies cannot utilize hair testing to meet DOT drug testing requirements, to the detriment of highway safety. To combat the rise of drug-impaired driving, we need quicker, more reliable testing, as well as an enforceable national impairment standard for marijuana to keep ineligible drivers off the road.

4. Raising Awareness About Regulations for Staged Accidents

This is a top priority that the board is expanding on right now. These staged accident scammers do their research to know how and where to crash into a truck, without serious injury – and they know which carriers have higher insurance policies or are more willing to settle – to take advantage of the trucking companies by claiming damages.

We need to develop training for law enforcement to not only understand what the trucking industry is going through day to day with this type of fraud, but also to understand what is happening with city, state and national legislation to address this issue. We aim to better open the lines of communication on a national level, down to the local jurisdictions, to ensure law enforcement policies translate to every level.

The Time Is Now to Make America Safer

While issues like DUIs and distracted driving have been going on for years, as we come out of the COVID-19 pandemic, we should continue to think about how we can make America safer. Truck drivers and law enforcement officers were on the frontlines to deliver essential goods and to keep us safe while so many of us were adhering to stay-at-home orders. Now is the time to return the favor and push legislation forward to help make the roads safer.

Every commercial motor vehicle organization should also aim to operate as safely as possible to protect the company, workforce and public with a well-informed and effective safety program, and by staying informed on the changing legislation.

It will take a cross-industry effort to make the necessary changes for law enforcement and road safety, and we welcome your input. Share your thoughts or concerns about these topics with the LEAB at LEAB@trucking.org. ■

Level VI Inspection Program Returns to COHMED Conference in January 2022 for Refresher Course

The Level VI Inspection Program has been asked to hold its eight-hour refresher course at next year's Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, which will be offered in person in San Diego, California, Jan. 24-28, 2022.

The eight-hour refresher course is scheduled for Monday, Jan. 24, from 8 a.m.-5 p.m. PT, and meets the requirements of CVSA's Operational Policy 4 for maintenance of certification for Level VI inspectors.

For more information, visit www.cvsa.org/events/cohmed-conference. Registration for the conference will open in October 2021. If you have any questions, contact CVSA Director of Level VI Inspection Program Carlisle Smith at carlisle@cvsa.org or 301-830-6147. ■



CVSA Level VI Inspection Program Hosts Its First Two Virtual Certification Classes

This past May, CVSA held its first two virtual certification classes representing Certification Class 179 and 180. In attendance were students from Florida, Texas, South Carolina, North Dakota and Michigan. Although CVSA will return to in-person training, the virtual training option will be kept through federal fiscal year 2022. ■

CVSA to Resume In-person Level VI Inspection Certification Training

With many states lifting COVID-19 travel restrictions, CVSA's Level VI Inspection Program will resume in-person certification training after Oct. 1. Presently, there are openings in October and November. There will be opportunities to hold additional in-person certification classes in calendar year 2022. Please reach out to Director of Level VI Inspection Program Carlisle Smith at carlisle@cvsa.org or 301-830-6147 if you are interested in hosting or attending a Level VI Inspection certification class. ■

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." ■



Safety Significant Confinement Ventilation System Is Rising from the Desert

The enormous, \$288-million project is WIPP's largest construction effort in three decades

The safety significant confinement ventilation system (SSCVS) currently under construction in New Mexico will be the largest containment fan system among Department of Energy facilities and will provide a modern air supply system designed to run continuously in either unfiltered or HEPA filtration mode. The system will provide approximately 540,000 cubic feet per minute (cfm) of air to the Waste Isolation Pilot Plant (WIPP) underground, significantly more than the 170,000 maximum cfm provided by the current ventilation system.

The increased airflow will allow simultaneous mining, rock bolting, waste emplacement, maintenance and experimental scientific operations. The permanent ventilation construction project is scheduled to be completed in 2025, and includes two primary buildings – the salt reduction building (SRB) and the new filter building (NFB) – as well as support structures, such as the fabrication building and trailers for contractors and staff involved with the immense project.

The SRB prefilters salt-laden air coming from the WIPP, while the NFB has fans and HEPA filtration to further remove contaminants from the exhaust air.

The Industrial Company, a Kiewit subsidiary, is the new lead contractor on the project and has been making substantial progress.

The first of 44 concrete pours on the NFB foundation, known as slab-on-grade, was done in mid-May. The concrete and rebar steel work are the first safety-significant work for the SSCVS. The pours continued through August.

Rebar coming out of the ground at the building site indicates where shear walls, which are load bearing, will be located. The 41-foot high shear walls for the SRB are already in place and will support tilt-up prefabricated walls that are being constructed in San Antonio, Texas. As of press time, 40% of those panels were finished and installed. Columns, beams and side panels will be added, followed by roof panels to complete the building. The SRB should be fully enclosed by the end of the calendar year.

The building's salt reduction units have started to arrive. The cleansed air that will come from the SRB will head to the NFB, which will have four 1,000-horsepower fans pulling the air through HEPA filtration before exiting through a 125-foot stack. Fifteen of the 22 HEPA filter units are stored in shrink-wrap in the fabrication building, with the remaining seven expected to arrive before the end of the fiscal year on Sept. 30.

Located in the northernmost part of the Chihuahuan Desert, WIPP doesn't get much rainfall, but when it does, it's in the form of massive summer thunderstorms. The underground stormwater runoff system –

which includes drains, pipes, and runoff ponds – is essentially complete. Good thing, too, as it was put to the test recently by heavy storms that rolled through the area.

The installation of thousands of feet of electrical conduit, running from a nearby Xcel Energy substation, has been completed and is awaiting the arrival of cable.

WIPP is gaining a new fire water system that includes storage tanks, larger mains and an alarm system. Part of the system will loop around the SSCVS.

During the week of May 24, the entire south section of the loop was installed at once, a huge leap toward completion of the project's underground work.

"What we're trying to do is get all the underground work completed in one go, so that we have the surface open," said Steve Smith, Nuclear Waste Partnership Capital and Infrastructure Project manager.

"We're going to be bringing in a lot of trucks with all the steel, all the rebar, the precast panels, so we need to have the surface open and available." ■

This article was published June 4, 2021, on WIPP's news/information page: www.wipp.energy.gov/wipp_news_20210604.asp.

The shear, or supporting walls, of the Salt Reduction Building rise more than 40 feet in anticipation of the arrival of tilt-up prefabricated walls that will attach to the shear walls. The round holes in the shear walls are for inbound and outbound air from WIPP's underground.



WIPP Shipment & Disposal Information

Shipments Received As of June 19, 2021

Site	Shipments	Loaded Miles
Argonne National Laboratory	197	338,213
Bettis Atomic Power Laboratory	5	10,955
GE Vallecitos Nuclear Center	32	44,800
Idaho National Laboratory	6,554	9,120,384
Los Alamos National Laboratory	1,463	500,346
Lawrence Livermore National Laboratory	36	60,282
Nevada Test Site	48	57,312
Oak Ridge National Laboratory	235	315,605
Rocky Flats Environmental Technology Site	2,045	1,446,444
Hanford Site	572	1,034,176
Sandia National Laboratories	10	2,856
Savannah River Site	1,679	2,519,660
Waste Control Specialists	34	3,400
Total to WIPP	12,910	15,454,433

Level VI Roadside Inspections (2021 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	346	346	100%
Point of Origin	0	195	195	56.36%
En Route	0	151	151	43.64%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	337	337	97.40%
Level VI Inspections with Violations	0	9	9	2.60%
Level VI Inspections with Out-of-Service Conditions	0	4	4	1.16%

Level VI Roadside Inspection Violations (2021 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.47D	All Brakes - Insufficient Brake Lining Thickness	1	3	20.00%	3	100%
393.45D	Brake Connections with Leaks or Constrictions	2	2	13.33%	1	50%
393.45B2	Brake Hose or Tubing Chafing and/or Kinking	2	2	13.33%	0	0%
393.47A	Inadequate Brakes for Safe Stopping - Brake Lining Condition	1	2	13.33%	2	100%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	2	2	13.33%	2	100%
393.75A3	Tire - Flat and/or Audible Air Leak	2	2	13.33%	2	100%
393.67	Fuel Tank Requirement Violations	1	1	6.67%	0	0%
396.17C	Operating a CMV Without Proof of a Periodic Inspection	1	1	6.67%	0	0%

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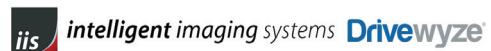
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