

# GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 25, Issue 4  
4th Quarter 2018

## Record Number of Attendees, Exhibitors and Sponsors

at CVSA's Annual Conference and Exhibition in Kansas City, Missouri



- **CVSA Releases 2018 Operation Safe Driver Week Results**

- **CVSA Transportation Reauthorization Task Force Proactively Prepares for Reauthorization Process**

- **Nearly 5,000 CMVs Placed Out of Service During 2018 Brake Safety Week**

## IN THIS ISSUE

<b>Insight</b>	
President's Message .....	1
Executive Director's Message .....	2
<b>Regional News</b>	
Florida Trucking Association Celebrates National Truck Driver Appreciation Week with Launch of Troopers and Truck Drivers.....	4
Florida Highway Patrol Office of Commercial Vehicle Enforcement Updates .....	5
Iowa DOT and Motor Truck Association Work Together to Thank Professional Truck Drivers.....	10
National Passenger Carrier Strike Force Initiative at the WWII Valor in the Pacific National Monument at Pearl Harbor .....	11
Busy in the Big Sky .....	12
SAAQ Mobile Road Safety Unit Hits Québec Roads .....	13
Inspection Photo .....	13
2018 Out-of-Service Criteria Half-Off Sale .....	13
<b>Cover Story</b>	
Record Number of Attendees, Exhibitors and Sponsors at CVSA's Annual Conference and Exhibition in Kansas City, Missouri .....	14
<b>CVSA Committee and Program News</b>	
CVSA Releases 2018 Operation Safe Driver Week Results.....	20
2019 Enforcement Events .....	21
CVSA Transportation Reauthorization Task Force Proactively Prepares for Reauthorization Process .....	22
2019 Sponsorship Opportunities .....	23
Nearly 5,000 Commercial Motor Vehicles with Critical Brake Violations Removed from Roadways During Brake Safety Week .....	24
CVSA Attends Amazon's Truck Safety Event .....	25
<b>Inspector's Corner</b>	
Hazardous Materials Regulations — Use 'em or Lose 'em! .....	26
<b>Government News</b>	
The Legislative and Regulatory Rundown .....	27
U.S. DOT Releases 'Preparing for the Future of Transportation: Automated Vehicles 3.0' Guidance Document for On-Road Surface Transportation Automation.....	28
U.S. DOT Announces Appointees to Advisory Committee on Human Trafficking .....	29
Working Together, Gaining Insight and Improving Safety.....	30

<b>Knowledge Matters</b>	
U.S. and Canadian Jurisdictions Must Accept Electronic IRP Cab Cards and IFTA Licenses.....	32
Acceptance of REAL ID Driver's Licenses or Identification Cards .....	32
<b>From the Driver's Seat</b>	
This Truck Makes Wide Right Turns .....	33
<b>Industry Perspectives</b>	
Telematics: A Fleet Manager's Most Important Set of Tools.....	34
When is a Heavy-Duty Truck Tire Out of Service? .....	35
Inspection Photos .....	38
<b>RAD Inspection News</b>	
CVSA Releases Level VI Program Inspection Data Report .....	39
Waste Panels and Capacity .....	40
U.S. DOE Issues Report on Spent Nuclear Fuel and High-Level Radioactive Waste Inventory.....	40
CVSA Holds Its 170th Level VI Certification Course.....	41
Level VI Basic Certification Course .....	41
2019 Level VI Train the Trainer Course Set for Feb. 26-28 in San Antonio .....	41
Level VI Roadside Inspections (2018 - Calendar) .....	42
Level VI Roadside Inspection Violations (2018 - Fiscal) .....	42

### GUARDIAN

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

Phone: 301-830-6143 • Website: [www.cvsa.org](http://www.cvsa.org)

**CVSA Staff:** *Collin B. Mooney*, MPA, CAE, Executive Director • *Adrienne Gildea*, Deputy Executive Director • *Carlisle Smith*, Director of Level VI Inspection Program • *William Schaefer*, Director of Safety Programs • *Ken Albrecht*, Director of Multimedia Development • *Bill Reese*, Director of COHMED Program • *Kerri Wirachowsky*, Director of Roadside Inspection Program • *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 • *Richard Williams*, CPA, Controller • *Moniladae Adevoyin*, Accountant • *Amelina Kassa*, Administrative Assistant

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

For comments, suggestions or information, email [communications@cvsa.org](mailto:communications@cvsa.org).



Commercial Vehicle  
Safety Alliance



@CVSA



CVSA  
Communications



# PRESIDENT'S MESSAGE

## Expressing Gratitude

By Lt. Scott Carnegie, *Mississippi Highway Patrol*

I would like to start by expressing my gratitude to each of you for giving me the opportunity to be your president for the next year. It is one of the most prestigious honors in my 30 years of law enforcement. I am very excited about the path the Alliance is taking and look forward to working with each of you. I have quickly gained an entirely new respect and appreciation for the work of our Alliance and its employees' efforts for perfection. So, this is a thank you to the CVSA staff for jobs well done. Your integrity and quality shows through your actions.

It was so hard to decide on a topic for this letter but the word "alliance" kept coming to my mind. Alliance is defined as a union or association formed for mutual benefit, especially between countries or organizations; a relationship based on an affinity in interests, nature or qualities. Alliance is very important with the changes and challenges we face working toward making our nation's highways safer.

It's very important to keep CVSA transparent and communications open to industry and our partners. Our organization's working relationship with the Federal Motor Carrier Safety Administration has grown closer through the years and has benefited both

parties as we work together for the same cause. Everyone involved in this Alliance is working toward zero roadway fatalities and we will get closer to that goal by working together with our partners. As for me, I am open to your individual concerns and any ideas you may have that could help us reach this goal.

After attending meetings, conferences and events of other organizations, like the American Trucking Associations, American Association of Motor Vehicle Administrators, International Registration Plan, International Fuel Tax Agreement and local trucking associations, I realized that I wasn't fully aware of their operations and the impressive extent of their commitment to safety. I also noticed that many organizations are researching and building a networking program that provides the information needed to conduct their duties. Several of those organizations are looking for the same information as enforcement agencies; therefore, I suggest working together to find a common ground that could streamline data, so we don't have several different systems doing the same thing, at a cost. There is so much technology that could benefit us all; however, to get it streamlined into one hub

will take much dedicated work but could be so beneficial to all.

On another note, we are always talking about safety and what needs to be done to make commercial motor vehicle safety better. I ask you to never be complacent with your own safety. In a recent one-month period, Mississippi alone lost three brothers in blue. That's three sons, brothers and fathers who won't be going home to their love ones. Remember, keep God first, family, then your jobs, and never forget the loved ones at home who pray for your safety daily. I'd like to thank my beautiful wife Lisa and my family for the support they have given me throughout my journey. I wouldn't be able to do what I do without support from home.

I know we have several events to attend before the CVSA Annual Conference and Exhibition in Biloxi, Mississippi, next fall, but I am already looking forward to hosting the conference in my home jurisdiction of Mississippi. So, make plans to attend. You're going to love Biloxi.

Again, thank you for allowing me to serve you as your president and may God bless each of you and your families. ■

Mark your calendar for the next CVSA Annual Conference and Exhibition, scheduled for Sept. 22-26, 2019, in Biloxi, Mississippi.



# EXECUTIVE DIRECTOR'S MESSAGE

## The Amicus Curiae Brief A Strategic Approach to Judicial Outreach and Courtroom Advocacy

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

As an initial step to establishing a framework around one of the goals and objectives outlined in our CVSA Strategic Plan, specifically regarding our judicial outreach and courtroom advocacy efforts, the Alliance submitted an amicus curiae to the Indiana Supreme Court on Nov. 5, 2018.

An amicus curiae brief – or “friend of the court” brief – is usually submitted to help a court understand an issue or area of law.

This article provides an overview of the litigation in which CVSA filed an amicus brief with the Indiana Supreme Court. The brief was submitted in *ONB Insurance Group Inc. v. Estate of Megel*, a case stemming from a fatal truck crash that occurred in 2011. The case is unique in that the plaintiffs seek damages from the insurance broker that helped reincarnate a motor carrier that it knew had a bad safety rating.

### The Case

On Feb. 25, 2011, the driver of a commercial motor vehicle (CMV) stopped at a weigh/inspection station in Lima, Ohio. At the weigh/inspection station, the driver discovered the CMV was overweight and the brakes were not working properly. The driver parked the truck. The next morning, the driver heard air coming from the brake area and called the owner of the company, who asked the driver to drive the truck from Lima, Ohio, to Mitchell, Indiana, on a route that did not have any weigh/inspection stations. The driver refused.

On Feb. 26, 2011, the company owner drove to Ohio. He did not perform any repairs on the CMV before driving it to Mitchell, Indiana, and he drove the truck on the route with no

weigh/inspection stations. Around 8 p.m. that day, a driver of a passenger vehicle was driving on U.S. 50 with his wife and granddaughter. The driver of the passenger vehicle was stopped waiting to make a left turn when the driver of another passenger vehicle approached as part of oncoming traffic. The owner of the CMV saw the stopped passenger vehicle and realized that he might not be able to stop. The CMV collided with both passenger vehicles. Both drivers of the passenger vehicles sustained injuries from the crash.

### The Argument

The trucking company involved in the crash that caused the death and injuries had a poor safety rating, and the insurance broker knew that operating authority and insurance coverage would be difficult to obtain going forward. In this case, the broker suggested reincarnation and submitted documentation to the Federal Motor Carrier Safety Administration (FMCSA) to obtain a new identity. This reincarnation was possible because the old company stopped operating and became a new company with a clean safety record.

The victims sued a variety of companies involved in the case, including the insurance carrier. The insurance carrier brought claims against the broker based on its misrepresentation that the owners of the new company were not related to any other companies; thus, hiding the reincarnation. The plaintiffs amended their complaints to include claims directly against the insurance broker.

The trial court had to decide several motions for summary judgment. Summary judgment is a means of deciding a case prior to trial when the facts are not in dispute. The judge resolves the legal issues based on undisputed facts. The trial court refused to grant summary judgment for the insurance broker, meaning that its liability would have to be determined at trial. The broker appealed and the Indiana Court of Appeals reversed the decision.

The Indiana Court of Appeals focused on whether the broker owed the crash victims a



The wife in the stopped passenger vehicle died on March 11, 2011, from injuries sustained in the collision.



## The amicus curiae brief calls attention to the risks of chameleon carriers and shows that CVSA is active in combatting this problem.

duty of care. If not, then, under the analysis for negligence, there was no duty to breach and there is no question as to whether that breach proximately caused the crash victims' injuries. The court explained that to determine whether that duty exists, it must determine whether the category of negligent conduct at issue is sufficiently likely to result in the kind of harm experienced such that liability may be imposed on the negligent party. This is different from the specific foreseeability when considering proximate cause. Rather, it is not related to the specific facts of the case, but to categories of conduct.

The Indiana Court of Appeals said that “[t]he broad plaintiffs here are motorists, the defendants are an insurance agency and its agent, and the type of harm involved was a multi-vehicle collision caused by faulty brakes on a large tractor-trailer.”

It then held that “the insurance agency and its agent, who had no role whatsoever in the decision to put the vehicle on the road in its condition, could not foresee that its actions relevant to this matter, which are only answering questions regarding whether their client had insurance coverage, would result in injury to a motorist.”

The consultants involved – including insurance brokers – are highly specialized. They operate in a highly regulated space and understand the importance of safety ratings, their meanings and the consequences. Consultants can be a significant problem because some of them work to undermine the safety system FMCSA and the states have in place. Given their knowledge of the regulatory landscape, the consequences of their actions should be entirely foreseeable to them. They know their clients have poor safety ratings and they provide the tools for those clients to keep operating.

The plaintiffs appealed to the Indiana Supreme Court. Their argument is that the actions of the insurance broker with respect to its role in reincarnation are the kind that result in

foreseeable harm to motorists. At the request of the plaintiffs, CVSA submitted the amicus curiae brief.

CVSA's brief provided the court with the regulatory framework governing commercial motor vehicles and explained how chameleon or reincarnated motor carriers are an attempt to circumvent that safety system. The brief also explained the dangers of chameleon carriers based on studies conducted by the Government Accountability Office, congressional hearings and crash reports from the National Transportation Safety Board.

CVSA then discussed the role of consultants – including insurance brokers – in creating chameleon carriers. While making clear it was not discussing ultimate liability, CVSA said that the risk of a crash from a reincarnated carrier is entirely foreseeable for a consultant.

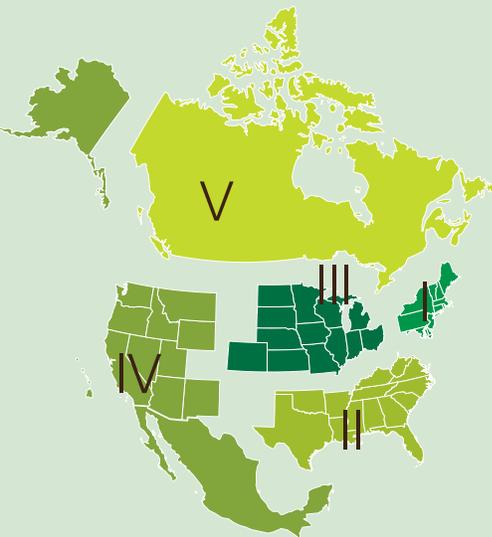
Since the Alliance has first-hand knowledge of motor carriers that reincarnate or re-brand themselves with the same ownership and assets, and operators typically do not change their safety culture or practices, the brief calls attention to the risks of chameleon carriers and shows that CVSA is active in combatting this problem. It also brings CVSA into a new area of advocacy – before the courts – and may help to raise the organization's profile nationwide.

### The Progress

FMCSA has the regulatory authority outlined in Title 49 CFR Part 386 to address this issue and there are extensive federal and state regulations that govern the operation of commercial motor carriers that operate in interstate commerce throughout the United States. This includes the agency's comprehensive Compliance, Safety, Accountability program that is designed to identify hazardous practices and unsafe motor carriers.

In 2014, FMCSA made administrative changes to address the chameleon or reincarnated

motor carrier problem. Today, FMCSA has an online vetting tool that applies an algorithm to all motor carriers who apply for operating authority. Last year alone, the vetting team processed more than 58,000 applications for authority, and screened for high-risk and negative enforcement trends and patterns of unsafe behavior. Of those screened, 2,700 were flagged for investigation, resulting in the denial of 143 applicants of authority. ■



## 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

## Florida Trucking Association Celebrates National Truck Driver Appreciation Week with Launch of Troopers and Truck Drivers

By **Alix Miller**, Vice President,  
Florida Trucking Association

Sept. 9-15, 2018, was National Truck Driver Appreciation Week, an annual weeklong event when the nation honors professional truck drivers for their hard work and commitment to safety on our roads. Three and a half million men and women are employed in this demanding and economically vital profession, delivering more than 10 billion tons of freight annually.

In honor of National Truck Driver Appreciation Week, the Florida Trucking Association (FTA) launched a new safety education program with the Florida Highway Patrol (FHP), "Troopers and Truck Drivers." The initiative has a new Florida Highway Patrol commercial vehicle enforcement (CVE) trooper spend a work day in a truck with an experienced commercial motor vehicle (CMV) driver, while a new truck driver spends a day on patrol with an experienced trooper. This exchange allows trucking companies and law enforcement to better understand one another's profession and any challenges they may face on the road.

"Almost everything Floridians touch on a daily basis has been brought to them by truck. This week is a time to recognize the commitment to the safe and efficient movement of goods by these professional men and women," said FTA President and CEO Ken Armstrong. "Our member companies put safety first through improved driver training, investment in advanced safety technologies and continuing education in industry best practices. Troopers and Truck Drivers is another step to further communicate our message of safety to the public."

"Florida Highway Patrol partners with FTA on a daily basis to ensure all stakeholders are informed and safe on the roads," said Chief Derek Barrs with Florida Highway Patrol Commercial Vehicle Enforcement. "This new program is one more example of the innovative ways we keep an open dialogue between FHP

and the trucking industry to make Florida a safer place."

"Centurion Auto Transport is proud to be the first company to participate in Troopers and Truck Drivers," said Safety Director Scott Reagan. "Our professional drivers face unique challenges while loading and unloading vehicles as well as on the road, and we welcome the opportunity to educate new FHP troopers about our day-to-day operations."

Troopers and Truck Drivers took place in the Big Bend area, Orlando and Jacksonville in September, driving both day and night shifts, with further dates to be set.

"We, at Florida CVE, are proud to partner with the FTA, allowing a CVE trooper to spend the day on the road with a CMV driver and a CMV driver to spend the day with a CVE trooper," said Chief Barrs. "I want to thank Tpr. Ryan Davenport for his willingness to be the first CVE trooper to spend the day with a commercial truck driver and Tpr. Tim Holden for showing a truck driver the work we do each day to enhance CMV safety on our roadways."

FTA has been the leading voice protecting the interests of Florida's trucking and transportation industry for more than 80 years. FTA is the sole liaison between the trucking industry, the Florida legislature and state regulatory agencies, and serves as a source of information, continuing education and best practices for its members.

For additional information, visit [www.FLTrucking.org](http://www.FLTrucking.org) or visit the association on Twitter or Facebook. ■



REGION II

# Florida Highway Patrol Office of Commercial Vehicle Enforcement Updates

By Chief Derek D. Barrs, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

## Florida Trooper Takes Congressman on Ride-Along

A ride-along was held on Aug. 9, 2018, in Martin County with Florida Highway Patrol's Commercial Vehicle Enforcement Tpr. Eugene Wise and U.S. Congressman Brian Mast from Florida's 18th Congressional District. This was a great opportunity for the Florida Highway Patrol's Office of Commercial Vehicle Enforcement to showcase the valuable work we are doing to enhance commercial motor vehicle safety. Tpr. Wise was a great ambassador for the Florida Highway Patrol.



## Florida CVE Transitions to Spectral Personal Radiation Detectors

The National Preparedness Institute of Indian River State College conducted its first round of spectral personal radiation detector (SPRD) transition training for Florida's commercial vehicle enforcement (CVE) troopers. Florida's law enforcement personnel learned how to transition from the regular personal radiation detector (PRD) to the newly purchased SPRDs. The Florida Highway Patrol conducted three consecutive days of training, transitioning approximately 85 of its troopers over to SPRD. CVE purchased and deployed 215 of these enhanced radiation detection devices. The PRDs that CVE transitioned from will be issued to patrol operations, bringing the total to more than 400 devices deployed within the Florida Highway Patrol to detect the illicit transportation of radioactive materials on Florida's roadways.



*Continued on next page*



*Continued from page 5*

### Mat Scale Operation

Orlando Commercial Vehicle Enforcement Troop J District conducted a mat scale operation on May 25, 2018. Weight compliance and enforcement is vital to Florida's infrastructure, and commercial vehicle enforcement troopers play a critical role in this effort each day.



### Group Safety Audits

The Florida Highway Patrol Office of Commercial Vehicle Enforcement held group safety audits in Miami, Aug. 13-23, 2018. A safety audit is a review of a motor carrier's records designed to verify that a carrier has basic safety management controls in place to ensure compliance with applicable state laws, federal safety regulations, hazardous materials regulations and related record-keeping requirements. The safety audits are another way we, at the Florida Highway Patrol, continue to be proactive, working to make our roadways safer for everyone.



### Florida Teacher Tour

The Florida Trucking Association Florida Teacher Tour brings public school teachers into the world of trucking and logistics to expose them to career opportunities and develop lesson plans to use in their classroom, inspiring the next generation in the industry.

The teachers started at FedEx Ground, then visited a Florida Department of Transportation weigh station in Madison, before going on ride-alongs with Sgt. Josh Spargo and his squad of commercial vehicle enforcement troopers to learn about regulatory and safety issues. Chief Derek Barrs ended the day by giving the teachers an overview of the Florida Highway Patrol and the Office of Commercial Vehicle Enforcement. The teachers said they truly enjoyed the day learning about the Florida Highway Patrol.



**Outreach to Teens**

**Atlantic Coast High School**

Tpr. Larry Favors from Troop J-Jacksonville of the Office of Commercial Vehicle Enforcement partnered with Florida Trucking Association Road Team members at Atlantic Coast High School in Jacksonville. They educated young drivers on sharing the road with large trucks and buses, the no zone and distracted driving around commercial motor vehicles.



Atlantic Coast High School

**St. Charles Borromeo School**

Tpr. Kovach and Tpr. Gomez participated in an outreach effort with 260 students at St. Charles Borromeo School ranging from Pre-K to 8th grade. As students were dropped off at school, troopers welcomed them with a high-five and congratulated them on completing the school year. After welcoming students in the parking lot/entrance area, all law enforcement agencies walked through the school into every classroom to say goodbye and wish the students a great summer. The faculty advised that students were excited to see officers because it was "High-Five Friday." The goal of this outreach is to ensure students and parents of their safety and bridge the gap between law enforcement and students. Faculty stated that the outreach was extremely successful and already invited us to continue the outreach next school year.



Atlantic Coast High School

*Continued on next page*



St. Charles Borromeo School



St. Charles Borromeo School



St. Charles Borromeo School

Continued from page 7

### Replica Cargo Tanks Used as Training Aids for Hazmat Training Classes

The Florida Highway Patrol Office of Commercial Vehicle Enforcement started its 80-hour Commercial Motor Vehicle Post-Crash Investigation Course and the 40-hour North American Standard General Hazardous Material training on July 30, 2018, in Jacksonville, Florida.

Over the past year, we have been able to purchase replica cargo tank (406, 407, 412 and 312 tanks) training aids for our hazardous materials classes and expanded our brake operation boards. This was the first set of hazardous materials training classes where we were able use the tanks for practical use. These training cargo tanks are the first of their kind to be used for hazardous materials training and we are very excited to train our members with these tanks in an effort to help make them better at roadside inspections. In addition, we are proud to welcome members from the Georgia Department of Public Safety and the state of Washington to our classes.



### Touch-a-Truck

Tpr. Komorek and Tpr. Horne took the no zone truck and a Chevy Tahoe to Gainesville's Fun 4 Gator Kids Touch-a-Truck.



### Outreach to Motor Carriers

JP Coxwell

Tpr. Orton and Tpr. Chism from Troop J-Jacksonville conducted a no zone outreach on June 15, 2018, for JP Coxwell out of Jacksonville. There were approximately 50 attendees. This was an educational and awareness event for the company's commercial motor vehicle drivers.



### Ace Hardware

Educational outreach was held with Ace Hardware on June 2, 2018. Master Sgt. Tim May covered several topics such as safely sharing the road, recognizing the no zone, driving under the influence of drugs or alcohol, distracted driving, safe driver habits, traffic laws, load securement and electronic logging devices. Master Sgt. May also answered questions from the drivers and office staff. ■





## Iowa DOT and Motor Truck Association Work Together to Thank Professional Truck Drivers

By Chief David Lorenzen, Iowa Department of Transportation

For 2018 National Truck Driver Appreciation Week, which was Sept. 9-15, 2018, the Iowa Motor Truck Association (IMTA) teamed up with the Iowa Department of Transportation's (DOT) motor vehicle enforcement officers to offer thanks to America's professional drivers. The Iowa DOT provided the venue at the Dallas County scale facility and IMTA provided donuts.

The Iowa DOT and IMTA have a long-standing collaboration to provide support to motor carriers traveling in and through Iowa, often co-hosting events and trainings throughout Iowa.

For more information about the Iowa DOT, visit [www.iowadot.gov](http://www.iowadot.gov). And for more information about IMTA, visit [www.iowamotortruck.com](http://www.iowamotortruck.com). ■



## National Passenger Carrier Strike Force Initiative at the WWII Valor in the Pacific National Monument at Pearl Harbor

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

On July 17, 2018, Hawaii motor vehicle safety officers held a commercial vehicle enforcement joint operation with the National Park Service as part of the Federal Motor Carrier Safety Administration's National Passenger Carrier Strike Force Initiative. The WWII Valor in the Pacific National Monument at Pearl Harbor is a large, popular tourist destination and provides officers with the opportunity to generate good passenger vehicle inspection activities as well as to work in collaboration with the national park rangers.

For more information about Hawaii's Motor Vehicle Safety Office, visit [www.hidot.hawaii.gov/highways](http://www.hidot.hawaii.gov/highways). ■



Hawaii DOT Ofc. Brett Tominaga and Ofc. Aaron Kalaukoa.



**Pictured from left to right:** Hawaii DOT Manager Susan Chang; U.S. Park Rangers Daniel Brown and Casey Scott; Hawaii DOT Officers Marshall Villegas, Brett Tominaga, Sean Prendergast, Clifford Ballesteros, Brett Won; and Aaron Kalaukoa.



Hawaii DOT Ofc. Lupe Manupule.



Hawaii DOT Ofc. Sean Prendergast.

# BUSY IN THE Big Sky

By **Cpl. Dan Carroll**,  
Montana Motor Carrier Services Enforcement Division

Montana is one of the largest geographical states in the United States. Measuring 174,040 square miles with more than 75,000 road miles, protecting those roadways and the traveling public that uses them is a daunting full-time job. That task falls squarely on the shoulders of the Montana Motor Carrier Services (MCS) Enforcement Division.

Day in and day out, Montana's MCS officers inspect interstate and intrastate commercial motor vehicles for safety compliance. Dedicated officers, like Jason Sutton, Larry Kluesner and Cheryl Wallar of the Lima, Montana, weigh station on I-15, recently stopped and inspected a cargo tank truck leaking corrosive hazmat onto the roadway. Quick action and attention to detail by these officers stopped this from potentially becoming a major incident.

Ofc. Joe McNeil at the Butte, Montana, I-90 weigh station noticed a truck and trailer with a dangerous violation. One of the trailer axles had broken free from the vehicle and was left behind on the roadway. Luckily, no one was injured.

Patrolling Southwest Montana's two-lane highways is one of the duties of Patrol Ofc. Adam Romkema. Ofc. Romkema, a five-year

veteran, was recently dispatched to a commercial motor vehicle rollover involving a paving company truck. Upon inspection, the vehicle was found to have half of its brakes in violation as well as multiple other mechanical problems that contributed to the rollover.

These officers and the rest of the Montana MCS work tirelessly to keep unsafe vehicles off this great state's roadways.

The Montana MCS Enforcement Division employs more than 80 full-time vehicle inspection and enforcement personnel. The MCS Division protects Montana's and the federal government's investment in Montana's highway system and ensures the safety of the traveling public through uniform regulation of the commercial motor carrier industry and enforcement of all state and federal commercial motor carrier laws, rules and regulations.

For more information, visit [www.mdt.mt.gov/business/mcs](http://www.mdt.mt.gov/business/mcs). ■



## REGION V

## SAAQ Mobile Road Safety Unit Hits Québec Roads

By **Marie-Claude Dumais**, MAP, Head of Division, Awareness Prevention and Media Relations; Manager, Policy, Programs, Prevention and Administrative Support Branch; Vice President for Roadside Control and Vehicle Safety; Société de l'assurance automobile du Québec

As of September 2018, the Société de l'assurance automobile du Québec's (SAAQ) mobile road safety unit started travelling across Québec to raise awareness among road users and heavy-vehicle owners about various issues related to road safety.

The mobile unit, which has been transformed and specially equipped, features activities hosted by carrier enforcement officers and regional road safety advisors.

This unique mobile unit highlights multiple aspects of road safety and features fun and informative activities. Visitors are able to try a virtual reality headset, test their knowledge by taking quizzes on an interactive television

and can participate in demonstrations of the risks associated with heavy-vehicle blind spots. Activities for drivers and owners of heavy vehicles, including air brake training, are offered.

The mobile unit can be on-site during public activities and events, such as conferences and conventions, and can also make appearances at businesses, schools, and inspection stations and checkpoints.

SAAQ's mission is to protect people against the risks associated with the use of the road and to contribute to the application of laws and regulations. **For more information, visit [www.saaq.gouv.qc.ca](http://www.saaq.gouv.qc.ca).** ■



## 2018 Out-of-Service Criteria

### Half-Off Sale!

CVSA is offering a special end-of-the-year half-off sale on its April 1, 2018, North American Standard Out-of-Service Criteria.



The discount applies to the following:

- **Print Version** – The printed, spiral-bound handbook is 232 pages and includes inspection procedures, inspection levels, pictorials, tables and more.
- **Electronic Version** – The electronic handbook is a PDF file with a restricted three device and/or web browser limit. The PDF cannot be printed or copy-and-pasted. The PDF version is best for viewing on a desktop computer.
- **The App** – The app contains all of the same information that's in the printed handbook, along with inspection bulletins, pictorials, the learning management system for online training, inspection procedures, operational policies, inspection and educational videos, brochures and webinars. Search "CVSA" in the Apple store or the Google Play store.

To purchase print or electronic versions of the handbook or the Spanish, French or bilingual Out-of-Service Criteria, visit [www.cvsa.org](http://www.cvsa.org) and click on the Store tab toward the top of the page.

**NOTE:** The North American Standard Out-of-Service Criteria is updated annually. The next edition of the criteria will go into effect on April 1, 2019, and will replace and supersede all previous editions. The 2019 print and electronic editions and the app will be the regular price. ■

## REGION V



## Inspection Photo

Broken Main Spring. Photo by Ofc. Brennan Nugent, Watson Lake Weigh Scales, Yukon, Canada. ■



# Record Number of Attendees, Exhibitors and Sponsors at CVSA's Annual Conference and Exhibition in Kansas City, Missouri

More than 700 government officials, enforcement and industry members attended the CVSA Annual Conference and Exhibition Sept. 23-27, 2018, in Kansas City, Missouri. This event had the highest number of attendees at a CVSA event to date. The conference also saw a record number of exhibitors and sponsors.

The general session, which kicked off the conference, included regulatory updates from the Canadian Council of Motor Transport Administrators (CCMTA) and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA).

CCMTA President Allison Fradette provided an update on Canada's National Safety Code mechanical fitness standards and safety fitness framework, the October 2018 nationwide legalization of cannabis, the

implications of highly automated vehicles on roadways (from both a testing and operational implementation perspective), and the agency's short- and long-term action plan for addressing the dangers of distracted driving.

During his remarks, FMCSA Administrator Raymond Martinez talked about the agency's recent advance notice of proposed rulemaking on hours of service and in-person and online opportunities for comments. He encouraged participation from industry and enforcement in this important process.

FMCSA Director of Safety Programs Thomas Keane announced the jurisdictions that received Motor Carrier Safety Assistance Program (MCSAP) Awards in the categories of safety enforcement, safety enforcement improvement, comprehensive investigation,



*Continued on page 16*



CCMTA President Allison Fradette.



FMCSA Administrator Raymond Martinez.

Continued from page 15

comprehensive investigation improvement, data quality and data quality improvement, commercial motor vehicle fatality rate and commercial motor vehicle fatality rate improvement.

Special guest speaker National Safety Council President and CEO and Road to Zero Coalition Chair Deborah Hersman gave a presentation on Eliminating Traffic Deaths on Roadways. Hersman stated the ways in which we can continue along a path to zero roadway deaths by doubling down on what works, such as accelerating technology and prioritizing safety.

The general session included a presentation on the State of the Alliance by CVSA Executive Director Collin Mooney where he talked about enforcement initiatives of the past year, the Brake Safety Symposium last May and the success of CVSA's debut industry courses.

Mooney also presented a live demonstration of CVSA's new 2018 Out-of-Service Criteria mobile app.



CVSA Executive Director Collin Mooney.

Award winners were also acknowledged from the North American Inspectors Championship and



NSC President and CEO and Road to Zero Coalition Chair Deborah Hersman.



Winners of the MCSAP Awards.



Flanked by outgoing CVSA President Capt. Christopher Turner, CVSA President's Award recipients, from left to right: CVSA Executive Director Collin Mooney, FMCSA's Daniel Meyer and Tom Whitaker with the Kansas Motor Carriers Association.

#### CVSA's 2018 College Scholarship Award Program.

As one of his last duties as CVSA president, Capt. Christopher Turner of the Kansas Highway Patrol presented the coveted CVSA President's Award to three individuals – Tom Whitaker with the Kansas Motor Carriers Association, FMCSA's Daniel Meyer and CVSA Executive Director Collin Mooney. The President's Award is reserved for individuals who have made significant contributions to CVSA. The three award winners have joined an exclusive and distinguished group of honorees from past years.

Each year, at the annual conference, a raffle is held and the proceeds are donated to a charity selected by the current CVSA president. 2017-2018 CVSA President Capt. Christopher Turner selected the Sunflower CASA Project, a volunteer-based agency of court-appointed special advocates (CASAs) who provide a voice for abused and neglected children involved in the court system through no fault of their own. CVSA membership raised more than \$10,000, which will all go toward the Sunflower CASA Project.

*Continued on next page*



CVSA membership raised \$10,450 for the Sunflower CASA Project.

Continued from page 17



CVSA President Lt. Scott Carnegie.

On Sept. 26, 2018, CVSA transitioned to its new leadership team for the 2018-2019 term.

Lt. Scott Carnegie of the Mississippi Highway Patrol is the new president of the Alliance. Sgt. John Samis of the Delaware State Police is CVSA's vice president. Capt. John Broers with the South Dakota Highway Patrol was elected by the membership to the position of secretary. Capt. Christopher Turner of the Kansas Highway Patrol will now serve his three-year commitment as past president.

President Lt. Scott Carnegie has been with the Mississippi Highway Patrol for 25 years and is currently the director of its Motor Carrier Division. He leads multiple aspects of Mississippi's commercial motor vehicle enforcement and operations programs which include: commercial driver's licenses,



CVSA Vice President Sgt. John Samis.

information technology, compliance investigations, safety audits, and outreach and enforcement operations. Lt. Carnegie served as CVSA Region II vice president and was chair of the CVSA Finance Committee and the CVSA Election Committee. He also served on a CVSA ad hoc committee on training-related issues and actively participated in strategic planning for the future of the Alliance.

Vice President Sgt. John Samis has been with the Delaware State Police for 25 years and is currently the Motor Carrier Safety Assistance Program (MCSAP) supervisor of its Commercial Motor Vehicle Unit. He served CVSA Region I for two years as vice president and two years as president. Sgt. Samis was chair of the CVSA Election Committee and is currently chair of the CVSA Finance Committee. He attended CVSA's annual



CVSA Secretary Capt. John Broers.

leadership meetings in Washington, D.C., for five years and was also an active participant in developing CVSA's strategic plan.

Secretary Capt. John Broers has been with the South Dakota Highway Patrol for 19 years and is commander of the Motor Carrier Division which oversees MCSAP functions, size and weight enforcement, and permitting operations. He served as Region III vice president for two years and president for one year. Capt. Broers chaired an ad hoc committee and is a member of the CVSA Finance Committee. He attended CVSA meetings regularly for the last eight years, leadership meetings in Washington, D.C., for two years and was a participant in the development of the CVSA strategic plan.



### Other Leadership Changes

Region II president is Lt. Allen England with the Tennessee Highway Patrol; vice president is Lt. Adrian Kelleher with the Louisiana State Police. Capt. John Hahn with the Colorado State Patrol is Region III president and Maj. Jon Smithers of the Indiana State Police is the vice president. Lt. Daniel Wyrick of the Wyoming Highway Patrol is Region IV president with Capt. Russ Christoferson of the Montana Department of Transportation serving as the vice president. Local members president is Ofc. Jason Belz with the Arlington Police Department (Texas) and Ofc. Thomas Mrozinski Jr. with the Frisco Police Department (Texas) is vice president. Dave Schofield with Oldcastle Materials is the associate members president; Stephanie Kendall with CDL Consultants is the vice president.

To view CVSA's current committee and program leadership, visit [www.cvsa.org/about-us-page/about-cvsa/who-we-are/current-leadership](http://www.cvsa.org/about-us-page/about-cvsa/who-we-are/current-leadership). ■





## CVSA Releases 2018 Operation Safe Driver Week Results

Commercial motor vehicle (CMV) enforcement personnel patrolled roadways during Operation Safe Driver Week, July 15-21, 2018, to identify CMV drivers and passenger vehicle drivers engaged in unsafe driving behaviors. Officers issued 57,405 citations and 87,907 warnings to drivers throughout the week. This safe driving enforcement and awareness campaign aims to call attention to driver behaviors, the main cause of crashes, and combat those behaviors through heightened traffic safety enforcement and educational outreach.

During Operation Safe Driver Week, 51,000 law enforcement officers made contact with 113,331 CMV drivers and passenger vehicle drivers and issued 57,405 citations. A total of 42,144 CMV contacts were made with 10,709 citations issued and 71,187 passenger vehicle contacts were made with 46,696 citations issued.

In addition to the citations that were issued to drivers throughout Operation Safe Driver Week, officers also issued a total of 87,907 warnings. CMV drivers were given 29,908 warnings; 57,999 warnings were given to passenger vehicle drivers.

The top five citations issued to CMV drivers were:

1. State/Local Laws – 6,008 citations
2. Speeding – 1,908 citations
3. Failing to use a seat belt while operating a CMV – 1,169 citations
4. Failure to obey a traffic control device – 754 citations
5. Using a handheld phone – 262 citations

The top five citations issued to passenger vehicle drivers were:

1. State/Local Laws – 21,511 citations
2. Speeding – 16,909 citations
3. Failing to use a seat belt – 3,103 citations
4. Inattentive and/or careless driving – 1,655 citations
5. Failure to obey a traffic control device – 739 citations

Speeding was the second most cited infraction for both CMV drivers and passenger vehicle drivers. A total of 16,909 passenger vehicle drivers were issued citations for speeding, versus 1,908 citations to CMV drivers. In addition, 17 CMV drivers and 714 passenger vehicle drivers were cited for driving too fast for the conditions.

According to the National Highway Traffic Safety Administration (NHTSA), in 2016, 18 percent of drivers involved in a fatal crash were speeding at the time of the crash and 27 percent of those killed were in a crash involving at least one speeding driver.

Failure to wear a seat belt was the third most cited offense for both CMV drivers and passenger vehicle drivers. Officers issued 3,103 citations to passenger vehicle drivers and 1,169 to CMV drivers for failure to wear a seat belt. As a percentage of the total number of citations, failure to wear a seat belt represented 10.9 percent of Operation Safe Driver Week CMV driver citations and 6.6 percent of the total percentage of passenger vehicle driver citations.

NHTSA research found that of the total number of people killed in motor vehicle crashes in 2016, 48 percent were not wearing a seat belt. Seat belts could have saved an estimated 2,456 people if they had been wearing one. For professional drivers specifically, safety belt usage by commercial truck and bus drivers was at 86 percent in 2016, according to Federal Motor Carrier Safety Administration (FMCSA) survey data.

When it comes to distracted driving, 211 passenger vehicle driver citations during Operation Safe Driver Week were for texting; 20 texting citations were issued to CMV drivers. 127 passenger vehicle drivers and 262 CMV drivers were cited for using a handheld phone.

According to NHTSA, in 2016, 3,450 people were killed in motor vehicle crashes involving distracted drivers. NHTSA also estimated that of the total number of roadway deaths, crashes and injuries, 660,000 drivers were using an electronic device while behind the wheel. Of the total number of fatal crashes, 10 percent involved the use of a phone. And according to the Centers for Disease Control and Prevention, each day in the United States, approximately nine people are killed and more than 1,000 injured in crashes reported to involve a distracted driver.

Operation Safe Driver Week results also of note:

- A total of 1,822 drivers (1,699 passenger vehicle drivers and 123 CMV drivers) were cited for reckless, inattentive and/or careless driving.
- 366 drivers were cited for possession/use/under the influence of alcohol or drugs or both. 42 of the citations were issued to CMV drivers; 324 were issued to passenger vehicle drivers.

- Specific to CMV drivers, 17 were cited for operating their vehicle while ill or fatigued, and 14 received citations for using/equipping their CMV with a radar detector.

Public awareness and educational campaigns are also a major aspect of this initiative. CVSA offers resources on its website for CMV drivers, teen and novice drivers, driver's education instructors and driver trainers.

During Operation Safe Driver Week, 177 safety programs were downloaded and delivered to teens and CMV drivers. The safety programs target unsafe driving behaviors and aim to prevent crashes through effective education.

- The Teens and Trucks youth safe-driving campaign had 27 downloads.
- Defeat Distracted Driving, a commercial driver safety campaign, had 78 downloads.
- Improving Driver Behaviors resources for driver trainers had 72 downloads.

In addition to enforcement and education, 8,533 motorists were assisted during Operation Safe Driver Week, highlighting the dedication to service and safety by law enforcement.

As in prior years, FMCSA participated in 2018 Operation Safe Driver Week by directing federal safety investigators to focus on carriers with recent crash involvement and high percentiles in the driver-based Behavior Analysis and Safety Improvement Category (BASIC). Although investigative and enforcement data continue to be collected and analyzed, as of September 2018, FMCSA completed 108 compliance investigations and cited more than 100 acute and critical violations.

"During Operation Safe Driver Week, law enforcement officers throughout the United States and Canada aimed to reduce the number of crashes on our roadways through an effective mix of education and enforcement of highway safety," said 2017-2018 CVSA President Capt. Christopher Turner with the Kansas Highway Patrol. "By improving the driving behaviors of all drivers operating in an unsafe manner, either in or around commercial motor vehicles, we are working our way toward the goal of zero roadway deaths."

Next year's Operation Safe Driver Week is scheduled for July 14-20, 2019. ■

## MARK YOUR CALENDAR 2019 ENFORCEMENT EVENTS



### International Roadcheck June 4-6

During International Roadcheck, commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections of commercial motor vehicles and drivers.



### Operation Safe Driver Week July 14-20

Traffic safety personnel will be on the lookout for unsafe driving behaviors by commercial motor vehicle drivers and passenger vehicle drivers during Operation Safe Driver Week.



### Brake Safety Week Sept. 15-21

CVSA-certified enforcement personnel will conduct roadside inspections on commercial motor vehicles for Brake Safety Week in order to identify and remove commercial motor vehicles with critical brake violations from our roadways and to call attention to the dangers of faulty brake systems.

## CVSA Transportation Reauthorization Task Force Proactively Prepares for Reauthorization Process

By Deputy Chief Mark Savage, Colorado State Patrol

On Dec. 4, 2015, former United States President Barack Obama signed into law the current surface transportation policy and funding act. The Fixing America's Surface Transportation (FAST) Act was the first long-term transportation reauthorization act after several short-term extensions of the previous transportation reauthorization proposal, the Moving Ahead for Progress in the 21st Century Act (MAP-21). The 2015 FAST Act was a five-year transportation reauthorization bill which expires in 2020.

The formal process to replace the FAST Act has yet to begin but several transportation policy ideas are already taking shape in Congress. Some of these ideas have even taken written form and, as proposed legislation, they are termed "markers." These markers are designed by members of Congress as initial concepts and are likely being floated now because congressional members want to have their ideas included in the next transportation reauthorization act. Accordingly, CVSA staff and its board of directors believe that now is the time to start preparing for the next transportation reauthorization process which could begin as early as 2019.

To prepare for transportation reauthorization, CVSA started the Transportation Reauthorization Task Force to develop the Alliance's positions. The group met last spring in Portland, Oregon, and met again in Kansas City, Missouri, in September to further its work. The team is comprised of CVSA members from each region, locals and associate members. The group plans to meet over the course of the next several months, working to draft official positions for the Alliance. CVSA's Reauthorization Task Force is currently considering several specific topics for inclusion in CVSA's formal reauthorization positions, including:

- Changes to motor carrier safety and technology grant requirements, such as grant flexibility and maintenance of effort requirements
- Requests to increase grant funds for additional safety activities, including dedicated funding for local enforcement agencies and increased funding directly to FMCSA for its safety activities
- Proposals to enhance how carriers are selected for compliance reviews and audits

- A recommendation that Congress create a Hazardous Materials Safety Advisory Committee, much like the Motor Carrier Safety Advisory Committee
- Solutions that promote reciprocity and harmonization with our international partners
- Suggestions for Congress on how to create the right environment to support and promote potentially life-saving transportation safety technologies, such as autonomous vehicle technology, platooning, electronic logging devices and electronic vehicle identifiers
- Proposals that enhance motorcoach safety, support regulatory reform, improve data quality, support the employer notification system, regulate safety consultants and improve uniformity in emergency declarations

This list of initial topics could grow or decrease as the group works through these and other proposals. The ideas must align with the Alliance's strategic plan and be approved by the board of directors before the list is finalized. Before that occurs, the topics will be presented internally to members and externally to several of our key partners as we seek feedback from a diverse group of stakeholders. The task force is looking to have final positions finished by fall 2019, if not sooner.

If you would like to have your voice heard on these topics or have ideas that have yet to be included or discussed, now is the time to speak up and be heard. We will be sending out a survey via email to get our members' input on these issues. We need your participation in this process to make it successful, so please take the time to complete the survey. If you miss the survey, you still have an opportunity to have your voice heard. Talk to your region leadership or a member of the Transportation Reauthorization Task Force and let them know how you feel so your feedback can be heard. We value your input and desire an open and iterative process as we prepare the Alliance for the future. ■

## Transportation Reauthorization Task Force Members

### CHAIR

Alan Martin  
*Public Utilities Commission of Ohio*

### REGION I

Sgt. Eric Bergquist  
*Maine State Police*

William Alarcon  
*New Jersey State Police*

### REGION II

Col. Leroy Taylor  
*South Carolina Department of Public Safety*

Capt. Ron Maxey Jr.  
*Virginia State Police*

### REGION III

Michelle Lopez  
*Colorado State Patrol*

Chief David Lorenzen  
*Iowa Department of Transportation*

### REGION IV

Thomas Foster  
*Washington State Patrol*

Kevin Valentine  
*Washington State Patrol*

### REGION V

Steven Haywood  
*British Columbia Ministry of Transportation and Infrastructure*

Patrick Dowling  
*Prince Edward Island Department of Transportation*

### LOCAL MEMBERS

Sgt. Kevin Brown  
*Arlington Police Department (Texas)*

John "Lincoln" Sweeney  
*Cedar Hill Police Department (Texas)*

### ASSOCIATE MEMBERS

Boyd Stephenson  
*National Tank Truck Carriers*

Dan Horvath  
*American Trucking Associations*

Alan Smith  
*Greyhound Lines Inc.*

Stephanie Kendall  
*CDL Consultants*

Bart Richardson  
*Admiral Transport Corporation*

### BOARD REPRESENTATIVES

Deputy Chief Mark Savage  
*Colorado State Patrol (Interim Chair)*

Capt. Christopher Turner  
*Kansas Highway Patrol*

### AT-LARGE MEMBER

Maj. Brian Preston  
*Arizona Department of Public Safety*

### CVSA STAFF

Adrienne Gildea  
CVSA

Daniel Zimmerman  
CVSA



# 2019 Sponsorship Opportunities

CVSA offers great sponsorship opportunities for 2019. Our sponsors garner premium exposure with government, industry and law enforcement, while increasing visibility as an industry leader. CVSA sponsorship helps your company get targeted exposure to and attention from CVSA's audience. There are several ways to contribute to the Alliance:

## Event Sponsorship

Conference and event sponsors receive increased visibility, networking and educational opportunities, and the opportunity to share ideas, feedback and perspectives.

- **COHMED Conference**  
This conference offers specialized training and information for individuals involved in the regulation, enforcement and safety of transporting hazardous materials and dangerous goods.
- **CVSA Workshop**  
The CVSA Workshop provides an opportunity for CVSA stakeholders to continue their collaborative work aimed at advancing commercial motor vehicle safety.
- **North American Inspectors Championship**  
This competition and training event recognizes and awards commercial motor vehicle inspector excellence.
- **CVSA Annual Conference and Exhibition**  
Our members will gather at our annual conference to advance quality, uniformity and consistency in commercial motor vehicle enforcement.

## Annual Sponsorship

Annual contributions are used to support the Alliance's mission and goals. All contributions are tabulated cumulatively and applied to your sponsorship level.

## Award Sponsorship

- CVSA recognizes the exceptional careers and commitment to safety of professional commercial motor vehicle drivers with the International Driver Excellence Award (IDEA).
- CVSA provides college scholarships to outstanding high school seniors by weighing academic performance and extracurricular activities.

## E-newsletter Sponsorship

"Safety Exchange" is a biweekly e-newsletter featuring links to relevant CVSA, government and industry news.

For more information on sponsorship, visit [www.cvsa.org/sponsorship/sponsorship](http://www.cvsa.org/sponsorship/sponsorship). ■

## Nearly 5,000 Commercial Motor Vehicles with Critical Brake Violations Removed from Roadways During Brake Safety Week



Mark your calendar for next year's Brake Safety Week - Sept. 15-21, 2019.

During Brake Safety Week, Sept. 16-22, 2018, enforcement personnel in 57 jurisdictions throughout Canada and the United States conducted 35,080 inspections on commercial motor vehicles and captured and reported data on brake violations. The majority of vehicles inspected did not have any brake-related out-of-service conditions; however, inspectors found critical vehicle inspection items in the brake systems of 4,955 (14.1 percent) of the vehicles inspected and placed those vehicles out of service until the condition(s) could be corrected.

Brake violations was the top vehicle out-of-service violation during CVSA's International Roadcheck 72-hour enforcement initiative in June 2018. And according to the U.S. Federal Motor Carrier Safety Administration's (FMCSA) data (snapshot as of Sept. 28, 2018), from 2.38 million inspections, there were 1,045,335 brake-related violations in federal fiscal 2018, with a portion of those accounting for seven of the top 20 vehicle violations. In an effort to address brake system violations, jurisdictions throughout North America participated in this year's Brake Safety Week.

The goal of this week-long brake safety enforcement and outreach initiative is to reduce the number of crashes involving brake-related problems by raising awareness throughout the motor carrier community of the importance of properly functioning brake systems and by conducting roadside inspections to identify and remove vehicles with critical brake violations from our roadways.

Brake Safety Week data also captured antilock braking systems (ABS) violations, indicating how well ABS are maintained in accordance with federal regulations. ABS help the vehicle to stop in the shortest possible distance under many conditions and to maintain steering control in situations when tires may slip. Many participating jurisdictions surveyed ABS compliance. ABS violations were counted when the malfunction lamp did not illuminate or stayed on, indicating an issue of some kind. The findings are as follows:

- 26,143 air-braked power units required ABS; 8.3 percent (2,176) had ABS violations.
- 17,857 trailers required ABS; 12.5 percent (2,224) had ABS violations.
- 5,354 hydraulic-braked trucks required ABS; 4.4 percent (234) had ABS violations.
- 651 motorcoaches/buses required ABS; 2 percent (13) had ABS violations.

Brake Safety Week deployed several strategies to help make our roadways safer:

- **Prevention** – Since the dates of Brake Safety Week are announced well in advance, it gives motor carriers and drivers ample opportunity to ensure their vehicles are proactively checked and properly maintained and to correct any issues found. Everyone wants the vehicles that are inspected to pass inspection. A vehicle that passes inspection raises the level of overall safety.

- **Education** – Brake Safety Week is an opportunity for law enforcement personnel to educate drivers and motor carriers on the inspection procedure with a focus on the vehicle's mechanical components, especially the brake systems. Education and awareness are key in prompting preventative action to ensure each commercial motor vehicle is safe and roadworthy.

- **Action** – Inspectors who identified commercial motor vehicles with critical brake issues during the inspection process were able to remove those dangerous vehicles from our roadways. If a vehicle has brake-related critical inspection items, it's law enforcement's duty and responsibility to place that vehicle out of service, safeguarding the public.

"Whether you're driving a commercial motor vehicle or inspecting one, we all know the importance of properly functioning brakes," said CVSA President Lt. Scott Carnegie with the Mississippi Highway Patrol. "It is essential that we – law enforcement, drivers and motor carriers – do all that we can through prevention, education, outreach and action to ensure only the safest commercial motor vehicles are being operated by professional drivers on our roadways."

Brake Safety Week is part of CVSA's Operation Airbrake Program in partnership with FMCSA and the Canadian Council of Motor Transport Administrators. For more information about Operation Airbrake, visit [www.operationairbrake.com](http://www.operationairbrake.com). ■

## CVSA Attends Amazon's Truck Safety Event

On Aug. 2, 2018, CVSA Deputy Executive Director Adrienne Gildea attended a truck safety technology demonstration hosted by Amazon at its TPA1 Fulfillment Center in Ruskin, Florida.

Attendees were treated to a tour of the facility, getting a unique opportunity to see how Amazon associates and automated technology work together to gather, package and prepare items for shipment.

After the tour, the group participated in a roundtable discussion on how industry and government can work together to promote commercial motor vehicle safety. The discussion included a demonstration of Amazon's newly installed truck inspection technology, which is designed to help ensure critical components, like brakes and tires, on vehicles carrying Amazon shipments are in good working order before departing a fulfillment facility.

Participants, including government officials, the law enforcement community and industry leaders, focused on how emerging technologies can be integrated into carriers' and shippers' safety programs, along with effective strategies for collaboration among government, industry and law enforcement.

Comments focused on the role of the shipper and carrier in safety and how a proactive approach to vehicle maintenance and safety can benefit industry. The group also discussed the need for additional collaboration between industry and enforcement as we work toward our common goal of a safe, efficient transportation network. ■



© 2018, Orlando Sentinel

Amazon's TPA1 Fulfillment Center in Ruskin, Florida.

### ELECTED OFFICIALS AND OTHER GUESTS:

- **Raymond Martinez**, Administrator, Federal Motor Carrier Safety Administration (FMCSA)
- **Selika Gore**, Senior Advisor to FMCSA Administrator
- **Chris Spear**, President and CEO, American Trucking Associations
- **Ken Armstrong**, CEO, Florida Trucking Association
- **Chief Derek D. Barrs**, Florida Highway Patrol
- **Capt. Ezra Folsom**, Florida Highway Patrol
- **Cdr. Bill Harris**, Commercial Motor Vehicle Troop, Florida Highway Patrol
- **Todd Reid**, Deputy Chief of Staff to Sen. Marco Rubio
- **David Gwynn**, District Secretary, Florida Department of Transportation

### AMAZONIANS:

- **Chris Heine**, General Manager, Transportation Operations
- **Elena Bernardo**, Director, Asset Management and Sourcing
- **Brian Neal**, Global Road Safety Leader
- **Lisa Black**, WW Road Safety Manager
- **Allison Cullin**, Manager, Public Policy
- **Shelley Greenspan**, Assistant, Public Policy
- **Andrew Okuyiga**, Manager, Public Policy



# INSPECTOR'S CORNER

## Hazardous Materials Regulations — Use 'em Or Lose 'em!

By **Tpr. Jeremy Usener**, Commercial Vehicle Enforcement, Texas Department of Public Safety; 2018 North American Inspectors Championship Grand Champion

I sometimes refer to the Hazardous Materials Regulations (HMRs) as a second language. Have you ever studied for or taken a class to learn a second language? If you have, then you know it's possible to lose that knowledge if you do not continue to learn or use the language. In that instance, we will usually revert back to whatever is easiest or most familiar. In my opinion, knowing the HMRs, and the applicability of those regulations, is the same thing.

In the enforcement community, many people tend to shy away from frequent enforcement of the HMRs because they think it is too complex. In that case, they may lose some of their knowledge of the HMRs and, consequently, some of their enforcement capability. On the industry side, if a motor carrier only occasionally transports hazardous materials, there could be problems when they do because they may not be familiar with or up to date on the requirements pertaining to that transportation. It happens. That's the way it is.

I remember when I first became a commercial vehicle enforcement trooper. I started my North American Standard Inspection education and it seemed like I was drinking from a firehose. All of those regulations, with the out-of-service criteria thrown on top of it, was a lot of information. But I knew I could handle it. I went out and started applying them and things were in high gear. Then, it came time for the hazardous materials training. After the second day of the general hazardous materials class, I thought I had just entered the twilight zone. I had to shift into low gear because I was not familiar with any of it. I got through general hazardous materials training and was about two days into cargo tank training before I finally understood what I had learned in general hazardous materials training. I made it through cargo tank training and started to put all of that knowledge into use. I became interested in hazardous materials, but I was timid with the enforcement of it. I got my initial certification inspections, plus some, but since it was a lot easier to not conduct hazardous materials inspections, I didn't do too many more.



I soon started competing in challenge competitions and because I hadn't been using the knowledge I obtained from the classes, I quickly realized that I was no longer familiar with them. I then began studying the HMRs and became more interested in them. I now feel comfortable with them and further enjoy looking through the HMRs and discussing them with colleagues.

The enforcement and use of common regulations is an everyday thing. It is our primary language, so we speak it fluently for the most part. We have knowledge of the subject matter and the ability to stay up to date with them. I find that the HMRs can be intimidating. I don't say that in a bad way but, in my opinion, they are a lot more complex.

For example, if you are conducting an inspection on a commercial motor vehicle and notice it has a flat tire, the Federal Motor Carrier Safety Regulations state that a tire on a commercial motor vehicle cannot be flat. That is a clear-cut violation, no interpretation needed, no need to look it up.

On the other hand, imagine you are conducting an inspection on a commercial motor vehicle

and you do not see any placards on the vehicle. The driver hands you a shipping paper that indicates he is transporting two different types of hazardous materials. One is a flammable liquid and the other is a corrosive solid. Now, you have to check for several things, such as technical names, quantities, placarding applicability, labeling requirements, markings and securement, just to cover some of the basics. You are going to have to drag out the HMRs and sort through this before you can complete the inspection. Because the commercial motor vehicle is transporting hazardous materials, the inspection can be more complex than normal.

My recommendation to anyone who enforces the HMRs or to anyone who transports hazardous materials is to try to stay familiar with the regulations by using them so that you do not lose the knowledge of those regulations. You don't have to be a hazmat nerd, like my friend Nick with the Kansas Highway Patrol, but try to stay familiar with the HMRs. The more familiar we are with things, the more comfortable we are with them. If you stay sharp, you will stay safe. ■



# THE LEGISLATIVE AND REGULATORY RUNDOWN

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

## Outlook: 2018 Midterm Elections and the 116th Congress

The 2018 midterm elections went much as expected and the results will certainly have an impact on transportation policy and legislation under the 116th Congress. Republicans will retain control of the Senate, with a slightly larger majority going forward, and Democrats will assume control of the House.

With every new Congress comes a flurry of leadership changes as retiring and defeated members vacate coveted seats on influential committees. It's possible that the Senate Commerce Committee will welcome a new chair and ranking member in January. In the days following the election, Senator Bill Nelson's (D-FL) race was too close to call and a recount was likely. If Senator Nelson loses his seat, the Senate Commerce Committee will need a new ranking Democrat. Senator Maria Cantwell (D-WA) will have to decide if she wants the post or if she'd prefer to keep her spot on the Energy and Natural Resources Committee. If Senator Cantwell passes on the Commerce spot, Senator Amy Klobuchar (D-MN) is next in line for the role. Meanwhile, Senator John Thune (R-SD) is expected to give up his seat as chairman of the Commerce Committee in order to take over as Senate majority whip and is expected to turn the gavel over to Senator Roger Wicker (R-MS).

Control of the House shifting to Democrats will result in quite a bit of turnover in leadership on that side of the Hill as well. Long-time Transportation and Infrastructure Committee ranking Democrat Peter DeFazio (D-OR) will take the chairman's gavel. With outgoing Chairman Bill Shuster's retirement, it's less clear

who will take over as the ranking Republican on the committee. Much like the Senate, an elaborate round of leadership shifts across committees will take place over the weeks following the election. In addition, a number of Republicans who sat on the Transportation and Infrastructure Committee in the 115th Congress lost their seats, which means the committee will welcome a number of new members from both parties in 2019.

As the 116th Congress convenes in January, the game of musical chairs will wrap up and the leadership and members on the relevant committees will fall into place, setting the tone for how transportation policy will fare for the next two years. Infrastructure and transportation are historically bipartisan issues and are topics that both the president and leading Democrats have mentioned as priorities for 2019. Early in his term, the president demonstrated his willingness to work with House Democrats to move his priorities forward and some speculate that an infrastructure bill is possible. However, the Senate is still controlled by the Republicans and it's possible that House Democrats will focus more on oversight and investigation of the administration and moving legislation on key issues in preparation for the 2020 presidential election cycle. Regardless of what happens with an infrastructure bill, however, the current highway bill expires in 2020, so this Congress will likely begin the work of drafting that bill. CVSA staff will continue meeting with members of Congress and their staff, introducing new members to our mission and priorities and continuing to build support for improving commercial motor vehicle safety policy in the next highway bill.

## HOS Rule Underway, Other Regulations Continue to Stall

Meanwhile, regulation continues to stall at the U.S. Department of Transportation (DOT), largely hampered by the administration's stance on regulation and the need to identify two rules to remove for every one new rule proposed. In addition, in the wake of implementation of the electronic logging device rule, the Federal Motor Carrier Safety Administration (FMCSA) is being asked to consider dozens of exemption requests related to hours-of-service (HOS) provisions.

In an effort to address industry concerns, last fall, FMCSA published an advance notice of proposed rulemaking, seeking input on potential changes to the current hours-of-service requirements. Comments were collected in October 2018 and the agency is expected to move quickly on the rulemaking.

In addition, the U.S. DOT continues its work on the deployment of vehicles equipped with automated driving systems. In October, the secretary released the department's updated autonomous vehicle policy, "Preparing for the Future of Transportation: Automated Vehicles 3.0 (AV 3.0)" (see page 28). A highlight from the update is the incorporation of commercial motor vehicles into the conversation. CVSA continues to engage with the U.S. DOT and other stakeholder groups to ensure that considerations for enforcement are included in the ongoing discussion. ■

## U.S. DOT Releases ‘Preparing for the Future of Transportation: Automated Vehicles 3.0’ Guidance Document for On-Road Surface Transportation Automation

The U.S. Department of Transportation (DOT) released new federal guidance for automated vehicles, advancing its commitment to supporting the safe integration of automation into the broad multimodal surface transportation system. “Preparing for the Future of Transportation: Automated Vehicles 3.0” (AV 3.0) builds upon – but does not replace – voluntary guidance provided in “Automated Driving Systems 2.0: A Vision for Safety.”

“The safe integration of automated vehicle technology into our transportation system will increase productivity, facilitate freight movement and create new types of jobs,” said Secretary Elaine L. Chao.

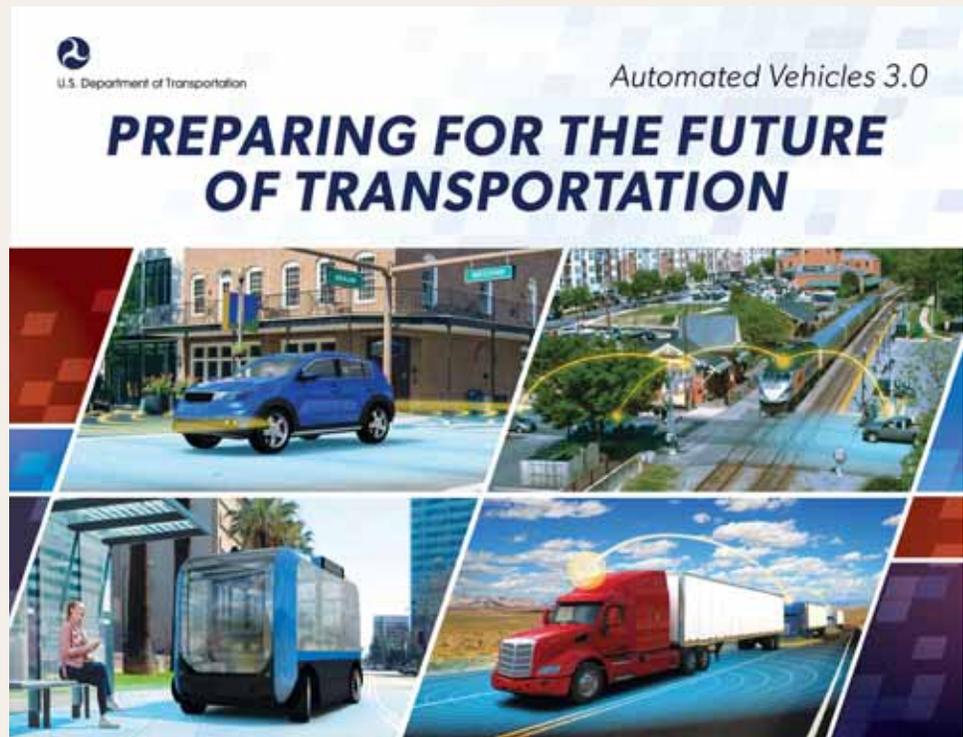
AV 3.0 incorporates the results of extensive stakeholder engagement to provide updated voluntary guidance and policy considerations for a range of industry sectors, including: manufacturers and technology developers, infrastructure owners and operators, commercial motor carriers, bus transit, and state and local governments.

AV 3.0 supports the safe development of automated vehicle technologies by:

- Providing new multi-modal safety guidance
- Reducing policy uncertainty and clarifying roles
- Outlining a process for working with U.S. DOT as technology evolves

Specifically, the new AV 3.0 guidance provides several updates to the department’s initiatives related to automated vehicles by:

- Stating that the department will interpret and, consistent with all applicable notice and comment requirements, adapt the definitions of “driver” or “operator” as appropriate to recognize that such terms do not refer exclusively to a human, but may include an automated system
- Identifying and supporting the development of automation-related voluntary standards developed through organizations and associations, which can be an effective non-regulatory means to advance the integration of automation technologies
- Affirming that the department is continuing its work to preserve the ability for transportation safety applications to function in the 5.9 GHz spectrum



AV 3.0 also announces and discusses several upcoming rulemakings and other actions being taken in the near future by the department’s operating administrations, including:

- The National Highway Traffic Safety Administration will request public comment on a proposal to streamline and modernize the procedures it will follow when processing and deciding exemption petitions.
- The Federal Motor Carrier Safety Administration (FMCSA) will initiate an advance notice of proposed rulemaking to address automated vehicles, particularly to identify regulatory gaps, including in the areas of inspection, repair and maintenance for automated driving systems.
- The Federal Highway Administration announces plans to update the 2009 Manual on Uniform Traffic Control Devices, taking into consideration new connected and automated vehicle technologies.
- The Federal Railroad Administration is initiating research to develop and demonstrate a concept of operations, including system requirements, for the use of automated and connected vehicles to improve safety of highway-rail crossings.

- The Maritime Administration and FMCSA are evaluating the regulatory and economic feasibility of using automated truck queueing as a technology solution to truck staging, access and parking issues at ports.
- The Pipelines and Hazardous Materials Administration is researching the ability to enable the digital transmission of information to first responders before they arrive at an incident that involves hazardous materials.
- The Federal Transit Administration has published a five-year research plan on automating bus transit.

The guidance will be published in the Federal Register for public review and comment. [More information on the department’s work on automated vehicle systems can be found at \[www.transportation.gov/av\]\(http://www.transportation.gov/av\).](#) ■

## U.S. DOT Announces Appointees to Advisory Committee on Human Trafficking

U.S. Department of Transportation (DOT) Secretary Elaine L. Chao announced the appointment of 15 members to DOT's new Advisory Committee on Human Trafficking.

The committee, required by the Combating Human Trafficking in Commercial Vehicles Act, consists of stakeholders from trafficking advocacy organizations; law enforcement; and trucking, bus, rail, aviation, maritime and port sectors, including industry and labor.

The committee will submit recommendations to Secretary Chao by July 3, 2019, that include:

- Strategies for identifying and reporting instances of human trafficking
- Recommendations for administrative or legislative changes to use programs, properties or other resources owned, operated or funded by the department to combat human trafficking
- Best practices for state and local transportation stakeholders based on multidisciplinary research and promising evidence-based models and programs, including sample training materials and strategies to identify victims

The department is working across all modes of transportation and with stakeholders to detect, deter and disrupt human trafficking. The DOT's Transportation Leaders Against Human Trafficking initiative arms transportation employees and the traveling public with knowledge so that they can report suspicious activity. The department is also implementing the No Human Trafficking on Our Roads Act to help ensure that individuals who use a commercial motor vehicle to commit human trafficking permanently lose their commercial driver's license. In addition, the department is facilitating the launch of anti-trafficking public awareness campaigns that are running at transportation hubs, including the Dallas/Fort Worth International Airport, Chicago's O'Hare International Airport, John F. Kennedy International Airport and LaGuardia Airport in New York, Dulles International Airport serving the Washington, D.C., metropolitan area and more than 20 Amtrak train stations.

CVSA member and chair of its Operation Safe Driver Program Chief David Lorenzen, with the Iowa Department of Transportation, was one of the appointees to the U.S. DOT's Advisory Committee on Human Trafficking. The following individuals were also appointed to the Advisory Committee on Human Trafficking:

- **Chairperson:** Catherine Todd Bailey, Former U.S. Ambassador to Latvia
- **Vice Chairperson:** Linda Burtwistle, President and COO, Coach USA; Board Member, American Bus Association
- Paul Anderson, President and CEO, Port Tampa Bay
- Nicole Clifton, Vice President, Global Public Affairs, United Parcel Service
- Sherri Garner Brumbaugh, President and CEO, Garner Transportation Group; Vice-Chair, American Trucking Associations
- Michelle Guelbart, Director, Private Sector Engagement, ECPAT-USA
- Greg Hynes, Alternate National Legislative Director, International Association of Sheet Metal, Air, Rail, and Transportation Workers (SMART-TD)
- Kristen Joyner, Executive Director, South West Transit Association
- Loretta Kennedy, Director, Domestic Operations and Investigations, JetBlue Airways
- Laura J. Lederer, President, Global Centurion
- Kendis Paris, Executive Director, Truckers Against Trafficking
- Mi Yung Park, Government Relations Director, A21
- Eric Smith, Vice President and Chief Commercial Officer, Hendry Marine Industries
- Lynn Thoman, Adjunct Professor of International and Public Affairs, Columbia University

**For more information on the department's efforts to combat human trafficking, visit [www.transportation.gov/dot-effort-to-stop-human-trafficking](http://www.transportation.gov/dot-effort-to-stop-human-trafficking).** ■

**"The Department of Transportation is working across all modes of transportation to detect, deter and disrupt human trafficking in order to put an end to this inhumane criminal activity."**

**—Secretary Elaine L. Chao**



# Working Together, Gaining Insight and Improving Safety

By **Raymond P. Martinez**, Administrator, Federal Motor Carrier Safety Administration, U.S. Department of Transportation



FMCSA Administrator Martinez attended CVSA's 2018 North American Inspectors Championship in Columbus, Ohio. Pictured left to right: Lt. Aaron Michael, Buzzy France, FMCSA Administrator Martinez, Maj. Norman Dofflemyer.

## Our essential partnership

I am proud of the outstanding partnership FMCSA and CVSA have developed and maintained over the years. Through this partnership, we have pursued our common goals by developing and implementing effective safety initiatives and collaborating on emerging issues impacting commercial motor vehicle safety. This partnership is critical to prevent crashes and injuries and save lives.

One of the best examples of that partnership is the crucial role CVSA has played in the electronic logging device (ELD) implementation.

## ELD implementation is working

As we moved forward to implement ELDs, we did so with the goals of reducing driver fatigue. We estimate that ELDs will result in more than 1,800 crashes avoided annually, 562 fewer injuries and 26 lives saved each year.

Thanks to your support and work, we are seeing results. Of the more than 1.4 million driver inspections conducted since April 1, 2018, less than 1 percent of drivers inspected have been cited for failing to have an ELD when required to do so. Additionally, hours-of-service violations have decreased by 48 percent over the last year.

## Prepped for success

One reason we are seeing this strong compliance is the support we have received from our law enforcement partners and our industry partners as well. Your preparation to enact and enforce the ELD requirements made the transition a successful one, and we thank you for your hard work. We are committed to continuing our work together to achieve even better results by offering even more outreach and training to maximize the effectiveness of the ELD rule.

## Seeking input from the public and our partners

The data regarding ELDs also highlight areas of the current hours-of-service regulations – which have remained largely unchanged for nearly 15 years – where adjustments or improvements may be needed. To address those issues, FMCSA published an advance notice of proposed rulemaking (ANPRM).

We sought input, data, research and perspectives on potential changes to the hours-of-service rules. Exploring the feasibility of possible hours-of-service changes was prompted, in part, by extensive conversations FMCSA had with our stakeholders during the last seven months. Considering possible changes to the rules responded to Congressional concerns as well. The ANPRM was our way to gain insight into

specific areas of the current regulations by gathering input from stakeholders to determine if hours-of-service revisions would alleviate unnecessary burdens while maintaining safety on our nation's roadways.

The ANPRM sought comments concerning four specific areas of the current HOS regulations. The specific areas under consideration for potential revision:

- Expanding the current 100 air-mile short-haul exemption from 12 hours on-duty to 14 hours on-duty to be consistent with the rules for long-haul truck drivers
- Extending the current 14-hours on-duty limitation by up to two hours when a truck driver experiences adverse driving conditions
- Revising the current mandatory 30-minute break
- Reinstating the option for splitting up the 10-hour off-duty rest break for trucks equipped with a sleeper berth compartment.

Additionally, the ANPRM sought public comment and relevant data on two petitions for rulemaking to provide regulatory relief. The first pertains to the 14-hour period during which all driving must be completed. The second requested FMCSA to restructure the 14-hour rule so that driving would be prohibited after



Pictured left to right: CVSA Training Committee Chair Lt. Ron Jenkins, Oklahoma Highway Patrol; ATA President and CEO Chris Spear; CVSA Executive Director Collin Mooney; and FMCSA Administrator Martinez.

the driver accumulates 14-hours of on-duty time, rather than being limited to a fixed 14-hour period. The second petition also requested that the agency allow drivers to break up the 10 consecutive hours off-duty requirement.

To be clear, FMCSA did not present definitive regulatory text in the ANPRM. What the ANPRM represented was our opportunity to collect input, research and perspective on areas where we are considering potential changes in current hours-of-service rules. FMCSA will continue reviewing the more than 4,000 public comments we received to see if and how they may be incorporated into future plans.

### Listening and engaging around the country

During my tenure at FMCSA, I have sought ways to listen and engage with our stakeholders and partners. Our hours-of-service public listening sessions are an example of that ethos in action. FMCSA conducted listening sessions around the country: in Dallas, Texas, during the Great American Trucking Show; Reno, Nevada; Joplin, Missouri; Orlando, Florida; and at U.S. Department of Transportation headquarters in Washington, D.C.

### Our continued commitment

We are committed to listening to and working with CVSA to continue to protect public safety and provide the industry with the necessary flexibility for an efficient transportation system.

As FMCSA administrator, my team and I greatly appreciate the long standing partnership with you. We look forward to continuing to find innovative and effective ways to achieve our shared goal of saving lives by preventing crashes involving large trucks and buses. ■



FMCSA Administrator Martinez (left) and CVSA Executive Director Collin Mooney (right).

## U.S. and Canadian Jurisdictions Must Accept Electronic IRP Cab Cards and IFTA Licenses

Beginning Jan. 1, 2019, motor carriers will have the option to carry International Registration Plan (IRP) cab cards and International Fuel Tax Agreement (IFTA) licenses as an electronic image. Carriers will no longer be required to carry a paper IRP cab card or IFTA license.

All U.S. states and territories and Canadian provinces and territories will be required to accept electronic images of IRP cab cards and IFTA licenses. During a roadside stop, credentials may be shown as an electronic image on a computer, tablet or smart phone, or as a paper copy.

Whatever the format, the document must be accurate, accessible and readable. Carriers have been notified that they should also store electronic documents as a PDF to ensure access to documentation while in areas of no service or Wi-Fi.

IRP has a webpage with resources to assist in the transition and implementation of electronic credentials: [www.irponline.org/page/ECBallotImplement](http://www.irponline.org/page/ECBallotImplement). Additional information will be added to that webpage regarding the electronic credential program.

**If you have any questions, contact IRP Inc. CEO Tim Adams at [tadams@irpinc.org](mailto:tadams@irpinc.org) or 502-845-0398. ■**



## Acceptance of REAL ID Driver's Licenses or Identification Cards

By Paul Steier, Law Enforcement Program Manager, American Association of Motor Vehicle Administrators

The REAL ID Act passed by Congress in 2005 set standards for state-issued driver licenses and identification cards. This Act established minimum security standards for the production and issuance of these cards and prohibits federal agencies from accepting the cards for certain purposes. These purposes are limited to:

- Accessing federal facilities
- Entering nuclear power plants
- Boarding federally regulated commercial aircrafts

These are the only purposes and situations that the REAL ID Act requires a driver's license or identification card to meet the REAL ID requirements.

Starting Oct. 1, 2020, every U.S. state and territory resident will need to present a REAL ID compliant driver's license or identification card, or another acceptable form of identification, such as a passport, for the purposes of accessing federal facilities, entering nuclear power plants and boarding federally regulated commercial aircrafts.

The Act does not require individuals to present identification where it is not currently required to access a federal facility (such as to enter the public areas of the Smithsonian), nor does it prohibit an agency from accepting other forms of identity documents other than documents from non-compliant states (such as a U.S. passport or passport card).



Cards issued in compliance with the REAL ID Act indicate that the person holding the card established their identity, lawful status or presence, and residence in a manner that complied with the REAL ID Act. These REAL ID Act compliant cards will contain a star verification mark on the front of the card in the upper right-hand corner. Cards issued that have not met the REAL ID Act requirements may have a notation that indicates the card is not for REAL ID purposes. This indicates that the card is not acceptable only for the purposes previously mentioned.

For the operation of a motor vehicle or proof of identity, the fact that a driver's license or identification card does not meet REAL ID Act requirements has no bearing on driving privileges or validity of identity. These cards were issued in compliance with standard U.S. state or territory driver's license service agency rules and regulations.

**To learn more about the REAL ID Act, visit your local driver's license service agency website or the U.S. Department of Homeland Security at [www.dhs.gov/real-id](http://www.dhs.gov/real-id). ■**



# FROM THE DRIVER'S SEAT

## This Truck Makes Wide Right Turns

By **Tim Melody**, Professional Truck Driver, ABF Freight, America's Road Team Captain

Trucks, whether on the highway or in your neighborhood, operate differently than regular passenger vehicles. On the highway, we all have to be aware of truck blind spots and long stopping distances, but on exit ramps, at stoplights and in our neighborhoods, we also need to be aware of and equipped to deal with wide right turns.

Trucks of all sizes make wide right turns to distance themselves from the curb and curbside obstacles, allowing ample room for their trailers to safely make the turn. Truck drivers also have to watch out for vehicles behind them to make sure they don't creep into the right-side blind spot while monitoring the vehicles on the road they're turning onto. With a lot of variables to consider, here are a few tips from me, a professional truck driver, about how the motoring public can help us make our turns.

One rule of thumb is that longer trailers tend to need more room to make both left and right turns. Where I deliver out in the west, we sometimes drive double- or triple-trailer vehicle configurations. Because doubles and triples typically have shorter trailers, they can be easier to turn due to an effect we call "trailer off-tracking." With 53' trailers, off-tracking is more prevalent, which means the trailer doesn't follow the same path as the tractor "steer" tires. If you see the tractor safely maneuver a curb but see the trailer tire jump up on the curb, that's an example of off-tracking.

There are many variables for truck drivers to consider when making these types of turns, but other motorists should also be aware of how their vehicle is positioned and how they can make the truck driver's job a little easier. For passenger vehicle drivers positioned behind a truck that's trying to make a right turn, motorists should be sure not to fill the space to the right of the trailer that gets vacated by the tractor-trailer as the truck driver begins making the turn. If the truck driver has his or her right turn signal on, other following motorists should stay behind the rear bumper of the trailer to ensure safety. Once a truck driver begins to make the turn, the tractor mirrors lose sight of the back of the trailer, so it is hard for truck drivers to know what vehicles behind them are doing. If a truck driver sees that you are stopped with plenty of space behind the rear bumper, he or she can more confidently execute the wide right turn.

The truck driver may begin making the right turn by veering slightly to the left. When this happens, motorists should not attempt to quickly make a right turn in that space vacated by the truck. Please stay back, remain patient and give us a few extra seconds to safely make the turn. After all, if this is happening in a city center or near a business district, it's likely that the truck just delivered something you need.

But, it's not just the vehicles behind a truck that should be considerate when observing wide right turns. Vehicles on the roadway to which the truck is turning can also help. If a

motorist sees that a truck is making a right turn into the oncoming lane of the road they're on, drivers should stay back to provide space. The white line at the intersection can be a great guide for where to stop, but drivers can stop before the white line to give truck drivers additional space.

Sometimes, trucks have to make turns that are not at four-way stops or stoplights. Occasionally, the truck will be at a road that has a stop sign, turning onto a road that does not have a stop sign. This situation presents its own challenges. The truck driver not only has to be careful about the wide turn, he or she also has to choose the right moment when there is plenty of time to make the turn, which means space in both directions of traffic. When a truck driver makes a wide right turn, he or she may have to swing into the oncoming lane of traffic momentarily in order to avoid obstacles on the right side of the vehicle. To do that maneuver, truck drivers need plenty of space and time. So, if motorists see this happening in front of them, it is really helpful to slow down, which indicates to other passenger drivers that they need to slow down, too.

At the end of the day, truck drivers are simply trying to safely do their jobs. We do not mean to interfere with traffic or slow you down. We just want to keep our equipment, load, ourselves and those around us safe. We truly appreciate the drivers who give us space and exhibit patience as we navigate these difficult turns. It makes our jobs a little easier and helps us deliver your goods on time and safely. ■

## Telematics: A Fleet Manager's Most Important Set of Tools

By Joe Doerr, Program Manager, NBIS

Fleet managers have a variety of responsibilities – selecting and purchasing vehicles, designing and implementing maintenance schedules, record keeping, driver management – and all of these responsibilities take a tremendous amount of time and effort. Fleet managers can often be stretched thin and any sort of help they can get – technological or otherwise – is usually welcomed.

This is partly why telematics can be so helpful for organizations. Telematics have been designed to assist fleet managers in a number of ways, including helping them plan for unforeseen events, be more productive and react to issues in real time.

According to FleetCarma, the term “telematics” is a combination of the words “telecommunications” and “informatics,” and can be defined as technology that informs people how well their machines are working by using a system that collects data to provide actionable information and guidance.

Fleet telematics uses a combination of global positioning systems (GPS) and telecommunications systems to give trucking companies real-time data about their fleet's location, drivers' behavior and vehicle diagnostic information. Using the internet, sensors, cameras, cellular-baseband radios and complex algorithms to monitor driver performance, a truck's mechanical status and other critical truck safety issues, telematics can be a fleet manager's best friend. Some of the most common telematics systems are GPS devices, on-board diagnostic systems and cameras.

### Telematics and CSA

When the Federal Motor Carrier Safety Administration (FMCSA) launched Compliance, Safety, Accountability (CSA) in 2010, it gave companies subject to Federal Motor Carrier Safety Regulations (FMCSRs) the ability to analyze violations captured within the Safety Measurement System (SMS) and target those behaviors to improve their safety profile. The SMS is a great platform for companies to use to set benchmarks and focus on areas where they need to improve. However, using SMS in this way is still somewhat reactive because adjustments are being made after drivers have been found to be noncompliant, rather than before.

Bad driving behaviors and habits are learned and executed over a long period of time. A driver could potentially drive recklessly hundreds of times before ever being caught.

By using the data produced by telematics, fleet managers and companies are taking a proactive approach to improving their safety profile, as well as meeting federal regulations and capitalizing on the ability to monitor behaviors that lead to violations and areas of noncompliance. In fact, top violations for drivers in roadside inspections have the potential to be drastically reduced through the usage of telematics.

In 2017, 58 percent of all traffic enforcement violations came from moving violations, with 16.14 percent of those violations stemming from speeding six to 10 miles per hour over the posted speed limit. Telematics can easily track this data so fleet managers can see it in real time and ask their drivers to slow down. Likewise, if you are using a mobile platform via a cellular phone, you have the ability to monitor phone usage, such as texting and talking on a handheld device, as opposed to being hands-free. Of course, on-board cameras can help with seatbelt violations, which made up 15.34 percent of violations last year. Not only is that number shocking, it's unnecessary – and expensive.

### Telematics and FMCSA BASICS

Two of FMCSA's Behavior Analysis and Safety Improvement Categories (BASICS) that telematics could have an instant impact are unsafe driving and hours of service (HOS). Real-time data allows you to monitor HOS, allowing you to make sure your drivers are maintaining compliance within HOS regulations and giving you instant feedback on how safely or unsafely your drivers are operating during the course of their work day.

The HOS BASIC addresses the requirements within the FMCSRs at 49 CFR Parts 392 and 395. This BASIC includes violations pertaining to records of duty status (RODS) as they relate to HOS requirements and the management of driver fatigue. Some examples of roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include a driver operating more hours than allowed under HOS regulations and falsification of RODS. By using telematics to track how far drivers are driving, and when, fleet managers can stay on top of exactly when a driver needs to rest.

Similarly, unsafe driving BASICS address the requirements within the FMCSRs, specifically 49 CFR Parts 392 and 397, and refers to the operation of commercial motor vehicles by drivers in a dangerous or careless manner. Some examples of roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include speeding, reckless driving,

improper lane change and inattention. Again, telematics can capture this data and fleet managers can make real-time decisions on how to address these behaviors with drivers.

Teletrac Navman, a provider of telematics and fleet management technology, believes that as federal compliance fluctuates, a telematics system that includes an HOS solution can make record keeping more efficient and reliable.

“No more getting dinged for noncompliance just because of a lost form,” wrote Teletrac Navman writer Sarah Barbod. “Two-way communication can take the guesswork out of handling unexpected situations on the road, such as bad weather or a major traffic jam. Turn-by-turn directions help drivers detour around construction efficiently instead of wasting time caught in traffic. Safety analytics help managers identify which drivers are practicing safe driving habits and which drivers need additional training – thus increasing the fuel efficiency and safety of the entire fleet for substantial cost savings.”

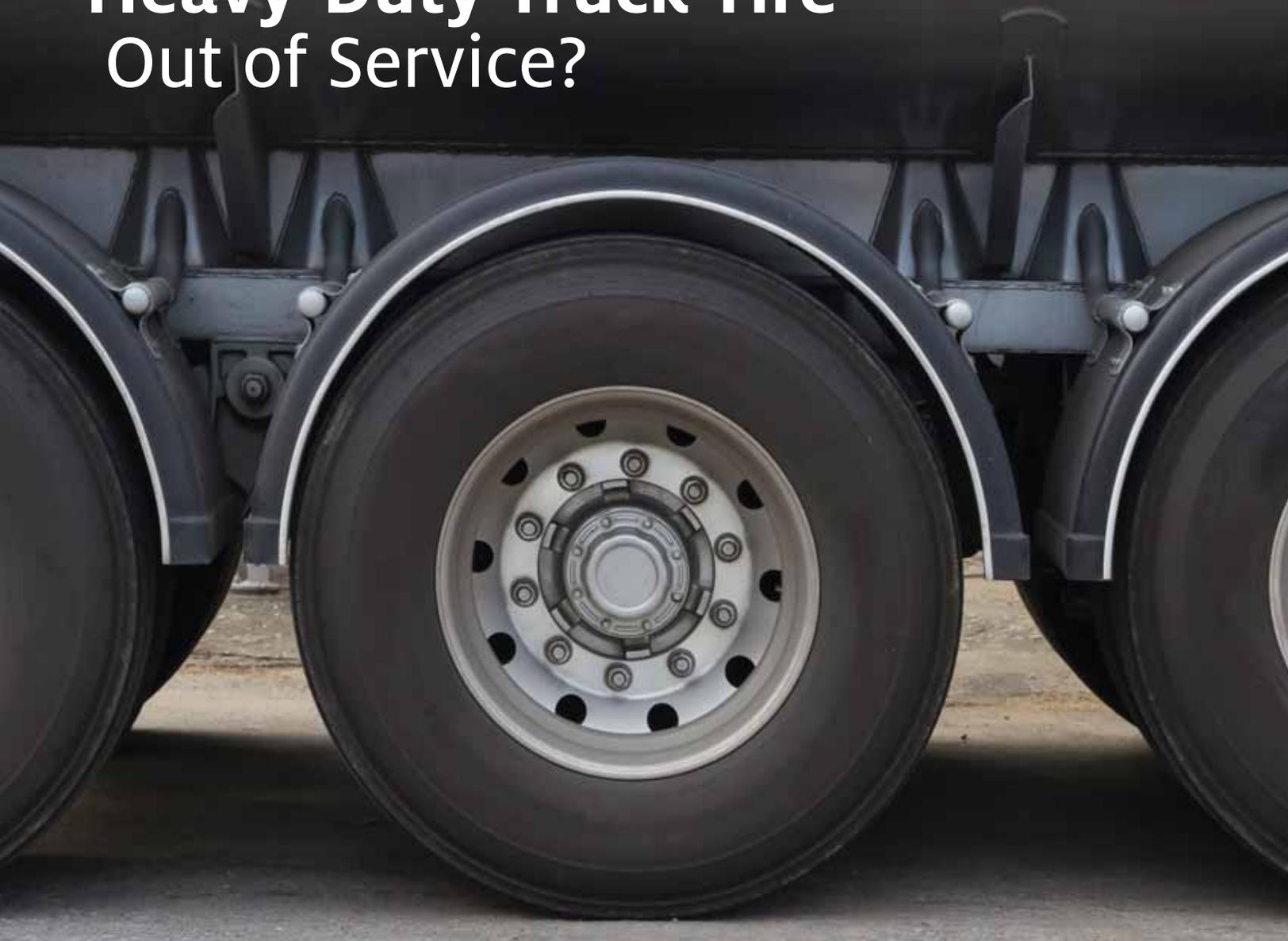
According to Sam Madden of Cambridge Mobile Telematics, “Telematics can also play a major role in helping truck owners leverage the real-time data to take operations to a new level.” A few of the most effective management practices he observed recently include:

- Providing fleet drivers trip-by-trip feedback and insights on driving behavior and performance (including at-risk speeding, phone distraction, hard braking and more) to spark improvements
- “Gamifying” safe driving to motivate drivers and teams to compete for better scores, badges, prizes and bonuses
- Using advanced analytics and machine learning technology to capture and convert risky driving activities into actionable insights, scores and performance feedback

Madden goes on to write that those practices can be combined with traditional management approaches like vehicle, driver and location-based tracking and history to give truck owners more transparency and control. And more transparency and control, especially for fleet managers, is always a good thing.

For more information on telematics systems and how to put them to work for you, or for questions regarding any of the seven BASICS, visit [www.nbis.com](http://www.nbis.com) or call 877-860-7677. ■

# When is a Heavy-Duty Truck Tire Out of Service?



By **David Pressley**, *Manager, Truck Tire Customer Engineering Support, Michelin North America*

When is a heavy-duty truck tire out of service? It is a good question upon which many drivers, law enforcement and mechanics don't always agree. When a truck is deemed out of service, it may not be driven until the problem is corrected. For tires, it means that the tire flagged for violation must be changed on the spot.

Today's truck tires are better than ever. The materials utilized and manufacturing quality

systems that are in place have all improved greatly over recent years. All tire manufacturers must adhere to stringent quality and testing standards.

Of course, tires are not indestructible and do wear out; however, often a tire is removed or flagged for replacement for a cosmetic condition and the tire has thousands of miles of remaining service life.

Also, most truck tires are designed to be retreaded, so it is considered an investment that a fleet cannot afford to lose. The tire asset is measured by its total cost of ownership over the life of the tire, first life casing and retreads. Retreading allows a fleet to get maximum value out of their tires. Truck tire expenses place right behind fuel, driver salary/benefits and insurance, so fleets cannot afford to be inefficient in their tire care and disposal practices.

*Continued on next page*

Continued from page 35

The illustration below shows the typical cross section of a heavy-duty truck tire.

For optimum traction performance in adverse weather conditions, such as rain or snow tread depths, the tire must be at least 4/32" for a steering axle tire and 2/32" for drive or trailer tires.

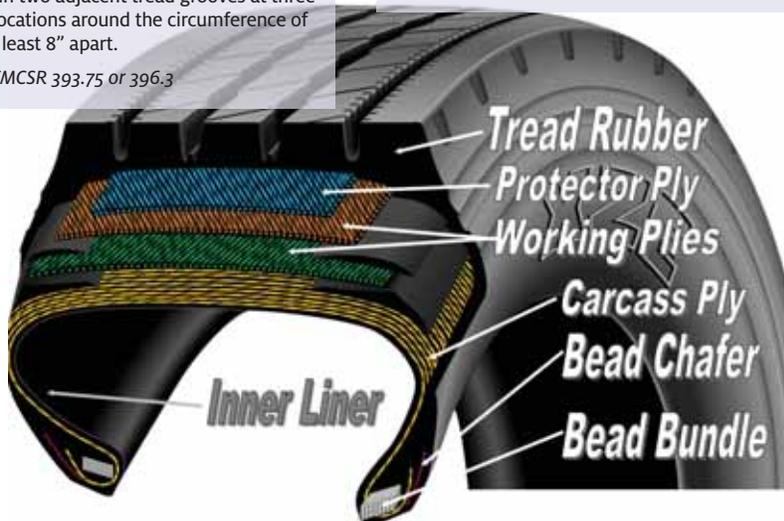
A tire's strength and load-carrying capability is dependent upon the internal plies and belt package. As long as those components are in good shape, the tire can do the work for which it is designed. Those plies are what give the tire its strength. See illustration below.

If damage or wear is into the steel plies, then the tire's integrity is comprised and must be removed immediately. Only a certified re-tread facility will be able to determine if a repair can be made to salvage the tire and allow for retread.

**NOTES:**

- Less than 4/32" on a steering axle tire anywhere on the tire results in a violation.
- Less than 2/32" on a steering axle tire is out of service.
- For the out-of-service condition, measurements are taken in two adjacent tread grooves.
- Less than 2/32" on drive and trailer tires anywhere on the tire results in a violation.
- Less than 1/32" on drive and trailer tires is out of service.
- For the out-of-service condition, measurements are taken in two adjacent tread grooves at three separate locations around the circumference of the tire at least 8" apart.

Defined in FMCSR 393.75 or 396.3



The following types of conditions can be present on a tire; however, the tire would still be usable and should not be in violation or out of service.

1. Excess rubber left over from retread process
2. Tread chunking or tear out such as on XDN2
3. Stone drilling (if plies not exposed)
4. Rib tearing
5. Defense groove tearing
6. Groove cracking
7. Spin damage
8. Heel toe wear
9. Cupping/ Scallop wear
10. Shoulder wear
11. River/erosion wear
12. Feather wear
13. Ozone
14. Chain damage (not to the extent of exposing ply)
15. Slight retread edge lift
16. Slight retread open tread splice
17. Sidewall curbing
18. Cuts and snags to sidewall (if plies not exposed)

**NOTES:**

- Any damage that extends to the steel plies renders a tire in violation and out of service on a steering axle.
- Any tire on a drive or trailer axle with two or more plies exposed in the tread area and the exposed area of the top ply is more than 2 square inches is out of service. (dual tire exception)

Defined in FMCSR 393.75 or 396.3

A tire is considered in violation when the conditions defined in FMCSA 393.75 or 396.3 are present. An out-of-service condition exists when the tire meets any of the conditions outlined in the North American Standard Out-of-Service Criteria.

1. Excess bonding gum flashing left over from retread process. This does not affect the tire's performance at all.



2. Minor chunking of tread blocks. As long as it is not into plies, the tire is okay.



3. Stone retention, provided it is not into the belt package.



4. Rib tearing that isn't into the belt package.



5. Minor defense groove tearing, not into the plies.



6. Minor groove cracking, not into plies.



7. Spin damage, not into plies.



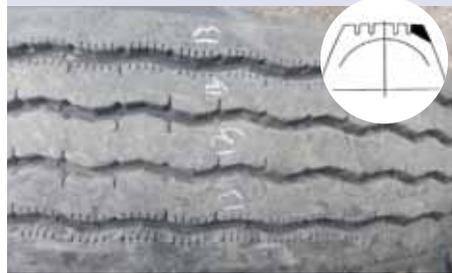
8. Heel toe, not an issue. If the tire is reversed to run in opposite direction, the issue can usually be corrected.



9. Cupping/scallop wear is okay, if not into plies.



10. Shoulder wear is okay, if not into plies.



11. River/erosion wear. Actually, this is a good characteristic of long-lasting tires.



12. Feather wear. Correct with an alignment adjustment. This is okay, if tread is not worn too low.



13. Ozone. Cracks are permissible, as long as they are not into plies.



14. Chain damage, not to the extent of exposing ply.



15. Slight retread edge lift. The seam of the retread may be visible. If not easily opened, it's okay.



16. Slight retread open tread splice. The seam of the re-tread may be visible. If not easily opened, it's okay.



17. Sidewall curbing is permissible, as long as it's not into plies.



18. Cuts and snags to sidewall are permissible, as long as they are not into plies.



# Inspection Photos

Photos by **Jordan Fullerton**, Owner, Pacific Fleet Inspections



Detached brake chamber.



Broken exhaust pipe.



Missing fuel strap.



Broken leaf spring.



Cracked spring brake housing.

## CVSA Releases Level VI Program Inspection Data Report

CVSA has released its eighth Level VI Inspection Report. This report covers Level VI Inspections that were conducted during calendar years 2015-2017. The report covers all Level VI Inspections conducted on transuranic waste shipments to the U.S. Department of Energy's (DOE) Waste Isolation Pilot Plant (WIPP) near Carlsbad, New Mexico. The report also covers Level VI Inspections on non-WIPP U.S. DOE shipments as well as shipments of highway route controlled quantities of radioactive materials shipped by the U.S. DOE (non-WIPP related) and by private industry.

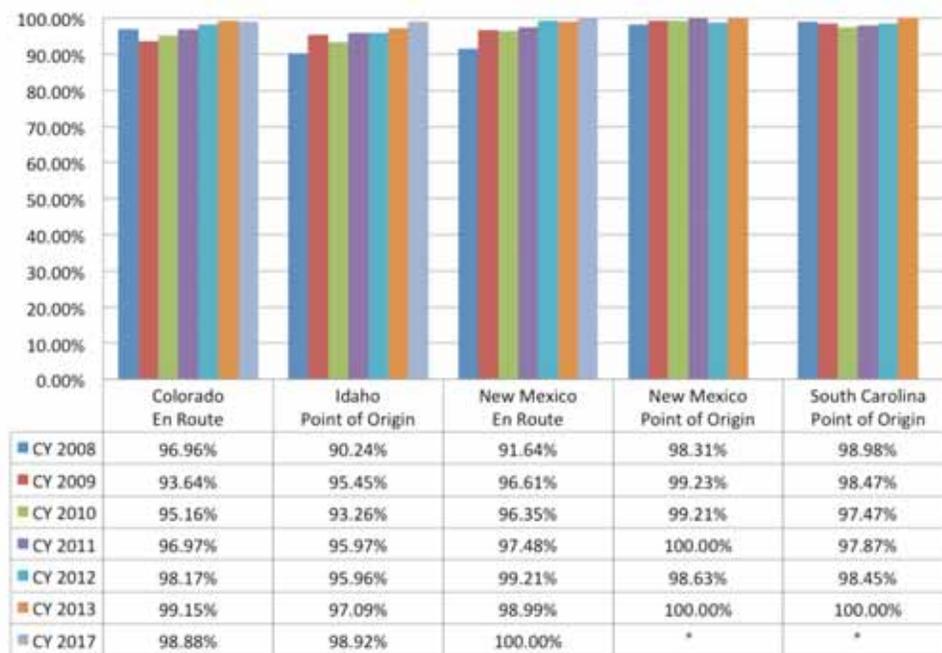
The 2015, 2016 and 2017 inspection data used for this report were retrieved from the Roadside Inspections module of the A&I website ([www.ai.fmcsa.dot.gov/Safety](http://www.ai.fmcsa.dot.gov/Safety)

Program/RoadsideInspections.aspx). The data source was the Federal Motor Carrier Safety Administration's Motor Carrier Management Information System (MCMIS) data snapshot as of Feb. 23, 2018. Data retrieved are current with the state of MCMIS on Feb. 23, 2018.

As with recent Level VI Inspection reports, the data continues to show a trend of low to no violations discovered during the Level VI shipments heading to the WIPP.

The 2018 Level VI Inspection Report can be found on the CVSA Level VI Program webpage ([www.cvsa.org/inspections/inspections/northamerican-standard-level-vi-inspection-program](http://www.cvsa.org/inspections/inspections/northamerican-standard-level-vi-inspection-program)) on the News, Updates and Reports tab. ■

### WIPP Shipments: Percentage of inspections with no violations found for states with more than 50 inspections in each year



## 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](http://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." ■



## Waste Panels and Capacity

The Waste Isolation Pilot Plant (WIPP) permanently isolates defense-generated transuranic (TRU) waste 2,150 feet below the surface in an ancient salt formation. Large disposal panels are mined out, with each panel consisting of seven rooms. The rooms are 13-feet high, 33-feet wide and 300-feet long, with a 100-foot beam of salt separating each room. The configuration of the repository has eight panels, with four on each side of the main access drifts. Two additional panels are planned. There are four main access drifts used to transport waste to the panels and for ventilation. Once a panel is filled, it is closed, which includes steel bulkheads.

Panels are not mined until right before they are needed for waste emplacement due to the natural movement of salt, which begins to close the opening within a relatively short period of time. It is this property of salt that led to the selection of a salt bed for the WIPP repository, as over time, the salt will completely encapsulate the waste, safely isolating it from the environment. In active portions of the mine, ground control is needed to maintain mined openings. Ground control includes the installation and maintenance of long steel bolts and wire mesh into the roof and walls.

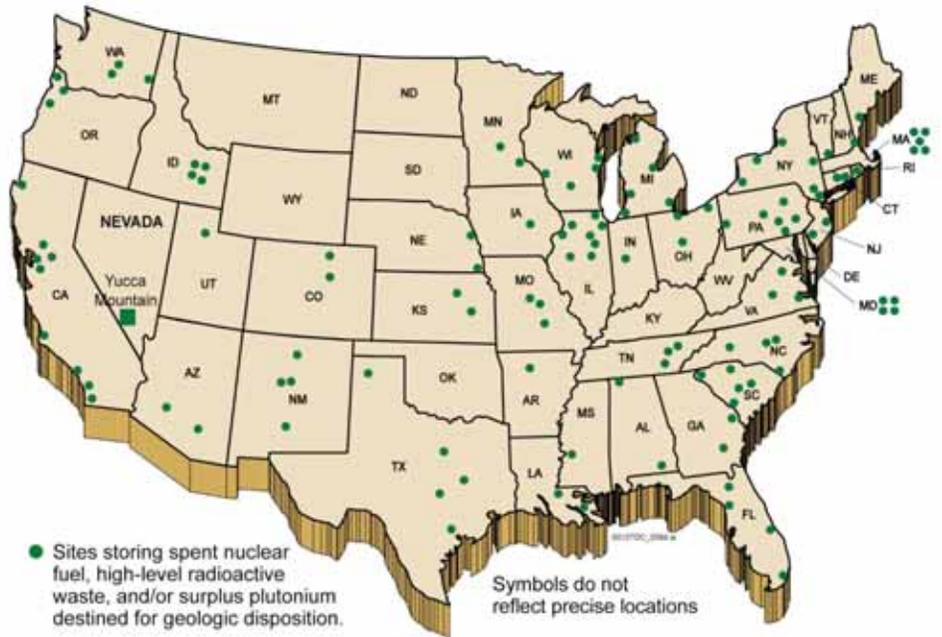
The underground is accessed using one of four vertical shafts. The largest shaft, with a 20-foot diameter, is used to transport employees, equipment and TRU waste to the underground. The waste hoist has a 45-ton capacity and is capable of transporting 75 employees at one time. Access can also be made using the 10-foot diameter salt shaft. The salt hoist is capable of transporting up to 15 employees but is primarily used for taking 8 tons of salt at a time out of the underground for storage on the surface. The final two shafts are air intake, which brings air into the underground, and exhaust, where air exits. ■

## U.S. DOE Issues Report on Spent Nuclear Fuel and High-Level Radioactive Waste Inventory

In August 2018, the U.S. Department of Energy (DOE) provided an inventory data report on commercial spent fuel and high-level radioactive waste in the United States as of the end of calendar year 2017. The data report includes commercial as well as government

managed and owned material. Inventory forecasts are also provided.

You can access this report at [https://sti.srs.gov/fulltext/FCRD-NFST-2013-000263\\_R5.pdf](https://sti.srs.gov/fulltext/FCRD-NFST-2013-000263_R5.pdf). ■



## CVSA Holds Its 170th Level VI Certification Course

CVSA held its 170th Level VI Certification Course in Forsyth, Georgia. Students representing the Georgia Department of Public Safety, Pennsylvania State Police, Kansas City Police, as well as staff from CAST Transportation and Cassidy's Moving and Storage, were in attendance. CVSA National Instructors Tom Fuller of New York State Police and Rion Stann of Pennsylvania State Police joined Director of Level VI Inspection Program Carlisle Smith to provide instruction to the class. ■



National Instructor Tom Fuller observes a student during a practical exercise. ■



National Instructor Tom Fuller covers the properties of an atom to the Georgia class. ■



National Instructor Rion Stann instructs on properly documenting Level VI Inspection violations. ■

## Level VI Basic Certification Course

Under a cooperative agreement with the U.S. Department of Energy, CVSA offers Level VI certification courses on inspecting vehicles transporting transuranic waste and highway route controlled quantities shipments of radioactive material. This training is offered to jurisdictional inspectors who meet the prerequisite of Level I and Hazmat certification.

CVSA will offer its next Level VI Basic Certification Course on March 18-21, 2019, in Elkridge, Maryland. To register, contact Director of Level VI Inspection Program Carlisle Smith at [carlises@cvsa.org](mailto:carlises@cvsa.org) or 301-830-6147. ■



## 2019 Level VI Train the Trainer Course Set for Feb. 26-28 in San Antonio

CVSA is offering its Level VI Train the Trainer Course on Feb. 26-28, 2019, in San Antonio, Texas.

This course is designed for representatives from agencies who are responsible for providing Level VI refresher training to their state's certified Level VI inspectors in order for those inspectors to maintain their Level VI certification.

All Level VI refresher trainers must attend the approved Level VI Train the Trainer Course every two years as noted in CVSA's Operational Policy 6 – Instructor Certification Criteria. All Level VI refresher trainers must be Level I, Hazardous Materials and Level VI certified, and have successfully completed an approved instructor development course.

CVSA's Operational Policy 4 – Inspector Training and Certification – specifies that a certified Level VI inspector must successfully complete eight hours of the Level VI refresher training within 24 months of completing their Basic Level VI Training Course or the inspector's last Level VI refresher training.

Refresher training is conducted by the person who has completed the Level VI Train the Trainer Course every two years. If an inspector/officer does not complete the above requirement, his/her certification will be suspended and in order to become re-certified, the inspector will have to successfully complete the Basic Level VI Training Course.

If you have any questions, or to find out who is Level VI certified in your jurisdiction or if your Level VI refresher trainer is required to attend the Train the Trainer Course this year, contact CVSA Director of Level VI Inspection Program Carlisle Smith at [carlises@cvsa.org](mailto:carlises@cvsa.org) or call 301-830-6147.

This training course is offered under a cooperative agreement from the U.S. Department of Energy.

To find out more and to register, visit [www.cvsa.org/trainingpage/training/train-the-trainer](http://www.cvsa.org/trainingpage/training/train-the-trainer). ■



## Level VI Roadside Inspections (2018 - Calendar)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	626	626	100%
Point of Origin	0	341	341	54.47%
En Route	0	284	284	45.37%
Point of Destination	0	1	1	0.16%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	611	611	97.60%
Level VI Inspections with Violations	0	15	15	2.40%
Level VI Inspections with Out-of-Service Conditions	0	5	5	0.80%

## Level VI Roadside Inspection Violations (2018 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.9A	Inoperative Required Lamps	4	4	13.33%	1	25%
393.45PC	Brake Tubing and Hose Adequacy - Connections to Power Unit	2	2	6.67%	1	50%
393.45D	Brake Connections with Leaks or Constrictions	2	2	6.67%	1	50%
393.45B2	Brake Hose or Tubing Chafing and/or Kinking	2	2	6.67%	0	0%
393.48A	Inoperative/Defective Brakes	2	2	6.67%	0	0%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	2	2	6.67%	1	50%
393.207F	Air Suspension Pressure Loss	1	1	3.33%	1	100%
393.207A	Axle Positioning Parts Defective/Missing	1	1	3.33%	1	100%
393.45UV	Brake Tubing and Hose Adequacy Under Vehicle	1	1	3.33%	1	100%
393.201A	Frame Cracked/Loose/Sagging/Broken	1	1	3.33%	1	100%
392.2IRP	IRP Apportioned Tag or Registration Violation	1	1	3.33%	0	0%
393.50	Inadequate Reservoir for Air/Vacuum Brakes	1	1	3.33%	0	0%
393.110D	Large or Odd-Shaped Cargo Not Adequately Secured	1	1	3.33%	0	0%
172.203D9	No Exclusive Use Notation	1	1	3.33%	0	0%
172.203D10	No Indication for Highway Route Controlled Quantity of Class 7 "HRCQ" on Shipping Paper	1	1	3.33%	0	0%
393.11	No or Defective Lighting Devices or Reflective Material as Required	1	1	3.33%	0	0%
396.5B	Oil and/or Grease Leak	1	1	3.33%	1	100%
395.22A	Operating with a Device Not Registered with FMCSA	1	1	3.33%	0	0%
172.203D1	Radionuclide Name Not on Shipping Paper	1	1	3.33%	0	0%
393.75A3	Tire-Flat and/or Audible Air Leak	1	1	3.33%	1	100%
393.75 BOOS	Tire-Front Tread Depth Less Than 2/32 of Inch on a Major Tread Groove	1	1	3.33%	1	100%
396.3A1T	Tires (General)	1	1	3.33%	1	100%

# CVSA LEADERSHIP

## BOARD OF DIRECTORS

### PRESIDENT

Lt. Scott Carnegie  
*Mississippi Highway Patrol*

### VICE PRESIDENT

Sgt. John Samis  
*Delaware State Police*

### SECRETARY

Capt. John Broers  
*South Dakota Highway Patrol*

### PAST PRESIDENTS

Capt. Christopher Turner  
*Kansas Highway Patrol*

Chief Jay Thompson  
*Arkansas Highway Police*

Deputy Chief Mark Savage  
*Colorado State Patrol*

### REGION PRESIDENTS

**Region I**  
Sgt. Scott Dorrlor  
*New Jersey State Police*

**Region II**  
Lt. Allen England  
*Tennessee Highway Patrol*

**Region III**  
Capt. John Hahn  
*Colorado State Patrol*

**Region IV**  
Lt. Daniel Wyrick  
*Wyoming Highway Patrol*

**Region V**  
Richard Roberts  
*British Columbia Ministry of  
Transportation and Infrastructure*

### REGION VICE PRESIDENTS

**Region I**  
Sgt. Eric Bergquist  
*Maine State Police*

**Region II**  
Lt. Adrian Kelleher  
*Louisiana State Police*

**Region III**  
Maj. Jon E. Smithers  
*Indiana State Police*

**Region IV**  
Capt. Russ Christoferson  
*Montana Department of Transportation*

**Region V**  
Sean Mustatia  
*Saskatchewan Ministry of Highways  
and Infrastructure*

### LOCAL PRESIDENT

Ofc. Jason Belz  
*Arlington (Texas) Police Department*

### LOCAL VICE PRESIDENT

Ofc. Thomas Mrozinski, Jr.  
*Frisco (Texas) Police Department*

## NON-VOTING LEADERSHIP

### ASSOCIATE MEMBER PRESIDENT

Dave Schofield  
*Oldcastle Materials*

### ASSOCIATE MEMBER VICE PRESIDENT

Stephanie Kendall  
*CDL Consultants*

### COMMITTEE CHAIRS

#### Crash Data and Investigation Standards Committee

Cdr. Thomas Fitzgerald  
*Massachusetts State Police*

#### Driver-Traffic Enforcement Committee

Lt. Chris Barr  
*Indiana State Police*

#### Enforcement and Industry Modernization Committee

Chief Derek Barrs  
*Florida Highway Patrol*

#### Hazardous Materials Committee

Sgt. Brad Wagner  
*Nebraska State Patrol*

#### Information Systems Committee

Holly Skaar  
*Idaho State Police*

#### Passenger Carrier Committee

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

#### Policy and Regulatory Affairs Committee

Alan Martin  
*Public Utilities Commission of Ohio*

#### Size and Weight Committee

Maj. Jeremy "Chris" Nordloh  
*Texas Department of Public Safety*

#### Training Committee

Lt. Ron Jenkins  
*Oklahoma Highway Patrol*

#### Vehicle Committee

Tpr. John Sova  
*North Dakota Highway Patrol*

### PROGRAM CHAIRS

#### Cooperative Hazardous Materials Enforcement Development

Phillip Haskins  
*Public Utilities Commission of Ohio*

#### International Driver Excellence Award

Brett Graves  
*AIG*

#### International Roadcheck

Maj. Michael Forman  
*Mississippi Department of  
Transportation*

#### Level VI Inspection

M/Sgt. Todd Armstrong  
*Illinois State Police*

#### North American Cargo Securement Harmonization Public Forum

Tpr. Jeremy Disbrow  
*Arizona Department of Public Safety*

#### North American Inspectors Championship

Richard Roberts  
*British Columbia Ministry of  
Transportation and Infrastructure*

#### Operation Safe Driver

Chief David Lorenzen  
*Iowa Department of Transportation*

#### Operation Airbrake

Shelley Conklin  
*Landstar Transportation Logistics*

Capt. Scott Hanson  
*Idaho State Police*

#### PBBT Users

Lt. Joseph Greene  
*Kansas Highway Patrol*



# CVSA SPONSORS

## PREMIER



## DIAMOND



## PLATINUM



## GOLD



# CVSA SPONSORS

## SILVER

ABF Freight  
Airgas  
American Bus Association  
American Pyrotechnics Association  
Austin Powder Company  
Brake Tech Tools  
Canadian Council of Motor Transport Administrators  
Cardinal Transportation Ltd.  
Cargo Transporters Inc.

FleetUp  
Great West Casualty Company  
Hendrickson  
JNJ Express Inc.  
Kansas Motor Carriers Association  
Kenan Advantage Group Inc.  
MANCOMM Inc.  
Meritor Inc.  
PGT Trucking Inc.  
Schlumberger

Swift Transportation Company  
Sysco Corporation  
Techni-Com Inc.  
United Motorcoach Association  
US Ecology Inc.  
Usher Transport  
Werner Enterprises Inc.  
Workforce QA

## BRONZE

Admiral Transport Corporation  
Anderson Trucking Service Inc.  
DATTCO Inc.  
Direct ChassisLink Inc.  
eDriving Fleet LLC  
FoxFury LLC  
General Electrodynamics Corporation

Geotab Inc.  
Greatwide Truckload Management  
Greyhound Lines Inc.  
Groendyke Transport Inc.  
J.E.B. Environmental Services LLC  
Smart Safety Services  
Specialized Carriers & Rigging Association

The Marino Group  
Tramec Sloan LLC  
Transportation Compliance Safety Group  
Uber Advanced Technologies Group  
Walmart  
Warren Transport Inc.  
Western Express Inc.

## FRIENDS OF CVSA

American Coatings Association Inc.  
Canadian Propane Association  
Cassidy's Transfer & Storage Ltd.  
Commercial Vehicle Safety Associates of Florida Inc.  
Envirun Inc.

Greg Neylon  
Horizon Freight System Inc./Kaplan Trucking Co.  
Institute of Makers of Explosives  
Jade Transportation Services  
Link Engineering Company  
Lytx

Oregon Trucking Associations Inc.  
Praxair Inc.  
Steril-Koni USA Inc.  
Western States Trucking Association

## NEW CVSA ASSOCIATE MEMBERS As of Nov. 13, 2018

Troy Vines Inc.  
Snapping Shoals EMC  
Institute of Police Technology and Management  
Exact-A-Track

Raven Transport  
Propetro Services Inc.  
ProFrac Services  
Twin Lake Trucking Ltd.

## NEW CVSA LOCAL MEMBERS As of Nov. 13, 2018

Smithfield Police Department (Rhode Island)



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

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

View the magazine online at  
[www.cvsa.org](http://www.cvsa.org).

## 2019 CVSA MEETINGS AND EVENTS



### COHMED Conference

JAN. 28-FEB. 1, 2019  
*San Antonio, Texas*

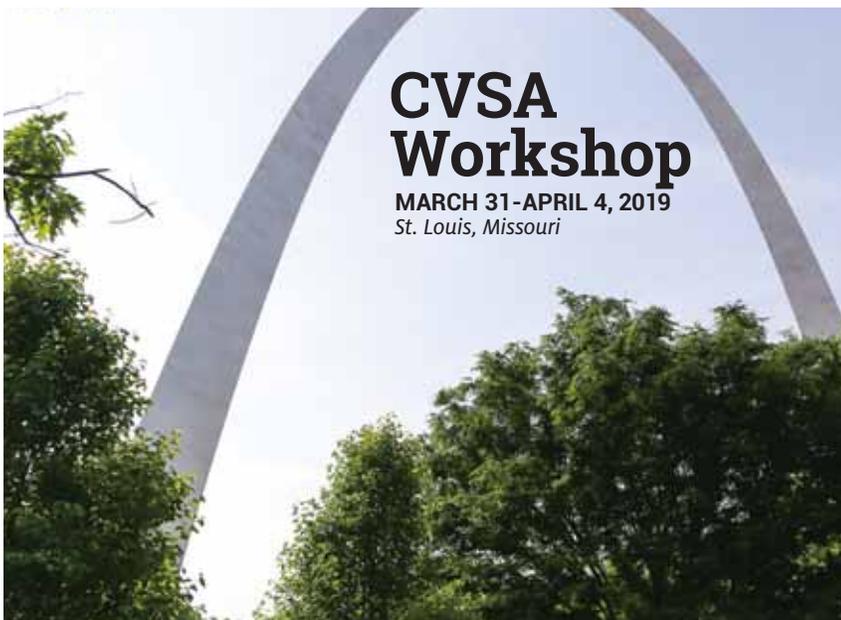


### CVSA Data Management, Quality and FMCSA Systems Training

JAN. 29-31, 2019  
*San Antonio, Texas*

### North American Inspectors Championship (NAIC)

AUG. 13-17, 2019  
*Pittsburgh, Pennsylvania*



### CVSA Workshop

MARCH 31-APRIL 4, 2019  
*St. Louis, Missouri*

### CVSA Annual Conference and Exhibition

SEPT. 22-26, 2019  
*Biloxi, Mississippi*

