

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 22, Issue 1
1st Quarter 2015

NTSB's Most Wanted List Highlights the Importance of Commercial Motor Vehicle Safety

Plus...

CVSA Releases
2014 Brake Safety
Week Results

Another Successful
COHMED Conference

2014 Operation
Safe Driver Week
Results

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GUARDIAN

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PRESIDENT'S MESSAGE

The Hours-of-Service Battle Continues

By Captain William "Bill" Reese, Idaho State Police

We cannot lose sight of the big picture... saving lives. This is about safety.

With the recent passage of the Consolidated and Further Continuing Appropriations Act of 2015, we had yet another change to the hours-of-service regulations. While it is encouraging that many in Congress agreed on at least this issue, the battle is far from over. Too many hands with competing interests have been in the hours-of-service cookie jar: FMCSA, CVSA, industry, safety advocates, courts and now Congress. This issue is costing all of us in multiple ways and these costs will eventually be borne by the public.

It is time we all come to the table and work to resolve this issue. We cannot lose sight of the big picture... saving lives. This is about safety. If we make it about anything else, we are setting ourselves up for failure. If we ever want this resolved, the following issues need to be addressed.

1. FMCSA needs to commission a comprehensive sleep study on commercial vehicle drivers. Congress needs to fund it. The legislative language from the Approps Bill directed a study be done, and work has begun.
2. FMCSA and the states need to determine how the 34-hour restart will affect traffic congestion and traffic patterns in our metropolitan population centers, if it is changed again.
3. If we expect commercial vehicle drivers to have more rest between certain hours, they need more places to park. Right now, there are far too few places for drivers to park and sleep.
4. After many years of declining commercial vehicle crashes, the numbers have been up in recent years. The industry needs to do its part to help identify and mitigate the causes of these crashes and help us continue to move the crash rates down.
5. FMCSA and the states need to analyze the crash data and determine the cause(s) of the recent spike in commercial vehicle crashes. We need to assess whether this spike in crashes is in any way connected to the hours-of-service issue.
6. The industry needs to embrace and support electronic logging devices (ELDs), so that drivers who routinely violate hours-of-service regulations are identified and enforcement action is taken before they cause a crash.

7. The safety advocates need to come to the table with credible data that is not based on emotion, and be willing to listen and find common ground.
8. The courts need to let the experts determine what is safe.
9. When we find a solution that is based on safety and credible data, we need to codify the changes and leave the rules alone. We also need to put in place a periodic review plan for ongoing evaluation of the rules' efficacy.
10. The special interest hours-of-service exemptions in the U.S. Code need to be removed and a new process developed to apply for hours-of-service exemptions. These exemptions need to be based on safety and an equivalent level of compliance. Congress should not be putting special interest exemptions in the law.

I realize this is an emotional issue with strong feelings on all sides. The industry has been upset with CVSA over our stance on the 34-hour restart. We had to retrain all of our inspectors. It is easy to argue that such a small change requires little training. While that is true, the hours add up. And those are hours we are not able to spend at the roadside, focusing our efforts on safety.

It is time for us all to come to the table and resolve this issue. Let's get it done, not for our individual agencies or companies, but for the public we all serve. We can resolve this and keep the focus on safety. ■





EXECUTIVE DIRECTOR'S MESSAGE

Technology and the Use of Data

By **Stephen A. Keppler**, *Executive Director, Commercial Vehicle Safety Alliance*

I am excited about the future with respect to the implementation of new technology and data tools to advance safety for both enforcement and industry.

This issue of *Guardian* is chock-full of great articles about various technology solutions and topics related to performance data. This should not surprise many of you, since we often have a number of articles in *Guardian* on similar topics. It continues to amaze me the number and variety of safety solutions that are being implemented by our public and private sector members. The speed at which technology is changing and being implemented continues to move at a lightning pace. It has had a tremendous impact on everyday life in so many ways, and has changed our lives forever.

What is interesting and not always talked about are the opportunities that lie in front of us for the future, as well as the risks. The realization by our community that we can create more current, reliable and real-time data has some frothing at the mouth wanting all of the data, all of the time and at all costs. What we have found is while, in some cases, this is a reasonable expectation and a normal human reaction (look at how well Apple is doing for evidence of this fact), we need to better understand the ramifications of the creation, access, ownership, use, reliability, cost and benefits of all of this data.

When we buy a new device or gadget for our personal use, it usually takes some time to get to know how to use it, as well as its functionality and limitations. How many of us have bought things and found them to be more complicated to use and difficult to maintain than what we previously had? We were hoping it would make things easier, right? How many of us believe that life is more complicated today than it was, say, just 10 years ago? Hmmm, I think I know that answer.

There are a number of research and development projects working on driverless vehicles, vehicles that can talk to each other and the roadways, and vehicle platooning. There also are projects looking at the data these vehicles can create, as well as how and who to share it with and when. Some of these are government sponsored; some of them are being done by the private sector. We need to make sure that as we go down these paths – in many cases breaking new ground – we are clearly working on the issues related to where the government role starts and ends, and where the private sector takes responsibility.

I raise these issues not to discredit technology at all; most of you know me to be a big fan. We have plenty of evidence of the efficiency and life-saving benefits of technology. However, we need to make sure we are going into decisions regarding technology development and deployment with our eyes wide

open, and are considering all the pros, cons and intended and unintended consequences. For example, there are many advanced safety systems being deployed on commercial vehicles such as collision warning, lane departure and roll stability systems, just to name a few. However, we still are experiencing problems in the field with brake adjustment and braking system violations and improperly functioning ABS systems. In order to be effective, these advanced systems rely on the foundation braking system to be working properly.

I also raise these issues because in our business we are investing in solutions that, in many cases, are making the difference between life and death scenarios. It requires us to have a higher standard to meet for ourselves and for those building these solutions. The other key fact we need to have (and keep) a razor focus on is how roadside inspectors and drivers will engage and interact with these new technologies and the data they produce, and are they adequately trained and equipped to do so.

With all this being said, I am excited about the future with respect to the implementation of new technology and data tools to advance safety for both enforcement and industry. It will advance our problem-solving abilities, risk management strategies, and resource use and optimization. We all need to realize that this phenomenon is no longer just for the IT department and technology developers to deal with. It impacts all of us, and I encourage each of you to engage in the dialogue to help technology and data work for, not against, you.

A perfect example is the electronic logging device rulemaking coming this year in the United States which, once put into effect, will dramatically change the future. Many who are reading this article have been involved in the process to date, which has been a long and arduous one. However, getting the rule out is just the beginning. The implementation is when the real work begins.

For CVSA's part, we are continuing to offer opportunities for you to participate in this dialogue and learn through our committees, programs, educational sessions at our conferences, webinars and in our various publications. In many cases, our committees and members are directly involved in these projects. If there is something you want to learn more about or contribute to, let us know. It is our goal to provide a platform to help improve your knowledge, as well as allow you to participate in advancing the state of the practice. ■

LETTERS TO THE EDITOR

I think we can all agree that heightened attention on safe trucks at the border is a reasonable thing to do.

Highway Patrolman

By **Steve Bryan**, CEO, Vigillo

I had the great pleasure to make a presentation at the Nebraska Trucking Association's annual meeting in Omaha in October 2014. I gave the group an update on what we're seeing in the CSA data as it impacts carriers operating in Nebraska, but also a wide national view of what Nebraska domiciled carriers should expect when they traverse the country and encounter very different enforcement profiles in other states.

On the flight out from Portland, I got to thinking of Nebraska and it made me think of the 1982 album of that name by Bruce Springsteen, so I plugged in and listened as United Airlines whisked me along. There is a song on the album called "Highway Patrolman" that tells the story of two brothers; one a highway patrolman, the other a troubled young man back from Vietnam who was constantly in trouble with the law. In the end, the highway patrolman, in hot pursuit of his brother who assaulted a man in a bar, pulls over and watches the taillights of his brother's car disappear across the Canadian border.

I could not help but compare that highway patrolman to what we see along the southern border, specifically the very thorough and consistent enforcement being done on motor carriers who operate in the 13 border counties in Texas. Bottom line, there is no one pulling over and letting anybody get away with anything. This is a very tough enforcement zone and the officers at those border crossings are very focused on ensuring that trucks are in good physical condition. Vehicle maintenance violations rule the day.

I shared some numbers with the Nebraska group, and was later scolded by an FMCSA representative who was in attendance. She told me that I was missing the fact that all these violations written on the Texas border are concentrated on just a small number of Mexican domiciled carriers who never move beyond a few miles of the border before handing off their loads to U.S. domiciled carriers who continue on into the U.S. Her position was that all these maintenance violations had no real impact on U.S. carriers and that I was doing a disservice to carriers by suggesting otherwise.

There is only one small problem with the hypothesis put forward by my friend at the Agency. It's utterly unsupported by the facts. I had Wi-Fi on the flight home so I pulled some numbers. This is what I found:

FMCSA's data shows that there are 14,885 distinct DOT numbers with inspection activity in the 13 Texas border counties in the past two years. Almost 80 percent of them (11,830) are U.S. domiciled carriers. There is no rocket science at play here. No bending of statistics to fit a desired outcome. Just a simple query of the data: How many U.S. domiciled carriers have inspection activity in these border counties? The answer clearly contradicts what my friend from the FMCSA scolded me about. The enforcement activity on the Texas border has a very large impact on U.S. carriers. So thanks, but I think I'll keep reporting on it.

Then, I had a layover in Denver and was wondering whether all this activity translates to actual impact on CSA scores. It does. The average vehicle maintenance percentile score of the U.S. domiciled carriers who have inspection activity on the Texas border averages 71.48 percent, while the average score for U.S. carriers without inspection activity on the Texas border averages just 59.90 percent, an average of 19.3 percent lower.

I want to be clear that I am not making any judgment about whether or not Texas should or should not have this focus. I think we can all agree that heightened attention on safe trucks at the border is a reasonable thing to do. The problem, of course, is that CSA has no way of compensating for these hot zones of enforcement, and as the data clearly show, these enforcement hot spots have a significant impact on carrier CSA scores. ■

KNOWLEDGE MATTERS

Five Proven Ways to Keep and Attract Drivers

By William F. Surran

I recently helped a client obtain their motor carrier operating authority, guiding them through the maze of filings and paperwork necessary to comply with an overwhelming number of regulations.

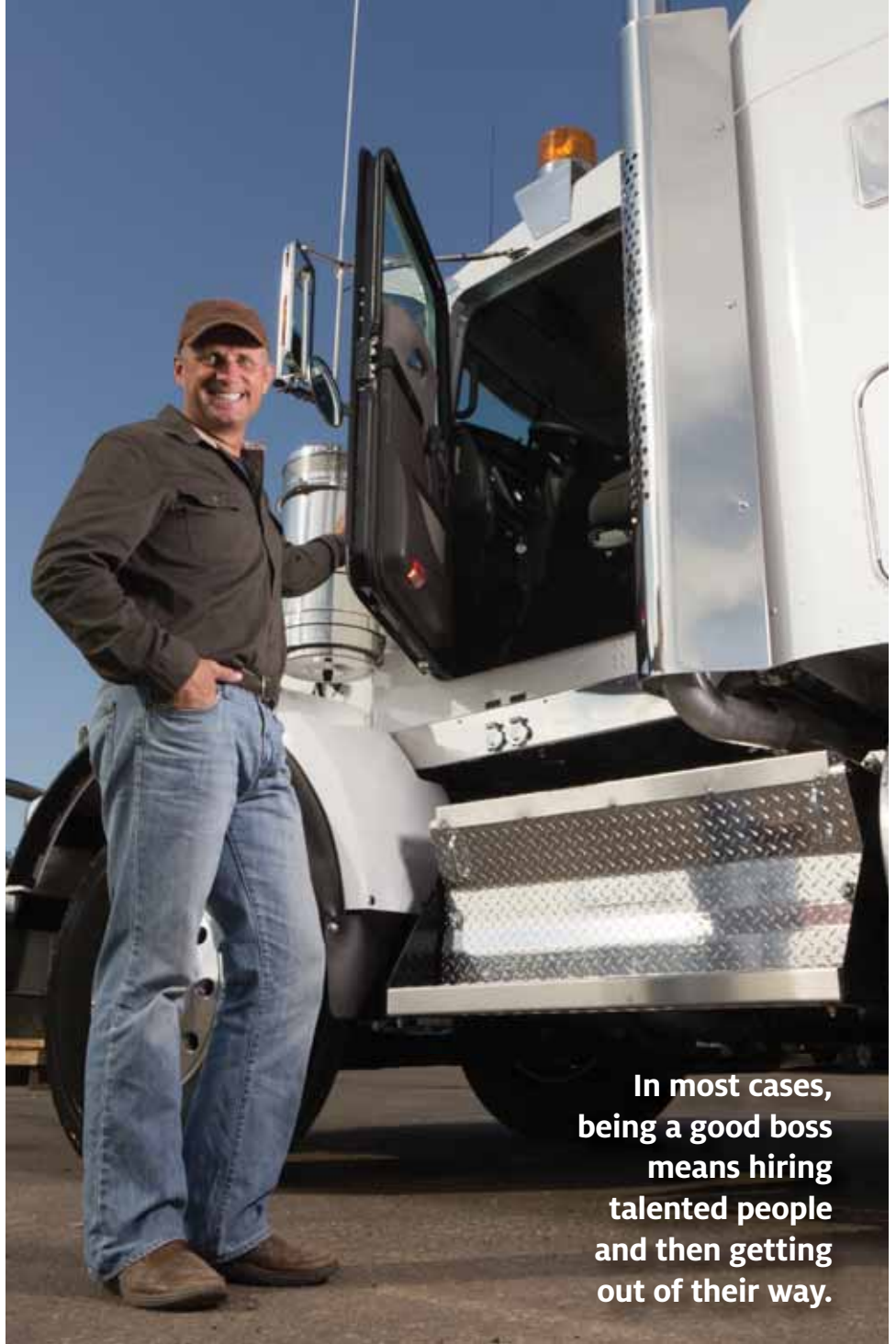
That's the easy part. Sign here, pay that, fax this. It seems that every acronym of agencies in North America wanted something from us.

Fortunately, I have been down this road before and know all the twists, turns and passing lanes. It worked out and my client put a truck on the road. Anyone who wants to can do this. It takes money, planning and patience. The hard part is hiring, motivating and keeping a good driver. Motivation and satisfaction keep good employees focused, productive and happy.

The question then becomes, "How do I keep my drivers happy and motivated?" Fortunately, there are five proven ways to achieve this, based upon the *Harvard Business Review* article, "One More Time: How Do You Motivate Employees?" by Frederick Herzberg.¹ To effectively motivate and satisfy employees, keep in mind Herzberg's premise that motivation and satisfaction are wild beasts which are either tamed or inflamed. Let's apply theory to working truck drivers.

What are five proven ways to keep drivers?

1. **RESPECT:** a feeling of deep admiration for someone or something elicited by their abilities, qualities or achievements
2. **RESPONSIBILITY:** the opportunity or ability to act independently and make decisions without authorization
3. **AUTHORITY:** the power or right to make decisions; intrinsic with responsibility
4. **ACCOUNTABILITY:** subject to the obligation to report, explain or justify something; responsible; answerable
5. **REWARDS:** a thing given in recognition of one's service, effort or achievement



In most cases,
being a good boss
means hiring
talented people
and then getting
out of their way.

Respect

Do you have a feeling of deep admiration for your drivers? If so, you are a successful manager and a rarity. Experienced drivers know, "There are a lot of great truck drivers out there, but only a few great businessmen who drive trucks." Likewise, there is an acute difference between most managers and a great businessperson managing people. Be the latter. Be the best. Respect the drivers working with you. The rewards of respect are limitless. As a line item on a balance statement, respect is priceless. Invest in respect for your drivers.

Responsibility

Do you allow your drivers the opportunity or ability to act independently and make decisions without your authorization? Successful managers understand the dual concepts of responsibility and authority. They co-exist. One defines the other. Think of them as an effective delegation of duties.

Authority

Do your drivers have the power or right to make decisions to realize the goals for which they remain responsible? Motivation hinges upon visualizing one's goals. A manager shares authority in mutually beneficial relationships or becomes mired in muddy micromanaging. It is your choice as a manager. Think of authority as the fertilizer that grows a healthy business.

Accountability

Are your drivers answerable for their decisions? In the income statement of motivators, accountability positively affects profits. It would be pointless to have loss statements because if an unprofitable business remains unprofitable, it is soon declared to not be a business. Therefore, accountability is good. Positive. Great managers mine nuggets of good decisions and show appreciation for a job well done.

Rewards

Last but not least, remember rewards for jobs well done. Rewards are essential to positive job satisfaction. They are as simple as a saying, "Well done!" or as complex as an algorithm for monetary rewards. In the article, "Motivating Employees Is Your Key to Success" author Corey L. Massella writes "What motivates workers? Appreciation, recognition, acknowledgement and money. The best incentive program usually includes a bit of all four, and makes them feel like they have a vested interest in the company and will benefit from its success."² A century of motivational research stresses reward-based management. To read the full article, visit www.FreeEnterprise.com.

Find more articles on motivation at www.score.org. ■

1. *Harvard Business Review*; www.hbr.org/The Magazine; January 2003; Article Preview; "One More Time: How Do You Motivate Employees?" by Fredrick Herzberg; <http://hbr.org/2003/01/one-more-time-how-do-you-motivate-employees/ar/1>. Accessed June 2, 2014.
2. Originally published July 5, 2012. Reprinted by permission, www.freeenterprise.com, June 2014. Copyright © 2012, U.S. Chamber of Commerce, 1615 H Street, NW, Washington, DC 20062; Free Enterprise, www.freeenterprise.com, July 5, 2012; "Motivating Employees Is Your Key to Success" by Corey L. Massella, www.freeenterprise.com/entrepreneur/motivating-employees-your-key-success. Accessed June 5, 2014.



CALL FOR GUARDIAN SUBMISSIONS

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

Deadline for Third Quarter 2015 issue:
June 12, 2015

Questions?

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

KNOWLEDGE MATTERS

How to Prevent Rear-End Collisions

By **Mark Chandler**, Project Manager, Kentucky Fatality Assessment and Control Evaluation (FACE) Program, University of Kentucky

Semi Drivers Killed Due to Rear-End Collisions

CASE #1

A 50-year-old male truck driver was traveling after dark on an unlit highway, when he unknowingly approached a semi that had slowed to a stop due to road construction. With only a few feet to spare, the operator attempted to brake and swerve to the right, but failed to avoid collision on the driver's side of his truck. The truck driver was speaking on his cellular device at the time of the incident, although it is unclear if he was using a Bluetooth or other hands-free device. He died at the scene.

CASE #2

A 57-year-old male truck driver was traveling during daylight hours along the interstate, when he approached a truck traveling at 55 mph with its emergency flashers engaged. Both trucks were in the right-side lane. At the last second, the operator braked and swerved, attempting to avoid a collision, but struck the slower vehicle. The entire driver's side of the semi truck was completely sheered off. Despite the fact that the driver was wearing a seatbelt, he was ejected and killed.

What Steps Can Be Made to Prevent Such Incidents?

- Motor carriers should consistently train their drivers on the importance of speed and space management.
- Maintain awareness of distracted drivers sharing the road.
- Reduce distractions. Limit hands-free cell phone use to emergencies only.
- Perform a thorough pre-trip and post-trip inspection to ensure your brakes, turn signals and headlights are in good working order.
- Buckle up. Safety restraint use can save your life.

Preventing Rear-End Collisions

Carriers should consistently train their drivers on the importance of speed and space management. Safety training, provided by management, plays an integral role in the reduction of rear-end collision, as well as many other injuries. Training should focus on factors that influence the minimum amount of space needed, such as weather conditions, speed, total weight of the truck and traffic.

Maintain awareness of distracted drivers sharing the road. The road is a more dangerous place to drive now than it ever has been. One contributing factor is the distracted driving habits of other people who share the road. Many people are unaware of the required stopping distance of a fully loaded semi-truck and may pull directly out in front of you or swerve into your path. Maintain awareness of other vehicles at all times when they are in your vicinity so that you will have proper time to react to their movements.

Reduce distractions. Limit hands-free cell phone use to emergencies only. As of January 2012, the Federal Motor Carrier Safety Administration (FMCSA) released rulings that ban both texting and using a handheld cell-



phone device while driving a commercial truck. Research has shown that the odds of being in a crash are 23.2 times higher for commercial motor vehicle (CMV) operators who text while driving.¹

Perform a thorough pre-trip and post-trip inspection to ensure your brakes, turn indicators and headlights are in good working order. FMCSA mandates that every commercial driver complete a pre-trip inspection before the beginning of each work day to ensure good working order of brakes, turn signals and headlights.²

Buckle up! If all else fails, restraint use can save your life.³ Wearing a seatbelt should be non-negotiable when occupying a CMV. Research has shown that in a semi truck collision, the odds of being injured are 2.25 times higher for both semi truck drivers and sleeper berth occupants who do not wear occupant safety restraints compared to those who do.⁴ ■

1. Hickman, J.S., Hanowski, R. (2012) An assessment of commercial motor vehicle driver distraction using naturalistic driving data. *Traffic Injury Prevention*, 13(6).
2. "Driver Inspection," 49 C.F.R. § 396.13 (2011). Web.
3. "Use of Seat Belts," C.F.R. § 392.16 (2011). Web.
4. Bunn, T., Slavova, S., & Robertson, M. (2013). Motor vehicle injuries among semi-truck drivers and sleeper berth passengers. *Journal of Safety Research*, (44), 51-55.

KNOWLEDGE MATTERS

Get Involved, Share Your Opinions: The Performance Standards, Measures and Benchmarks (PSMB) Working Group

By Alan R. Martin, Deputy Director, Public Utilities Commission of Ohio, Transportation Department

Understanding the end results of this project will affect each state's safety programs, whether directly or indirectly, and it is important that, as members of CVSA, we follow the progress of the PSMB work group.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established a goal for the Motor Carrier Safety Assistance Program (MCSAP) to ensure that investments are targeted toward areas promoting commercial motor vehicle (CMV) safety and generate maximum reductions in the number and severity of CMV crashes and fatalities. In addition, the Act also calls for the Federal Motor Carrier Safety Administration (FMCSA) to work with states to look for ways to improve performance.

To address the issue of performance improvement, FMCSA assembled a working group composed equally of state and federal personnel. The Performance Standards, Measures and Benchmarks (PSMB) working group was formed in the summer of 2014 and tasked with analyzing readily available data and developing performance standards, measures and benchmarks for MCSAP-related grants.

One of the underlying goals of this project is to determine the best analytical approaches for each type of data generated as a part of the MCSAP. For instance, is it better to use traditional, straight-line analysis versus rolling averages, raw figures, specific rates or a combination of all? In addition to looking at specific metrics, another concern the working group is charged with reviewing is the appropriateness of having specific goals. In some instances, a range may be in order; in others, it may be more appropriate to specify the methodology that must be used to arrive at the goal, but not dictate the actual number that has to be achieved.

Finally, the working group is also looking at measurement intervals. In some cases, this may be something that can be fairly concrete while, in others, it may need to be more flexible and vary based on pre-established criteria. In each of these instances, an immense amount of work must take place to arrive at a final set of measures and it is understood that it must constantly evolve through continuous evaluation and feedback.

The overarching objective is for continuous improvement of each state's program by balancing interim reassessment with the potential for short term, reactionary decisions. This will allow FMCSA and the states to better connect financial and cost information with program outcomes, and guide application and award decisions based on achieving the best value with limited available resources.

Because the PSMB project takes a look at such a wide array of information, nine sub-groups have been established to directly look at each of the major issues that constitute motor carrier safety activities under the MCSAP.

The following list summarizes the work of each of the nine groups and provides insight into what is being considered to meet the requirements outlined in MAP-21.

- 1. NEW ENTRANT**
Explore various means to effectively measure state performance in conducting safety audits.
- 2. BORDER ENFORCEMENT**
Review activities supported by border enforcement grants and ways to evaluate their effectiveness.
- 3. CRASH ANALYSIS**
Focus on how MCSAP uses crash data in measuring program effectiveness.
- 4. OUTREACH AND PUBLIC EDUCATION**
Explore opportunities for establishing clear, measurable standards for MCSAP outreach and public education.
- 5. CARRIER INVESTIGATION**
Focus on carrier investigation activities, generally dictated by FMCSA through the SMS prioritization list and FMCSA division offices. There are opportunities to establish performance measures related to both quantity and quality.

6. INSPECTION OUTPUTS

Focus on inspection activities from a quantitative, data-driven perspective.

7. INSPECTION QUALITY

Focus on methodologies that states and FMCSA can use to determine the quality of an inspection through data rather than direct observation.

8. SPECIAL EMPHASIS AREAS

Explore programmatic emphasis on special areas to determine best practices for measuring the effectiveness of activities and whether there should be specific benchmarks established for various sectors of the enforcement program. This includes special areas such as hazardous materials enforcement, motorcoach enforcement and enforcement of out-of-service carriers.

9. TRAFFIC ENFORCEMENT

Consider states' measurement of traffic enforcement activities within their jurisdictions, and determine the best method of reporting data to FMCSA for national aggregation.

Understanding the end results of this project will affect each state's safety programs, whether directly or indirectly, and it is important that, as members of CVSA, we follow the progress of the PSMB work group. Active involvement and participation is imperative at this juncture, as the groups mentioned in this article are currently considering and developing recommendations. Many of our colleagues from states across the nation are participating in this project and looking to solicit input and ideas. Please take the opportunity to get involved and ensure your concerns and opinions are heard. ■

THE LEGISLATIVE & REGULATORY RUNDOWN

By **Adrienne Gildea**, Director, Policy @ Government Affairs, Commercial Vehicle Safety Alliance

CVSA Executive Committee December Meeting

In early December 2014, the CVSA Executive Committee held its Winter Meeting in Washington, DC. As part of the meeting, members of the Executive Committee met with Members of Congress to discuss the Alliance's concerns and priorities. Thirteen CVSA members broke into three teams and attended 12 meetings on Capitol Hill, talking with Members, their staffs and key committee staff.

Message points included the importance of ensuring adequate funding for the Motor Carrier Safety Assistance Program (MCSAP) and the importance of continuity and reliability in the grant program, as well as the need to improve the clarity and effectiveness of the Federal Motor Carrier Safety Regulations. [Visit www.cvsa.org](http://www.cvsa.org) to view CVSA's full packet of legislative priorities.

Executive Committee members also thanked a number of Senators and Congressman for their support of CVSA policies in 2014. CVSA also met with leadership at FMCSA, including Acting Administrator Scott Darling, to discuss issues of mutual concern for the Alliance and the Agency, and to plan a path forward for 2015.

Highway Bill Update

As the 114th Congress gets underway, attention is turning quickly to the next highway bill reauthorization. The current program expires in May of 2015, giving Congress just a few months to pull together a comprehensive policy package and enough funding to implement it. As Members returned to Washington, DC, much of the conversation has focused on how best to

fund the Highway Trust Fund (HTF), which funds FMCSA and the MCSAP grants.

Recently, Members of both parties have expressed interest in increasing the current HTF revenue source, the federal motor fuels taxes, especially in light of the recent decrease in fuel costs. However, key Members, including the Chairman of the House Ways and Means Committee (the Committee that writes tax law), have voiced their strong opposition to a gas tax increase. Alternatives to the gas tax have been suggested, but none have gained solid momentum. How to raise the necessary funds remains the most significant hurdle to advancing a comprehensive transportation reauthorization this year.

Committee Leadership Announced

By mid-January, leadership on the relevant committees and subcommittee had, for the most part, been established. There has been quite a bit of turnover on the transportation-related committees, resulting in a number of leadership changes.

Senator Thune (R-SD) will serve as the new Chairman of the Senate Committee on Commerce, Science, and Transportation. Senator Bill Nelson (D-FL) has been named the new Ranking Member of that Committee. Senator Fischer (R-NE) will chair the Commerce Committee's Surface Transportation Subcommittee, which has jurisdiction over most of the Alliance's legislative issues, and Senator Booker (D-NJ) will serve as Ranking Member. Senators Collins (R-ME) and Senator Reed (D-RI) have been named Chair and Ranking Member,

respectively, of the Transportation Subcommittee of the Senate Appropriations Committee.

Meanwhile, on the House side, Congressman Shuster (R-PA) will continue to serve as Chairman of the Transportation and Infrastructure (T&I) Committee. Congressman DeFazio (D-OR) has been named the Committee's new Ranking Member. The T&I Highways and Transit Subcommittee will be chaired by Congressman Graves (R-MO) and Delegate Holmes Norton (D-DC) will return as the subcommittee's Ranking Member. Congressman Diaz-Balart (R-FL) has been named Chair of the Transportation Subcommittee of the House Appropriations Committee. David Price (D-NC) will serve as Ranking Member.

Crash Weighting Study

In January 2015, FMCSA released its much anticipated Crash Weighting Analysis. The purpose of the report is to help determine whether or not the Compliance, Safety, Accountability methodology would be improved by factoring in 'fault' when considering crashes. The study also examines whether or not Police Accident Reports (PARs) provide sufficient, reliable information to support crash weighting. The study found inconsistencies in PARs data. Regarding the benefits of crash weighting, FMCSA finds that using only fatal crashes does improve the program's ability to predict crash risk. However, using all crashes does not consistently improve the predictive nature of the program. FMCSA also concludes that a process for determining crash weighting would have to be established and estimates doing so could cost between \$3.9 million and \$11.2 million. ■

December Congressional Meetings

- Congressman Barletta (R-PA)
- Congressman DeFazio (D-OR)
- Congressman Walz (D-MN)
- Office of Senator Blumenthal (D-CT)
- Office of Senator Booker (D-NJ)
- Office of Congressman Crawford (R-AR)
- Office of Congressman Ribble (R-WI)
- Office of Congressman Lipinski (D-IL)
- Senate Commerce Committee Democrat and Republican Staff
- House Transportation and Infrastructure Committee Democrat and Republican Staff

Key Committee Leadership – 114th Congress

Committee	Committee	Ranking Member
Commerce Committee	John Thune (R-SD)	Bill Nelson (D-FL)
Commerce Surface Transportation Subcommittee	Deb Fischer (R-NE)	Cory Booker (D-NJ)
Transportation & Infrastructure Committee	Bill Shuster (R-PA)	Peter DeFazio (D-OR)
Transportation & Infrastructure Highways & Transit Subcommittee	Sam Graves (R-MO)	Eleanor Holmes Norton (D-DC)



ASK THE FMCSA ACTING ADMINISTRATOR

By **T.F. Scott Darling III**, Acting Administrator, Federal Motor Carrier Safety Administration,
U.S. Department of Transportation

In each edition of *Guardian* magazine, the Federal Motor Carrier Safety Administration's Acting Administrator Scott Darling answers frequently asked questions.

What can the states expect from FMCSA's Enhanced Investigative Training?

A: The idea of an Enhanced Investigative Training program originated in early 2013. In April 2013, 50 FMCSA safety investigators from across the country comprised the first class to receive specialized training aimed at investigating the operations of motorcoach companies, which are dissimilar from trucking companies in many ways. Since that time, this training evolved to become what we call today "Enhanced Investigative Training." All FMCSA safety investigators have been trained, gaining tools and learning techniques toward conducting higher-quality, more comprehensive investigations of all truck and bus carriers.

We now are offering this Enhanced Investigative Training to our state partners.

The states of Georgia and Washington were the first to pilot the course in January. Based upon their feedback, the curriculum will be refined in February. We expect to offer a "Train the Trainer" course in March. Our hope is that state partners interested in having the course provided will identify one or more trainers who can partner with an FMCSA counterpart to lead the course.

The course is very much targeted at sharing best practices, and this joint state/federal effort will help ensure a national program that is consistently delivering high-quality, comprehensive investigations. The training will be rolled out over the following months to those states requesting it.

The course involves three days in the classroom examining and discussing case studies and recent enforcement policies. This is followed by three or four weeks of "on-the-roadside" experience whereby teams of investigators work together employing the new tools and techniques.

The training is designed to be flexible and can be customized to complement and support the unique motor carrier features of individual states. For example, case studies examining intermodal equipment providers may be offered in New Jersey, but perhaps not in Montana.

At this time, we are looking for interested states to designate a lead to help refine the base curriculum. Recently, FMCSA introduced a number of new enforcement policies, on topics ranging from imminent hazard, reincarnated carriers, revocations of operation authority for instances of willful non-compliance and other areas. We are seeking assistance and recommendations on the best way to cover these new policies in the Enhanced Investigative Training curriculum.

I am aware that many states have identified funds within their Commercial Vehicle Safety Plan (CVSP) budget to participate in this course. We hope to hear from as many states as possible in the coming months to ensure topics and training timeframes can be met.

At its core, Enhanced Investigative Training helps protect every traveler on our highways and roads by more effectively revealing safety deficiencies in commercial motor vehicle operations. If you are a MCSAP partner interested in this training, please contact your FMCSA division administrator.

What is on the horizon for the National Training Center?

A: I am very proud of our National Training Center (NTC), which serves as the focal point for the development and delivery of motor carrier safety training for law enforcement and safety personnel across the country. Each year, more than 10,000 individuals complete NTC courses. It is important to note that this accomplishment would be impossible without the partnerships of CVSA and our MCSAP partners.

For example, a team of subject matter experts, identified through CVSA's Training Committee, joined forces last year with NTC instructional systems designers to ensure the Hazardous Materials Training Programs Redevelopment Project was not only technically accurate, but also that it adhered to the latest adult learning theories and practices.

The New Entrant Safety Assurance Program is slated to be part of this year's updates at NTC. We will work with CVSA and our MCSAP partners once again to put together the best team of subject matter experts.

NTC will continue to strive to produce the highest quality training materials while working closely with our MCSAP partners to ensure every inspector and investigator has the tools and training they need to help protect the motoring public from unsafe trucks and buses, commercial drivers and carriers.

What steps are FMCSA taking to modernize the information technology supporting vehicle inspection programs?

A: I have made modernizing our vehicle inspection systems a top priority. It is vital for all roadside safety inspectors and enforcement personnel to possess the most efficient access to, and input of, carrier data. A critical part of this modernization effort is to develop a replacement for Aspen, which we are referring to as the "Integrated Inspection Management System" (IIMS).

While Aspen has been an adequate tool for personnel at the roadside, unfortunately, its underlying IT systems are an accumulation of multiple, independent "stovepipe" legacy programs – some more than 25 years old. As time has progressed, users, unknowingly, have been relying on as many as five separate software systems, along with two separate databases, to perform a single roadside inspection.

This past year, FMCSA developed a business case that considered a number of alternatives for enhancing its inspection process. The next step is for us to begin research to define the future inspection system and request funds for development. During this process, we will bring together FMCSA and CVSA stakeholders to define what those requirements are to determine how the IIMS needs to perform to meet the safety inspection needs of everyone. ■

Have a question?
Send it to AskFMCSA@dot.gov.

NTSB “Most Wanted” List Highlights Commercial Motor Vehicle Safety

By **Stephanie D. Shaw**, *Safety Advocate, National Transportation Safety Board*



Early each year, the National Transportation Safety Board (NTSB) issues its Most Wanted List. This list sets the NTSB’s advocacy priorities for the year, and is intended to increase awareness of, and support for, the most critical changes needed for reducing transportation accidents and saving lives. Ten crucial areas are showcased. Four of this year’s issues relate to commercial vehicle safety: driver distraction, substance impairment, medical fitness for duty and commercial trucking safety.

Disconnect from Deadly Distractions

Increasingly, driver use of portable electronic devices (PEDs) while operating a vehicle proves to be a distraction that poses a real threat in transportation. New connectivity has enabled new safety technologies, but it has also enabled new forms of distraction, leading to crashes and deaths, even in the most strictly regulated transportation enterprises.

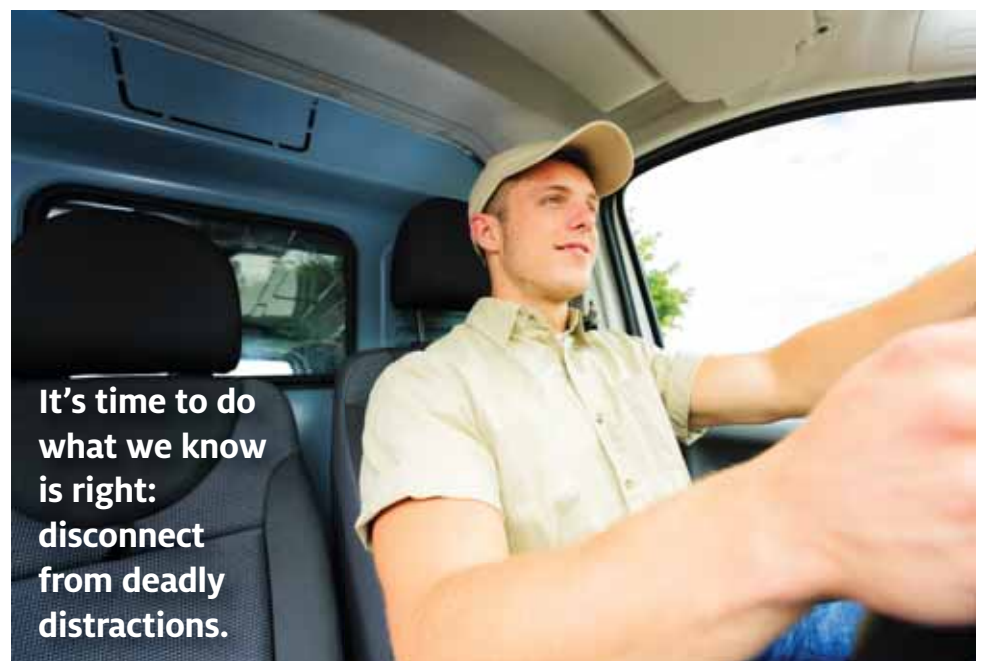
Since 2003, the NTSB has found PED distraction as a cause or contributing factor in 11 accidents we have investigated. These 11 crashes resulted in injuries to 259 people and caused the death of 50 more. And the NTSB does not investigate the majority of highway crashes. The National Highway Traffic Safety Administration (NHTSA)

reported hundreds of such deaths on our highways in 2012 alone. According to NHTSA, drivers engaging in visual-manual tasks, such as dialing or texting, triple their risk of a crash.

Distraction can take many forms. In 2013, the AAA Foundation for Traffic Safety reported that more than two-thirds of drivers indicated they had talked on a cell phone while driving within the previous 30 days. More than one-third of drivers admitted to reading a text message or e-mail while driving, and more than one-fourth of drivers admitted to typing or sending a text or email.

In addition, the AAA Foundation confirms that hands-free is not risk-free. A driver’s level of cognitive distraction is about equal, regardless of whether that driver is using a hands-free or a hand-held cell phone. Even voice-based systems may not eliminate distraction, thus having unintended effects on traffic safety.

The first step toward removing deadly distractions is to disconnect from non-mission-critical information. For decades, aviation has recognized the need for “sterile cockpit” procedures that restrict activities and conversations to the task at hand. But all modes of transportation need to rise to today’s distraction challenges.



**It’s time to do
what we know
is right:
disconnect
from deadly
distractions.**

That's why, in December 2012, we called for a ban on all PED use while driving. This recommendation to the states was reinforced in 2014 when we asked the Federal Motor Carrier Safety Administration (FMCSA) to strengthen its existing texting and hand-held PED bans for commercial vehicle drivers by also prohibiting hands-free PED use. We have issued similar recommendations for operators in aviation, marine and rail transportation.

The public agrees. A June 2014 poll by the National Safety Council showed that 73 percent of drivers think there should be more enforcement of texting laws, while only 22 percent said the current level of enforcement is fine. And according to a AAA Foundation for Traffic Safety survey, most Americans (88.5 percent) feel that a driver talking on a cell phone represents either a somewhat or a serious threat to their personal safety.

Yet, currently, only 14 states and the District of Columbia ban the use of hand-held cell phones while driving. The District of Columbia and 37 states restrict the use of cell phones by novice drivers, and 44 states and the District of Columbia ban text messaging while driving. None ban the use of hands-free devices. Ultimately, a cultural shift will be required, and it must begin with each of us. It's time to do what we know is right: disconnect from deadly distractions.

End Substance Impairment in Transportation

The impaired driver scenario is all too common. In the 2013 AAA Foundation for Traffic Safety survey, 13 percent of drivers said they thought they had driven close to or over the legal blood alcohol concentration (BAC) limit in the previous year. According to the Centers for Disease Control and Prevention, drivers make about 112 million alcohol-impaired trips each year. NHTSA reported that the proportion of fatally injured drivers with drugs in their system rose from 13 percent to 18 percent between 2005 and 2009. In 2012, 10.3 million people reported having driven under the influence of illicit drugs in the previous year.

Since 2000, almost 160,000 people have died in motor vehicle crashes involving impaired drivers. During the same two time periods,

positive marijuana results increased from 1.6 percent to 3.0 percent, respectively. But the most commonly found impairing substance in fatal crashes was diphenhydramine, a sedating antihistamine found in over-the-counter medications.

Time after time, NTSB investigations have found substance impairment as either a cause or contributing factor in transportation accidents. The operation of complex machinery requires operators to be at their best – not impaired by alcohol or drugs. As states and localities move toward decriminalizing marijuana, we need to recognize the potential effects that such action will have on transportation safety, effects that no one yet knows.

We need more and better data to understand the scope of the impaired driving problem and the effectiveness of countermeasures. In commercial transportation industries, operators and enforcement authorities must not neglect required post-accident testing. States should increase collection, documentation and reporting of driver BAC test results following crashes.

Drivers and other transportation operators need good information to make informed decisions. While many recognize the impairment potential of illicit drugs, they may not appreciate the potentially impairing effects of prescribed or over-the-counter medications, especially in combination. Drivers should discuss their work duties, medical conditions and the impairing effects of any medication with a doctor before taking the medication. Medical treatment should not always exclude vehicle operation, but a patient's conditions and medications need to be monitored. Medication labels that warn against operating heavy machinery apply to motor vehicles, which can become lethal weapons in the control of impaired drivers. Also, while the danger of drinking and driving is more broadly understood than is driving under the influence of drugs (whether over-the-counter, prescription or illegal), many do not know that even low levels of alcohol can degrade skills and increase crash risk.

Additional countermeasures include stronger impaired driving laws, increased use of high-visibility enforcement, expanded use of existing technology such as ignition interlocks

The operation of complex machinery requires operators to be at their best – not impaired by alcohol or drugs.

Continued on next page

Continued from page 11

and passive alcohol sensors, development of emerging in-vehicle technology such as the Driver Alcohol Detection System for Safety, and targeted measures for repeat offenders such as the use of (Driving While Intoxicated) DWI Courts.

Require Medical Fitness for Duty

Some aircraft pilots, vessel and train operators, and drivers are not medically fit to operate vehicles. Those suffering from impairing medical disorders should not operate a vehicle until they receive medical treatment that mitigates the risk to the public. When boarding a flight, ferry, train or commuter bus, passengers may wonder whether the aircraft is safe for flight, has the ferry recently been inspected, are the train tracks properly aligned, or are the motorcoach's tires in good condition. But the condition of the pilot, captain, train engineer or bus driver is just as important.

Medical certification processes for safety-critical personnel vary widely across modes of transportation. For commercial drivers, the FMCSA's National Registry of Certified Medical Examiners requires training and certification for health care providers who perform medical examinations. However, no mechanism is yet in place to ensure recommended guidelines are followed. Moreover, chiropractors with no experience in prescribing medications can serve as medical examiners.

The aviation medical certification system may be the most robust, but pilots are increasingly testing positive for over-the-counter sedating medications. Moreover, although the NTSB has found that obstructive sleep apnea has been a factor in at least nine accidents investigated since 2001 in four transportation modes, no transportation mode has adopted a complete screening process for this condition. In addition, the NTSB has investigated numerous accidents in which it found that the medical condition of the vehicle operator contributed to the cause of a crash.

Medical conditions and treatments that impair transportation professionals' performance directly affect safety. To mitigate the risk to the public, the NTSB has made recommendations for a comprehensive medical certification

system for safety-critical transportation personnel, including these features:

- a complete medical history of the applicant, taken at prescribed intervals, that includes medications, conditions and treatments as well as a physical examination
- specific historical questions and physical examination procedures to identify applicants at high risk for sleep disorders
- identification of specific conditions, treatments and medications that initially disqualify applicants for duty, with certification contingent on further testing (specific to each condition)
- explicit and uniform processes and criteria for determining when the applicant has a treated but otherwise disqualifying condition
- certificates that are good only for a limited time for applicants with conditions that are currently stable but known to be likely to deteriorate, to ensure appropriate retesting
- medical examiners who
 - are licensed or registered to both perform examinations and prescribe medication in a given state
 - are specifically trained and certified to perform medical certification exams
 - have ready access to information regarding disqualifying conditions and required further evaluation
- a review system for medical examiners' work product(s) with both the information and capacity to identify and correct errors and substandard performance
- the capacity to prevent applicants who have been deferred or denied certification from finding another provider who will certify them
- a process for dealing with conditions that could impair safety and are diagnosed between certification exams

The goal is simple: to ensure safety-critical professionals are medically fit for duty.



Medical conditions and treatments that impair transportation professionals' performance directly affect safety.

Strengthen Commercial Trucking Safety

Commercial trucking is integral to our economy, but crashes, injuries and deaths involving commercial trucks have been increasing over the past several years. In 2012 alone, nearly 4,000 people were killed and more than 100,000 people were injured in truck crashes. We rely on commercial trucks to deliver food and goods to our local grocery stores, medical supplies to our pharmacies and hospitals, and packages to our loved ones. But because of their sheer size, weight and physical properties, commercial trucks introduce a disproportionate hazard to passenger vehicle occupants in a crash.

The safety of the commercial trucking industry gained national media attention on June 7, 2014, when comedian Tracy Morgan was critically injured and another passenger died in a crash involving a commercial truck. The limousine bus in which they were traveling was struck by a truck-tractor and semitrailer combination vehicle. While it was the uncommon involvement of a celebrity that focused attention on this crash, commercial truck crashes are anything but rare. The NTSB is presently investigating a crash in which a tractor-trailer crossed a median and collided with a motorcoach in Orland, California, on April 10, 2014, taking 10 lives and injuring 40. Also in 2014, the NTSB completed the investigation of the collapse of a span of the Skagit River Bridge in Mount Vernon, Washington, following a high-load strike by a commercial truck. In addition, we completed our investigation into a truck-train collision in Rosedale, Maryland, that resulted in the derailment of a freight train, a post-crash fire and a subsequent explosion.

Commercial truck safety is a multifaceted issue involving the vehicles, the companies that operate them, the drivers and oversight agencies. Any successful effort to strengthen commercial trucking safety must be a collaborative effort of everyone involved.

The NTSB has a long history of calling on the regulators – FMCSA and NHTSA – to improve their oversight of operators, drivers and vehicles. Regulators need to improve the system for determining a trucking company's

safety compliance, including both driver and vehicle factors. Stronger oversight is also needed to ensure that new carriers address any safety deficiencies in a timely fashion and are swiftly placed out of service if they fail to improve. Further, regulators need a comprehensive system for ensuring bad operators cannot return to the industry under another name.

Regulators have taken initial steps by maintaining science-based hours-of-service rules and working to mandate electronic logging devices that can help ensure drivers are adequately rested. Other important rulemaking initiatives include requirements to screen drivers for obstructive sleep apnea, other potentially impairing medical conditions and potentially impairing drugs.

To address vehicle factors, regulators must promote proper fleet maintenance and proven life-saving technology. Vehicle inspections should be required during compliance reviews, and vehicle safety equipment and technology—such as collision warning technology, tire pressure monitoring systems, rollover stability control systems and lane departure warning systems—should be mandated across the entire industry. Regulators should also develop performance standards for front and side underride protection systems to improve highway vehicle crash compatibility with passenger vehicles.

Trucking is a diverse segment of the economy and trucking companies range from those with thousands of trucks to single-truck owner-operators. FMCSA and NHTSA regulations establish minimum requirements, not a “gold standard.” In recent crash investigations, the NTSB found that crashes occur even when an operator is complying with all regulations. To manage safety risks, trucking companies must go beyond securing regulatory compliance from all their employees and should proactively identify operational hazards and potential solutions.

Additional information on these safety issues as well as the full NTSB Most Wanted list is available at www.nts.gov. ■



In 2012 alone, nearly 4,000 people were killed and more than 100,000 people were injured in truck crashes.

International Border Crossing e-Screening Safety Application Provides Real-Time Data, Helps Enhance Inspection Process

By **Chris Flanigan**, Technology Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Border Safety Application provides safety compliance data on the carrier and vehicle to inspectors in real time to enhance their ability to identify noncompliant trucks at the border.

For commercial motor vehicles (CMV) entering the United States from Mexico or Canada, compliance with federal and state safety regulations is typically verified by inspection of carrier and driver credentials as well as a physical inspection of the vehicle itself. This process is conducted by inspectors from the Federal Motor Carrier Safety Administration (FMCSA) and state enforcement agencies stationed at or near the border.

Currently, FMCSA and state inspection selection and clearance decisions at the border are made based on a variety of factors, including:

- Inspector knowledge of safety performance and history of specific carriers
- Visual check of the vehicle's Commercial Vehicle Safety Alliance (CVSA) decal and its currency
- Walk-around/visual check of tire pressure, air brakes and obvious physical defects
- Conversation with the driver
- Random inspection



Screen shot of BSA interface on tablet device.

To help maximize enforcement resources, FMCSA initiated the International Border Crossing Electronic Screening (IBCES) Research Program. Under this program, the Agency developed and tested a web-based electronic screening (e-screening) system to enhance the inspection process. The Border Safety Application (BSA) provides safety compliance data on the carrier and vehicle to inspectors in real time to enhance their ability to identify noncompliant trucks at the border. Driver data will be added in the coming months as well.

The BSA is a web-based application that displays the following safety compliance checks for incoming CMVs on a hand-held tablet device:

• MOTOR CARRIER

- Whether the carrier has valid operating authority
- Whether an out-of-service order has been placed against the carrier
- Whether the carrier has adequate insurance
- Whether the ISS safety score is above a threshold

• TRACTOR

- Whether a current CVSA decal is on record for the CMV
- Driver
- Whether the driver has a valid CDL
- Whether the driver has a hazardous material endorsement

The BSA system gathers information in a central server in a cloud environment. The website then automatically sends the information to inspectors as it becomes available. The data are obtained via a systems interface established as part of a 2009 Memorandum of Understanding (MOU) between FMCSA and the U.S. Office of Customs & Border Protection (CBP). The MOU established an interface for the two agencies' safety information databases: FMCSA's Query Central (QC) and CBP's Automated Commercial Environment (ACE). The QC/ACE interface allows CBP to send FMCSA information relevant to its safety mission on CMV trips into the country.

The QC/ACE process begins when a CMV electronically submits an electronic manifest (e-manifest) to CBP. The e-manifest includes information on the driver, carrier, including its DOT number and vehicle information, such as Vehicle Identification Number (VIN). The driver information will include the driver's name and date of birth, and the driver's Commercial Driver's License number

(CDL). As a portion of the information is protected, the system was designed to be compliant with the requirements of the Federal Information Security Management Act (FISMA).

In 2014, a field operational test (FOT) of the BSA was conducted at border crossings in Champlain, New York; El Paso, Texas (Ysleta/Zaragoza); and Nogales, Arizona (Mariposa). A key reason for selecting these sites was that they represent the most common configurations with inspectors located in the Federal CBP compound (Ysleta/Zaragoza), in the state compound (Mariposa) and downstream of the border (Champlain), thereby providing a diverse set of evaluation locations.

The objective of the FOT was to verify that the e-screening system and the BSA deliver the functionality and performance required to support inspectors' screening of CMVs. In addition, the FOT was used to identify enhancements to improve the value of the BSA to support broader deployment at more border crossings.

The BSA was fully successful in delivering CMV screening data to inspectors in real-time in a form that could be readily used to assist in identifying potentially non-compliant trucks. The FOT was successful in demonstrating that:

- Current technology is fully capable of delivering useful information on the compliance history of carriers, specific tractors and drivers to inspectors in real time as CMVs enter the country
- Inspectors value having carrier and driver history available when selecting trucks for inspection and use it as an advantage
- FMCSA safety data can be integrated and summarized in an intuitive interface for inspectors selecting trucks for inspection
- A ruggedized tablet interface is sufficiently lightweight and durable that it can be easily carried and used by inspectors while roaming federal and state border compounds
- Cloud-based computing and cellular communications has the latency, scalability and extensibility to support real-time deployment of data to inspectors
- E-Screening could be easily implemented and scaled up as needed using FISMA-compliant cloud services



Testing of BSA Ysleta/Zaragoza El Paso Port of Entry

Next steps for the IBCES Program include publication of the final reporting from the recently completed IBCES FOT, modification of the BSA based on what was learned in the FOT, and working with border states to integrate the BSA with their state screening systems such as Arizona's Expedited Processing at International Crossings (EPIC) system. ADOT currently uses the information presented by the EPIC system as well as the FMCSA Safety and Fitness Electronic Record – Commercial Vehicle Information Exchange Window (SAFER-CVIEW) data for screening.

Benefits of integrating the state and federal systems include broader exchange of data on CMV identification and information on inspections/screenings that were conducted to reduce redundancy. And, because it is anticipated that this integration will be funded through FMCSA's Commercial Vehicle Information Systems and Networks (CVISN) grant program, the agency will work with border states to support the development of their CVISN top-level designs and program plans. ■

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



MARCH 2015 | FMC-CSA-15-002

Goals of the FMCSA Grants Management Program

By **William Bethel**, Grants Officer, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Federal Motor Carrier Safety Administration (FMCSA) awards approximately one-half of its budget annually in grants to its state, local, educational and nonprofit partners. FMCSA's grants management program is very much a cooperative effort involving the aggregate of activities that contribute to the award and management of the hundreds of FMCSA grants under multiple individual programmatic statutory authorities. That effort involves FMCSA program offices, field division and service center offices, and the Office of the Chief Financial Officer. It also involves a strong relationship with FMCSA grant recipients.

As part of the Agency's response to questions about the effectiveness and efficiency of the grants management program by the Government Accountability Office, FMCSA adopted an Agency-wide grants management program in 2011. That program established a comprehensive approach to address several areas of concern, including grant competition, accountability of FMCSA and recipients for the proper management of grant funds, and the need to demonstrate achievement of safety results. Implementation resulted in improvements that allowed FMCSA to declare that grants management was no longer a material or Agency weakness. It also resulted in a commitment to continuous improvement in Agency grants management.

The FMCSA grants management program incorporates established federal best practices, Office of Management and Budget-approved standardized processes and implementation of the GrantSolutions system to manage grants from the planning through award, monitoring and closeout. The central component of the program was the establishment of a Grants Management Office (GMO) in 2013 whose mission is:

To improve grant and cooperative agreement compliance with federal legislation and regulation by standardizing grants processing, providing training on standards, and maintaining a knowledge repository of policy and standards. The GMO will incorporate internal controls, provide compliance oversight and reporting throughout the grants process, and provide operational and fiduciary advice.

Although grants management at FMCSA has evolved to address Agency issues, grants management government-wide also is changing and becoming more complex. In the future, FMCSA has to ensure that its management of grants keeps pace not only with its internal needs but also with government-wide requirements.

Toward that end, FMCSA developed the following five grants management goals:

Goal 1: Demonstrate the Achievement of Safety Results

The Agency has made significant strides in ensuring it measures program performance and evaluates whether recipients are supporting the achievement of safety results. Under this goal, FMCSA and its recipients will continue to improve the performance measures and their alignment with FMCSA strategic goals, as well as enhance national reporting of safety results data.

Goal 2: Foster a High-Quality Grants Management Workforce

An essential prerequisite to high-quality grants management is a fully qualified workforce of grant specialists, managers and program officers. In addition to ensuring Agency staff members are prepared to meet the core competencies of grants management, FMCSA will take steps to retain its grants management workforce and further strengthen its skills.

Goal 3: Enhance the Management Process for Grants Policies and Procedures

Since 2011, FMCSA has issued a number of new grants management policies and procedures to eliminate the identified weakness in Agency grants management. Those policies and procedures significantly changed and improved the Agency's way of managing grants. However, grants management requirements will continue to evolve. Under this goal, the Agency will evaluate its policy system to identify and implement process and communications improvements.

Goal 4: Standardize and Streamline the Grants Business Process

Because Agency and recipient resources are limited and should be directed to achieving safety results, as well as compliance with grants management requirements, FMCSA will seek ways to reduce the administrative burden. This goal focuses on standardizing and streamlining the Agency's grants management process while maintaining the gains achieved in compliance, results and quality.

Goal 5: Leverage Technology to Strengthen Decision Making and Increase Public Awareness

FMCSA has improved its electronic management of grants over the years, using its GrantSolutions system under the Grants Management Line of Business government-wide electronic initiative. Overall, this goal will prepare the Agency for the next generation of grants management. Expanding use of automation and providing public access to information and data are essential prerequisites to FMCSA's continued and long-term success in grants management. At the same time, FMCSA must preserve its unique processes and requirements, eliminate activities that do not add value or are not cost-effective, and ensure results benefit grants management operations.

The current success of FMCSA's grants management program is due, in large part, to the Agency's cooperative efforts with Congressional and oversight Agency stakeholders and with its partners: state and local governments, educational institutions, and nonprofit organizations. With continuing grant community participation, FMCSA will develop and implement key program elements that comprise a robust and sustainable standardized grants management process and organization. In doing so, FMCSA will sustain grants management as a highly visible aspect of Agency operations – a position that it both deserves and requires. ■

FMCSA Launches Traffic Enforcement Training for Large Trucks and Buses for Officers in Field

By **Jack Van Steenburg**, Assistant Administrator, Chief Safety Officer, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Many traffic enforcement officers are reluctant to conduct a vehicle stop of a large truck or bus despite research that shows highly visible traffic enforcement deters unsafe driving behaviors, and that large trucks and buses are disproportionately involved in fatal crashes. The Federal Motor Carrier Safety Administration (FMCSA) is working to reduce this reluctance among those enforcement officers who view stopping a large truck or bus differently than pulling over the smaller passenger types of vehicles.

On Feb. 17, 2015, FMCSA released a new training package on Large Truck and Bus Traffic Enforcement designed to help officers more effectively enforce the existing traffic rules, regulations and statutes for drivers of large trucks and buses in an effort to reduce crashes, injuries and fatalities. The stakes are high as large trucks and buses are involved in 12 percent of all fatal crashes despite accounting for only one in 25 registered vehicles on the road.

In its initial rollout of the “Train the Trainer” course, FMCSA instructors will deliver the program and materials to approximately 20 law enforcement trainers at the FMCSA National Training Center (NTC) in Arlington, Virginia.

The course provides officers with the knowledge and skills to safely and effectively conduct commercial motor vehicle (CMV) stops and makes use of previously produced videos from the International Association of Chiefs of Police (IACP), the American Association of Motor Vehicle Administrators (AAMVA) and the Community College of Baltimore County (CCBC). Topics include traffic violations, safety considerations when making the stop, unsafe vehicle indicators, driver interaction and reporting requirements. The trained officers will have the option of offering the topics one-by-one in a roll-call setting, or as a continuous, hour-long lesson.

In their job patrolling the roadways, law enforcement officers must learn to treat large trucks and buses the same as any other vehicle. They should pull over and write citations for seat belt use, speeding and other crash-causing traffic violations. Once this type of highly visible enforcement takes place, drivers of large trucks and buses should respond by complying with the rules of the road, and that will help reduce crashes and save lives.

It is that simple.

FMCSA stands with officers in these efforts to make roadways safer for the public and the commercial vehicle industry – one driver, one vehicle and one mile at a time. ■

FMCSA Suspends Enforcement of 34-Hour Restart Provisions

By **Dee Williams**, Chief, Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The Consolidated and Further Continuing Appropriations Act of 2015, enacted on Dec. 16, 2014, required the Federal Motor Carrier Safety Administration (FMCSA) to immediately suspend enforcement of the current 34-hour restart provisions of the hours-of-service (HOS) rules, pending a new study on the effect of the rules.

The Act requires the Agency to revert back to enforcement of the 34-hour restart rules that were in effect from 2003 to June 2013, which allowed drivers to restart their 60- or 70-hour calculation after each 34 consecutive hours off duty, with no additional limitations.

The regulation no longer requires the restart to include two periods from 1:00 to 5:00 am or limit the restart to once per every 168 hours. The Act does not change the provision requiring drivers to take a 30-minute break sometime during the first eight hours of their shift.

The restrictions in the Act prohibit the expenditure of federal funds, including Motor Carrier Safety Assistance Program (MCSAP) funds, to enforce the two provisions above relating to the 34-hour restart. Additionally, in order to maintain enforcement activities and regulations compatible with federal law and regulation, agencies that receive federal MCSAP funding should adopt enforcement standards and orders compatible with this federal law.

The suspensions of enforcement are effective immediately pending more study on the rule and its impact on safety and efficiency.

To view FMCSA's Federal Register notice and a full summary of the HOS Regulations for Property and Passenger Carrying Vehicles, visit www.fmcsa.dot.gov/regulations/hours-of-service. ■

New Year Marks Renewed Commitment to Strengthening Partnerships, Programs

By **Theresa Rowlett**, Senior Policy Advisor, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

2015 is a year of renewed commitment to partnerships. At FMCSA, our relationships with our state partners are critical not only to the delivery of the Agency's mission, but to the safety of the American people on the nation's roadways. As a result, we are making conscience changes within our organization to ensure the health of these dynamics.

FMCSA launched a new State Partner Relationships initiative in January to underscore the importance of our efforts. FMCSA Acting Administrator Scott Darling sent letters to the executives of our Motor Carrier Safety Assistance Program (MCSAP) and State Driver Licensing Agencies (SDLAs) to let them know that FMCSA is prioritizing our relationship with our state partners. Moving forward, as new safety issues emerge, we will be collaborating with state partners earlier in the process to identify the best solutions.

Also in January, FMCSA held listening sessions with our MCSAP and SDLA program contacts to identify areas where we can improve and discuss possible solutions. These discussions covered all parts of FMCSA from regulations and enforcement, training, information technology, to grants, and other program areas. As a result, we identified action items for each part of the Agency that FMCSA's senior management will be accountable for implementing. We will be providing updates on these actions in April at the CVSA Workshop in Jacksonville, Florida.

Through collaboration and communication, FMCSA and its state partners will maximize opportunities to improve highway safety and reduce crashes involving large trucks and buses. This will be accomplished by developing and maintaining working relationships based on trust, service, respect and dedication. Together, we will be strong stewards of grants, information technology systems, enforcement programs, regulations and training to support the programs that ensure motor carriers and commercial drivers operate safely on our nation's roadways. ■



Through collaboration and communication, FMCSA and its state partners will maximize opportunities to improve highway safety and reduce crashes involving large trucks and buses.

FMCSA Driver Vehicle Inspection Reports

By **Dee Williams**, Chief, Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

On Dec. 18, 2014, the Federal Motor Carrier Safety Administration (FMCSA) published the Inspection, Repair, and Maintenance; Driver Vehicle Inspection Report (DVIR) final rule (Federal Register/Vol.79 No. 243). The rule rescinds the requirement for commercial motor vehicle (CMV) drivers to prepare and retain a DVIR when the driver neither has found nor been made aware of any vehicle defects or deficiencies.

The no-defect DVIR imposed a substantial time and paperwork burden on the trucking industry, with no discernible safety benefit. FMCSA estimates that non-passenger-carrying CMV drivers spend approximately 46.7 million hours each year completing no-defect DVIRs, time which could be dedicated to other purposes. Eliminating DVIRs when no safety defects or mechanical deficiencies are identified is expected to result in time savings valued at \$1.7 billion annually.

"We are committed to improving efficiency so that drivers can stay focused on their safety and the safety of everyone they share the road with," said FMCSA Acting Administrator Scott Darling. "Until now, truck driver vehicle inspection reports were the 19th highest paperwork burden across all federal agencies. By scrapping the no-defect inspection reports, the burden is reduced to 79th, marking the most significant paperwork reduction achievement thus far in the Obama Administration."

Previously, CMV drivers were required to prepare and submit at the completion of each work day a DVIR whether defects were found or not and maintain them for 90 days. This rule eliminates this requirement if no vehicle defect is discovered or detected. However, this final rule does not change a driver's requirement to perform a pre-trip inspection of equipment and to complete and submit DVIRs if any defects or deficiencies are discovered during operations or change a motor carrier's responsibility to take corrective and appropriate action for reported defects prior to returning the vehicle to dispatch. The rule eliminates the need to file a no-defect DVIR, except for operations involving passenger-carrying CMVs.

This change does not apply to operators of passenger carrying CMVs, but applies to all other motor carriers currently subject to 49 CFR 396.11, Driver Vehicle Inspection Report(s), including private and for-hire motor carriers. This rule also harmonizes the pre- and post-trip inspection lists by adding wheels and rims and emergency equipment to the pre-trip inspection list in 49 CFR 392.7(a). In addition, it is important to note, however, U.S. motor carriers traveling into Canada must retain the DVIRs to satisfy Canadian inspection requirements.

Visit www.fmcsa.dot.gov and enter "4910-EX-P" into the search field to obtain the final rule. ■

CVSA Releases 2014 Brake Safety Week Inspection Results

CVSA-certified commercial motor vehicle safety inspectors conducted 13,305 brake system inspections on trucks and buses throughout North America during CVSA's annual Brake Safety Week, Sept. 7-13, 2014.

During the week-long brake safety campaign, local, state, provincial, territorial and federal motor carrier safety officials throughout the United States, Canada and Mexico conducted roadside inspections to identify out-of-adjustment brakes and brake-system violations. Improperly installed or poorly maintained brake systems can reduce the braking capacity and stopping distance of trucks and buses, which poses a serious risk to driver and public safety.

"The ultimate goal of Brake Safety Week is to reduce the number of highway crashes caused by faulty braking systems on commercial vehicles," said CVSA President Capt. William Reese of the Idaho State Police. "We strive to reach that goal by conducting roadside inspections and educating drivers, mechanics, motor carriers and others on the importance of proper brake inspection, maintenance and operation."

Roadside inspections conducted during Brake Safety Week included the inspection of brake-system components to identify loose or missing parts, air or hydraulic fluid leaks, worn linings, pads, drums or rotors, and other faulty brake-system components. Antilock braking systems (ABS) malfunction indicator lamps also were checked. Inspectors inspected brake

components and measured pushrod stroke when appropriate.

This year, inspectors from participating agencies inspected 13,305 vehicles during Brake Safety Week and placed 2,162 commercial vehicles out of service (OOS) for brake violations. Of the vehicles inspected, the OOS rate for all brake-related violations conducted in North America was 16.2 percent, compared with 13.5 percent for the 2013 event. The OOS rate for brake adjustment rose to 10.4 percent from 9.0 percent in 2013. The OOS rate for brake components was 9.3 percent, up from 7.1 percent in 2013.

Out-of-service rates for Canadian jurisdictions are historically lower than those in U.S. jurisdictions. This can be seen again this year with the OOS rates for: brake adjustment violations (10.8 percent in the U.S. versus 4.6 percent in Canada; 10.4 percent combined), brake component violations (9.5 percent in the U.S. versus 6.8 percent in Canada; 9.3 percent combined), and total brake violations (16.6 percent in the U.S. versus 11.0 percent in Canada; 16.2 percent combined).

2014 Brake Safety Week Results:

- 13,305 vehicles were inspected (20,067 inspected in 2013)
- 1,388 or 10.4 percent of vehicles were placed OOS for brake adjustment (9.0 in 2013, 9.4 percent in 2012, 8.4 percent in 2011)
- 1,244 or 9.3 percent of vehicles were placed

OOS for brake components (7.1 percent in 2013, 7.8 percent in 2012, 7.9 percent in 2011)

- 2,162 or 16.2 percent of vehicles were placed OOS for brakes overall (13.5 percent in 2013, 15.3 percent in 2012, 14.2 percent in 2011)

"Whether you are behind the wheel of a big rig, intercity bus or family car, safe and reliable brakes are fundamental to protecting everyone on our roads," said FMCSA Acting Administrator Scott Darling. "Each year, the Brake Safety Week inspection blitz reinforces that commercial drivers and companies are responsible for ensuring that their vehicles are well maintained and in safe working condition at all times."

CVSA members conduct approximately 4 million driver and vehicle roadside safety inspections each year throughout North America. These inspections are a critical component in helping ensure our highways are a safe place to travel for all motorists.

Brake Safety Week is part of CVSA's Operation Airbrake program sponsored by CVSA and in partnership with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). More than 3.4 million brakes have been inspected during Operation Air Brake since the program's inception in 1998.

[Learn more about Operation Airbrake and Brake Safety Week at www.operationairbrake.com.](http://www.operationairbrake.com) ■

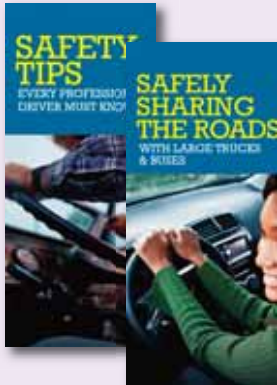
PART I - UNITS

	# Units Checked	# Units OOS Brake Adjustment	% of Units OOS for Brake Adjustment	# Units OOS Brake Components	% of Units OOS for Brake Components	Total # Units OOS Brakes	% of Units OOS for Brakes	# Units OOS for Other Items
Canada Total	719	33	4.6%	49	6.8%	79	11.0%	94
United States Total	12,586	1,355	10.8%	1,195	9.5%	2,083	16.6%	1,564
TOTAL	13,305	1,388	10.4%	1,244	9.3%	2,162	16.2%	1,658

PART II - BRAKES

	# AIR DRUM BRAKES CHECKED			# AIR DRUM BRAKES OUT OF ADJUSTMENT			Air Disc Brake Count	% AIR DRUM BRAKES OUT OF ADJUSTMENT		
	Manual	Auto	Total	Manual	Auto	Total		Manual	Auto	Total
Canada Total	229	5,678	5,907	28	177	205	173	12.2%	3.1%	3.5%
United States Total	7,089	82,043	89,132	1,087	4,048	5,135	2,706	15.3%	4.9%	5.8%
TOTAL	7,318	87,721	95,039	1,115	4,225	5,340	2,879	15.2%	4.8%	5.6%

CVSA Releases Results from 2014 Operation Safe Driver Week



CVSA Offers Brochures on Safe Driving Techniques and Behaviors

Distracted driving is a dangerous epidemic on America's roadways. In 2012 alone, 3,328 people were killed in distracted driving crashes. No one is immune. These senseless crashes and deaths can be stopped by changing driver behavior, respecting the importance of the driving task and adopting a proper safety mindset.

CVSA aims to help you communicate the dangers of distracted driving and ways to avoid distractions. We created two brochures targeted at two unique audiences: commercial vehicle drivers and new drivers.

- The brochure for commercial vehicle drivers shares tips every professional driver must know.
- The brochure for new drivers shares tips for safely sharing the roads with large trucks and buses. Instructors, teachers and educators may want to order this brochure to hand out to students as take-home material during a safety course or have them available to hand out at fairs or educational meetings.

Brochures are only \$.025 each. Visit www.cvsa.org and select "Store" to order your brochures today. ■

Law enforcement officers pulled over 59,080 commercial and passenger vehicle drivers during CVSA's 2014 Operation Safe Driver mobilization week. In addition, 24,184 North American Standard Roadside Inspections were conducted by CVSA-Certified Inspectors on commercial drivers and vehicles.

During the week-long Operation Safe Driver campaign, conducted Oct. 19-25, 2014, data was collected by 4,337 law enforcement officials at 1,549 locations across the United States and Canada. There also were outreach events throughout the week at high schools, state capitals, state fairs, truck rodeos, sporting events and other locations.

Officers found that non-commercial motor vehicle (non-CMV) drivers speed significantly more so than commercial motor vehicle (CMV) drivers. Non-CMV drivers were issued a warning or citation for speeding 52.3 percent of the time, versus 5.8 percent for CMV drivers.

The top five warnings and citations issued to CMV drivers were:

1. speeding
2. failure to use a safety belt
3. failure to obey traffic control devices
4. improper lane change
5. following too closely

The top five warnings and citations issued to non-CMV drivers were:

1. speeding
2. failure to use a safety belt
3. failure to obey a traffic control device
4. possession/use/under the influence of alcohol
5. improper lane change

"Operation Safe Driver takes a targeted approach to identifying and taking action against problem driver behaviors exhibited by commercial drivers and passenger vehicle -drivers," said CVSA President Capt.

William Reese of the Idaho State Police. "CVSA members and our partners are having an impact by applying effective enforcement and education strategies to ultimately improve safety for all motorists."

The following is a closer look at the numbers from 2014 Operation Safe Driver Week:

- In 2014, 19,980 CMV traffic enforcement contacts were made; the total was 29,048 in 2013.
- Non-CMV traffic enforcement contacts totaled 39,100 in 2014; there were 45,717 in 2013.
- Roadside inspections totaled 24,184 in 2014 versus 44,882 in 2013.
- The number of warnings and citations per contact to CMV drivers was 0.45 whereas the number of warnings/citations per contact to non-CMV drivers was 1.27, nearly triple the amount.
- The percentage of warnings and citations issued to CMV drivers for speeding decreased from 7.3 percent in 2013 to 5.8 percent in 2014. It was 10.8 percent in 2012.
- The percentage of warnings and citations issued to non-CMV drivers for speeding decreased from 56.0 percent in 2013 to 52.3 percent in 2014.
- The percentage of warnings and citations issued to CMV drivers for failing to obey traffic control devices increased from 1.8 percent in 2013 to 2.5 percent in 2014.
- The percentage of non-CMV drivers issued warnings and citations for alcohol possession/use/under the influence in 2014 was 1.7 percent; in 2013, it was 1.5 percent.
- The percentage of warnings and citations issued to CMV drivers in 2014 for failure to use seat belts was 2.8 percent. It was 2.9 percent in 2013 and 3.8 percent in 2012. For non-CMV drivers, the percentage increased from 2.6 percent in 2013 to 4.1 percent in 2014.

During the 2014 campaign, federal and state safety investigators also used driver performance data from FMCSA's Compliance,



Safety, Accountability (CSA) algorithm to target motor carriers for on-site interventions. As a result, 193 compliance investigations were conducted during Operation Safe Driver 2014, and 23 percent of the motor carriers investigated received proposed unsatisfactory safety ratings (versus 15 percent for all of FY2014), while another 53 percent received proposed conditional safety ratings (versus 28 percent for FY2014). In addition, 46 percent of the investigations resulted in enforcement actions (versus 33 percent for FY2014).

"CVSA and its members are vital FMCSA partners, working to protect the motoring

public from unsafe trucks and buses so that everyone traveling our highways and roads arrives at their destination safely," said FMCSA Acting Administrator Scott Darling. "I thank the dedicated commercial vehicle inspectors and law enforcement officers for their professionalism and their service, not only during Operation Safe Driver Week, but every day of the year, all across the continent."

Operation Safe Driver was launched in 2007 by CVSA, in partnership with the Federal Motor Carrier Safety Administration (FMCSA) and with support from industry and a number of other transportation safety organizations, to combat

the number of deaths resulting from crashes involving large trucks, buses and cars by improving the behavior of all drivers operating in an unsafe manner — either by, in or around commercial vehicles — and initiating educational and enforcement strategies to address individuals exhibiting high-risk behaviors.

For more information on Operation Safe Driver, visit www.operationsafedriver.org. ■

2014 Operation Safe Driver Week Traffic Enforcement Violations

CMV TRAFFIC ENFORCEMENT | TOTAL CMV TRAFFIC ENFORCEMENT CONTACTS: 19,980

TOP 5 VIOLATIONS	WARNINGS			CITATIONS			
	Number	% of Warnings/Contact	% of Total Warnings/Contact	Number	% of Citations/Contact	% of Total Citations/Contact	% of Warnings & Citations/Contact
Speeding	650	15.2%	3.3%	504	10.5%	12.5%	5.8%
Failure to obey traffic control device	279	6.5%	1.4%	228	4.8%	1.1%	2.5%
Failing to use seat belt while operating CMV	134	3.1%	0.7%	417	8.7%	2.1%	2.8%
Improper lane change	71	1.7%	0.4%	13	0.3%	0.1%	0.4%
Following too closely	52	1.2%	0.3%	15	0.3%	0.1%	0.3%

NON-CMV TRAFFIC ENFORCEMENT | TOTAL NON-CMV TRAFFIC ENFORCEMENT CONTACTS: 39,100

TOP 5 VIOLATIONS	WARNINGS			CITATIONS			
	Number	% of Warnings/Contact	% of Total Warnings/Contact	Number	% of Citations/Contact	% of Total Citations/Contact	% of Warnings & Citations/Contact
Speeding	13,493	43.6%	34.5%	6,969	37.6%	17.8%	52.3%
Failure to obey traffic control device	795	2.6%	2.0%	415	2.2%	1.1%	3.1%
Improper lane change	556	1.8%	1.4%	26	0.1%	0.1%	1.5%
Failing to use seat belt	268	0.9%	0.7%	1,340	7.2%	3.4%	4.1%
Possession/use/under influence of alcohol	86	0.3%	0.2%	566	3.1%	1.4%	1.7%

Your Graduating High School Senior May Be Eligible for CVSA's 2015 Academic Scholarship

As North America's leading commercial vehicle safety organization, the CVSA Academic Scholarship Award Program is a key component of the Alliance's educational outreach initiative. CVSA provides academic scholarships annually to graduating high school seniors whose parent or legal guardian is a member of the Alliance in good standing.

Two \$1,000 scholarships or four \$500 scholarships will be awarded at the discretion of the CVSA Scholarship Committee. Academic scholarship recipients are selected by weighing academic performance and extracurricular activities.

Students who meet the following criteria are eligible for the scholarship. The candidate must:

- Be legal dependent of a Class I Member, Class II Local Member, or a Class III Associate Member
- Be a graduating high school senior
- Have a minimum high school GPA (or equivalent) of 3.0
- Be a citizen and/or permanent legal resident of the United States, Canada or Mexico

All application documents must be received by April 30, 2015.

Recipients will be selected by the Scholarship Committee based on application documentation provided. All recipients will be notified of the committee's decision by May 31. Payment will be made to the recipient's school of choice upon notification and in accordance with the schools' scholarship guidelines.

To learn more and apply, visit www.cvsa.org/programs/academic_scholarship_2015.

The Academic Scholarship Award Program is dedicated to Gary E. Curtis. ■

Attend the North American Cargo Securement Harmonization Public Forum on April 13 in Jacksonville, Florida

The North American Cargo Securement Harmonization Public Forum will take place on Monday, April 13, 2015, from 9:00 am to 3:00 pm (EST) at the Hyatt Regency Jacksonville Riverfront hotel in Jacksonville, Florida, as part of the 2015 CVSA Workshop, although you do not need to attend the CVSA Workshop to participate in the forum.

The North American Cargo Securement Harmonization Public Forum continues efforts begun by the Canadian Council of Motor Transport Administrators (CCMTA) in 1993 when it approved funding and management for research designed to update and improve cargo securement standards. CCMTA's initial research and standards were expanded with support from the United States with the goal of harmonizing a North American standard.

Today, on an ongoing basis, Canadian and U.S. regulators and other constituents continue this forum to identify and, where appropriate, address cargo securement-related issues for potential implementation in an internationally harmonized standard. The forum is open to industry, enforcement and all interested parties.

To attend the forum, please register in advance. It is free to attend and you do not have to be a CVSA member or an attendee of the CVSA Workshop. If you are attending the Workshop, separate registration is required to attend the forum.

To register, visit www.cvsa.org and click on "Member Login" located at the top of the CVSA homepage. Once logged in, under the "Events" heading, click on "Browse Events" and select "North American Cargo Securement Harmonization Public Forum." If you do not have a CVSA account, you will need to create one to register for this event.

To reserve a hotel room at the Hyatt Regency Jacksonville Riverfront, the location of the forum, visit www.jacksonville.hyatt.com. Hotel accommodations are based on a "first come, first served" basis.

For more information, contact Will Schaefer at williams@cvsa.org or 301-830-6154. ■



SAVE THE DATE! August 11-13, 2015

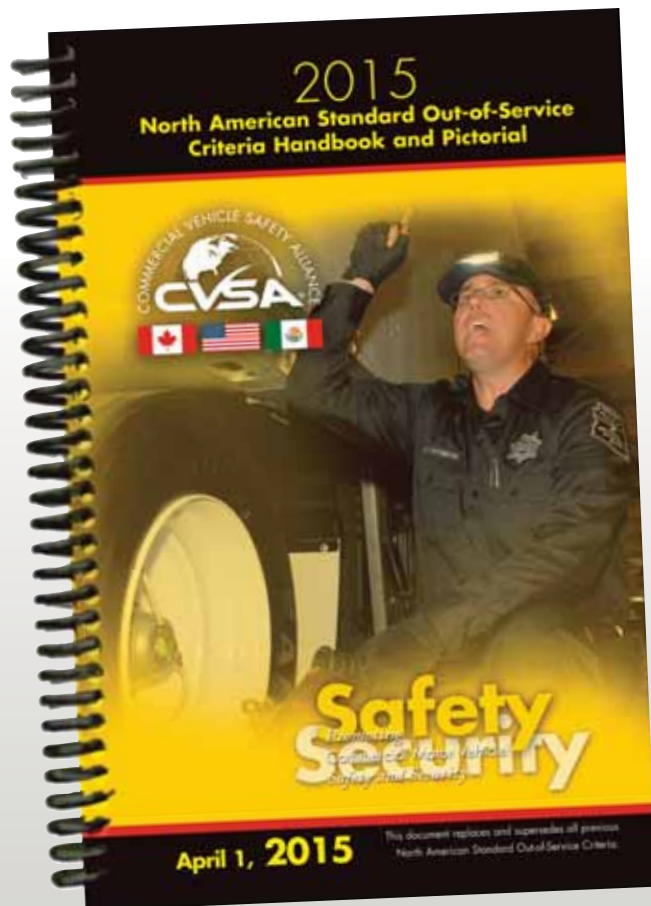
IT USERS WORKSHOP

Hyatt Regency St. Louis at the Arch
St. Louis, Missouri

Registration opens on May 1 and is required to attend. Visit **www.cvsa.org** and click on "Member Login" to log in to your account (or to create a new account if you don't already have one) to register for the IT Users Workshop.

NEW AND UPDATED OUT-OF-SERVICE CRITERIA FOR
COMMERCIAL MOTOR VEHICLES GO INTO EFFECT ON **APRIL 1, 2015.**

ARE YOU PREPARED?



The North American Standard Out-of-Service Criteria Handbook and Pictorial is an important tool for every commercial motor vehicle (CMV) carrier, driver, technician and maintenance personnel.

Not only does it identify Critical Vehicle Inspection Items, but it also details criteria that can prohibit a motor carrier or driver from operating a CMV for a specified period of time or until the condition is corrected.

If you do not have the April 1, 2015 edition of the handbook, you will be operating using outdated information. The April 1, 2015 edition replaces and supersedes all previous editions.

- **PART I** of the handbook details violations which would place a driver out-of-service.
- **PART II** identifies Critical Vehicle Inspection Items and provides direction on identifying the point at which a CMV can no longer be safely operated due to the risk of causing an accident or breakdown.
- **PART III** of the handbook provides guidance for unsafe hazardous materials transportation, including conditions which fail to communicate a hazard and those which are themselves hazards.
- **PART IV** establishes criteria for placing a motor carrier out of service.

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

The handbook is \$35 for members, \$45 for non-members. Spanish and French Canadian versions will be forthcoming.

CVSA Holds Its 2015 Cooperative Hazardous Materials Enforcement Development (COHMED) Conference



COHMED Chair Sgt. Brad Wagner (right) gave the Chairman's Award to Paul Bomgardner (left), Division Chief, Hazardous Materials Division, FMCSA. Sgt. Wagner also gave the Chairman's Award to John Hardridge, who recently retired from FMCSA's Office of Enforcement and Program Delivery (not pictured).



CVSA President Capt. William Reese with the Idaho State Police (middle) was presented with the Law Enforcement Appreciation Award from Norm Anger, Director of Operations/Training for North American Transportation Consultants (left) and Jeff Gage, Program Manager, National Training Center, FMCSA (right).



Ron Crampton, Program Manager, National Training Center, FMCSA (left), presented Frances "Buzzy" France, Maryland State Police, (right) with the National Training Center Recognition Award.

On Jan. 26-30, 2015, approximately 220 representatives from hazmat and hazmat-related industries attended the Cooperative Hazardous Materials Enforcement Development (COHMED) Conference, an annual one-of-kind, week-long event where federal, state and local agencies responsible for regulating and enforcing the safe transportation of hazardous materials (hazmat) participated in advanced-level technical sessions and in-depth training workshops.

"This intergovernmental/industry partnership has been a vital venue for participants to share information about hazmat transportation issues and services," said COHMED Chair Sgt. Bradley Wagner with the Nebraska State Patrol.

Representatives from federal, provincial and state agencies, hazardous materials specialists and instructors, enforcement personnel, emergency planning managers, first responders, trucking companies, academics, interest groups and private industry attended the conference to receive advanced training on highly specialized topics, present and discuss concerns related to regulations and enforcement, and share perspectives and provide input into future changes and regulations.

"Hazardous materials present unique challenges to enforcement personnel and emergency responders," said CVSA President Capt. William Reese of the Idaho State Police. "Proactive preparation is fundamental to the safe handling, inspecting and transporting of hazardous materials."

The 2015 COHMED Conference featured informative and collaborative sessions on some of the most important topics related to the hazmat industry, such as:

- Training in cargo tank certification
- Regulatory updates from Transport Canada, the Federal Motor Carrier Safety Administration (FMCSA) and the Pipeline and Hazardous Materials Safety Administration (PHMSA)
- Training on lithium battery regulations and crude oil regulations

- Training on CVSA's Out-of-Service (OOS) Violations for Hazardous Materials and a CVSA Level VI Refresher Course
- Training on Canadian cargo tank regulations
- Advance training on Class 8 materials
- Modular Emergency Response Radiological Transportation Training (MERRTT)

During the general session, COHMED Chair Sgt. Brad Wagner presented the Chairman's Award to two recipients this year: Paul Bomgardner, Division Chief, Hazardous Materials Division, FMCSA, and John Hardridge, who recently retired from FMCSA's Office of Enforcement and Program Delivery.

Norm Anger, Director of Operations/Training for North American Transportation Consultants, and Jeff Gage, Program Manager, National Training Center, FMCSA, presented CVSA President Capt. William Reese, Idaho State Police, with the Law Enforcement Appreciation Award.

And Ron Crampton, Program Manager, National Training Center, FMCSA, presented Frances "Buzzy" France, Maryland State Police, with the National Training Center Recognition Award.

The 2016 COHMED Conference is scheduled for Jan. 25-29, 2016, in San Antonio, Texas.

COHMED was initiated in 1986 by the states, the U.S. Department of Transportation, and the Research and Special Programs Administration (RSPA), which is now known as the Pipeline and Hazardous Materials Safety Administration (PHMSA). COHMED is comprised of federal, state and local agencies, and industry from the United States and Canada. COHMED works cooperatively with other federal and state agencies, enforcement personnel, emergency planning managers, responders, academic institutions, interest groups and private industry.

To learn more about CVSA's Cooperative Hazardous Materials Enforcement Development (COHMED) Program, visit www.cvsa.org/programs/cohmed. ■



The COHMED Conference offers in-depth technical sessions and advanced-level training such as this Cargo Tank Certification Training Session.



First-time attendees to the conference attended the "Introduction to COHMED" course led by members of COHMED leadership.



Attendees had the opportunity to ask questions of the PHMSA regional leadership team.



On the first day of the conference, a Level VI Refresher course was held for Level VI inspectors.



2015 COHMED Leadership. Front row, kneeling, left to right: Tpr. Scott Maguire, Massachusetts State Police; Sgt. Thomas Fuller, New York State Police; Tpr. John Sherven, Nevada State Patrol; Capt. William Reese, Idaho State Patrol; Sgt. John Holder, Michigan State Police. Standing, left to right second: Sgt. Brad Wagner, Nebraska State Patrol; Reggie Bunner, West Virginia Public Service Commission; Norm Anger, North American Transportation Consultants, Inc.; Sgt. Stephen Albanese, New Jersey State Police; Sgt. Mark Madrid, New Mexico Department of Public Safety; Jeff Gage, Praxair, Inc.; Donna McLean, Transport Canada; Sgt. Robert Reynolds, Jr., North Carolina State Highway Patrol; Phillip Haskins, Public Utilities Commission of Ohio.



Greg and Michele Neylon purchased raffle tickets to win items donated by COHMED Conference attendees. This year, all proceeds from raffle sales went to the Boys and Girls Club of Long Beach, a safe haven for children who otherwise would have nowhere else to go.

REQUEST COMPLIMENTARY COPIES OF COHMED CONFERENCE BROCHURE



If you are involved in hazmat regulation, enforcement or safety, you already know that CVSA's annual COHMED Conference is a must. Why not let others in the industry know about this one-of-a-kind event?

CVSA has a COHMED Conference brochure that is available to you, free of cost. Just let us know you'd like some copies and we'll ship them to you. Then, when you meet with others in the hazmat industry, you can give them a brochure and encourage them to join you at the COHMED Conference.

The COHMED Conference provides the unique opportunity for coordination, cooperation and communication among the federal, state and local agencies that have regulatory and enforcement responsibility for the safe transportation of hazardous materials and the industry they regulate.

To request complimentary copies of the COHMED Conference brochure, call 301-830-6147 or send an email to carlises@cvsa.org with the quantity, your name and the address where you'd like the brochures delivered. ■



INSPECTOR'S CORNER

A Simply Complex Task

By **JW Watlington**, Commercial Vehicle Enforcement, Arizona Department of Public Safety

We should expect enforcement officials to stay current and do their jobs well.

Last month, I had the privilege to once again provide instruction for the National Training Center of FMCSA while teaching NAS Part A. It was a good class, with about 21 students, and although we had some technical difficulties the first day, it went off without a hitch.

I had the fortune of instructing a captain and two sergeants from my chain of command, who thankfully passed, otherwise my performance review may have been less than stellar. Overall, it was a good week and a good way to earn a paycheck.

One of the days, while the class was working on a student exercise, the other instructor and I were reviewing the curriculum and regulations and suddenly I had an epiphany: these students don't know anything. Now, that's not to say I equate them to some of the mush-brained cherubs you may see in a grade school, high school, college or perhaps living down the hallway, as everything is relative. I mean that after 40 hours and testing of Part A, 40 hours and testing of Part B, and 32 coached Level I inspections, when these newly trained inspectors hit the asphalt on their own, they have no idea the complexity of their task.

Before someone tattles on me to NTC or FMCSA, I am not writing to bash the curriculum. On the contrary, I think it was put together well to introduce students to the regulations and technical aspects of inspecting commercial vehicles, but there was only so much they could put in the class. I know there are areas in which instructors can add to the course and personalize the instruction, and there are points in which the instructors are directed to show the class specific documents, interpretations or memos, but they can't squeeze everything in.

I amazed myself thinking of the many examples of how little newly trained or even seasoned inspectors, who have other job requirements besides performing commercial vehicle enforcement, know. When teaching about

brakes, we go through the requirements for ABS and show students the ABS inspection procedure, but that does not cover the information needed to really inspect an ABS system as explained in the ABS inspection bulletin. We show the charts and the difference in long stroke and regular brake chambers, but it doesn't fully explain the process to recognize each possible descriptor of chamber size and stroke. The sheer voluminous amount of information in the CVSA operational policies and inspection bulletins can overwhelm people, plus it would extend the classes exponentially.

On the other side, we have industry and their constant quest to change or improve regulations to maximize profit margins, which is not a bad thing. The day before we taught the portion on commercial driver's licenses and commercial learner's permits, I read that CR England had requested an exemption from the requirement to have a licensed driver in the front passenger seat if the holder of the permit had passed his skills test and had evidence of such in his possession. On Dec. 16, 2014, of course, we got the change in the hours of service regarding the 34-hour restart, and the hits just keep on coming, as well they should.

We can't foresee the impact each new rule will have when it goes into effect, regardless of how much comment is made prior to inception. Hence, industry has a huge lobby to assist in making the rules beneficial for their business. And when do changes come from the federal government? Whenever they feel like it. Just look at the history of rulemaking regarding automatic on-board recording devices, which began back in 1988, and we can see just how lengthy processes can become.

So, what do we do to help ensure our fellow enforcement officials are getting the job done correctly? I have two thoughts. First of all, can 'em. I know it's not the popular response, but sometimes it's necessary. I often sit and wonder how an agency can put a potential enforcement official through NAS Part A and B

two, three, four or more times due to failure and be ready to have them conduct inspections in the event they happen to pass this time.

Also, have you ever had the pleasure of speaking with an enforcement official about the regulations and they ask after some discussion, "Oh, when did that rule change?" Sometimes this is a teachable moment as something may have recently changed and they have not yet gotten the word. Other times, you're wondering if you can remember how many years ago that came out. We should expect enforcement officials to stay current and do their jobs well. If someone won't put the time in, why keep them around?

Secondly, be the change. Just like Michael Jackson sang about, start with the man (or woman) in the mirror. If you're reading this publication, you probably make the effort to stay current. Make yourself available to your colleagues. I pass out business cards like candy on Halloween and when someone calls, texts or emails me with questions, I make a point to respond with as much current information as I can find on the subject. Sometimes it's a lot, sometimes it's "yes" or "no," and sometimes it's "I don't know, that's going to depend on your department policy." I would rather take my time to help someone get it right, than help them deal with DataQ challenges at a later time.

We have to be the torchbearers, the go-to guys, the people "in the know." Be the one who helps simplify this complex task and remember, perfect is good enough. ■



REGION II

Florida Highway Patrol Participates in TACT Campaign

On Dec. 16, 2014, troopers from the Florida Highway Patrol, Troop J, Office of Commercial Vehicle Enforcement Miami and Palm Beach districts participated in a campaign called TACT (Targeting Aggressive Cars and Trucks), utilizing a first-ever Florida Highway Patrol fully marked semi-truck. The operation not only focused on aggressive driving but brought public attention to the dangers of driving aggressively around large commercial vehicles. The operation focused on the Florida Turnpike and Interstate 95 in the Fort Lauderdale area and consisted of a trooper who drove the truck on the highway calling out traffic violations committed by both commercial and non-commercial vehicles to other troopers driving ahead of the marked semi-truck, who in turn conducted the traffic stops on the violators, taking the appropriate enforcement action. The detail was widely publicized by several media outlets. ■



REGION II

Texas Transportation Association Honors Captain Bruce James as the 2014 C.H. Cheshire Award Recipient

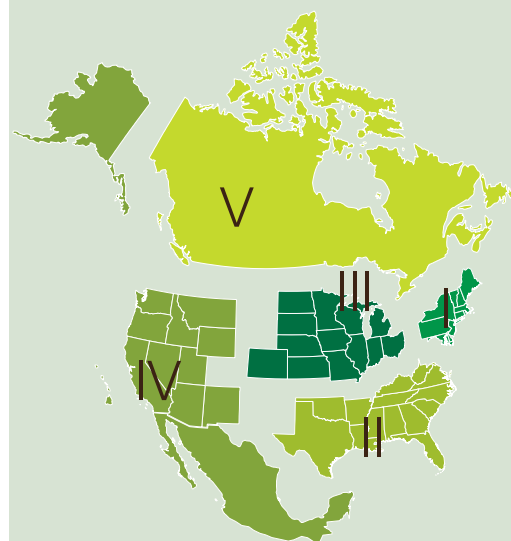


Capt. Bruce James (shown on the left) of the Texas Department of Public Safety, Commercial Vehicle Enforcement – Garland, was named by the Texas Transportation Association (TTA) as the 2014 C.H. Cheshire Memorial Award recipient.

The prestigious C.H. Cheshire Award is presented annually to an individual in a law enforcement agency, either active or retired, who has made a significant contribution to truck transportation safety. This award is presented in recognition of C.H. Cheshire, a longtime member of the Texas Transportation Association and the Safety Management Council. Mr. Cheshire retired from the Texas Department of Public Safety and became a safety supervisor for C & H Transportation. Upon Mr. Cheshire's passing, C & H Transportation wished to establish a C.H. Cheshire memorial

award. The award began in 1986 and is sponsored by the Texas Transportation Association and the Safety Management Council.

Sgt. Charles Longfellow (shown on the right) of the Texas Department of Public Safety, Commercial Vehicle Enforcement – Austin (Training Unit), was the 2012 C.H. Cheshire Memorial Award recipient. Sgt. Longfellow was the only individual from the Texas Department of Public Safety below the rank of captain to have ever been awarded the prestigious C.H. Cheshire Memorial Award. ■



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

Kentucky Automated Trucking Screening

By **Jennifer Walton**, *Kentucky Transportation Center*, **Brian Beaven**, *Kentucky Transportation Cabinet*, and **Jerry Kissick**, *Kentucky Transportation Center*

In 2013, nearly 3.5 million trucks came through Kentucky's 14 weigh stations. That same year, there were nearly 40,000 inspections conducted at the weigh stations by enforcement staff. This means that only about 1 percent of the trucks coming through the weigh stations are inspected. Based on Kentucky's 2013 numbers, an inspection at the weigh station takes an average of 40 minutes to complete. With limited staffing available at the weigh stations, it is difficult to inspect more than this small percentage. Enforcement staff must also monitor Kentucky roadways and conduct a significant number of stops and inspections at the roadside. It is important to note that in 2013, Kentucky ranked 10th among all states in the number of inspections conducted for the year.

Inspections are conducted to ensure that commercial vehicles are operating in a safe manner and are meeting all federal and state regulations. To be most effective in their enforcement efforts, it is important that the Kentucky State Police, Division of Commercial Vehicle Enforcement (KSP-CVE) identify good candidates for inspection. Identifying the right trucks for inspection can lead to fewer unsafe trucks on the roadways and increased revenue for Kentucky as uncompliant motor carriers are forced to pay required fees and taxes.

The Kentucky Clearinghouse

For years, Kentucky used clerks within the weigh stations to monitor commercial vehicle traffic and enter identifying information from the truck into the Kentucky Clearinghouse. The Kentucky Clearinghouse was used for two purposes.

First, it created an observation record of that specific vehicle at the weigh station. Observation records are used regularly by state auditors to ensure motor carriers have paid the appropriate taxes. Recording observations is a crucial step for enforcing the Kentucky Usage (KYU) license, which is a weight-distance tax that requires motor carriers either obtain a KYU license and report their mileage and pay taxes on a quarterly basis or obtain a temporary permit to operate within the state.

Second, the Kentucky Clearinghouse served as a screening tool for enforcement. Once identifying information was entered, the Clearinghouse would return a message if a problem was identified. Unfortunately, over time, the number of clerks utilized for this

function was greatly reduced, and only four remain today.

Kentucky Automated Truck Screening System

In 2010, Kentucky began implementation of an automated system that would quickly identify a commercial vehicle as it came up a weigh station ramp. The Department of Vehicle Regulation (DVR) within the Kentucky Transportation Cabinet (KYTC), KSP-CVE, and the Kentucky Transportation Center (KTC) worked together to implement this technology which would eventually be known as the Kentucky Automated Truck Screening (KATS) system.

The first installation occurred on southbound Interstate 71 at the Boone County weigh station and was operational by the fall of 2011. An extensive evaluation was conducted of this system and it was determined by KYTC-DVR and KSP-CVE that KATS should be deployed at all weigh stations.

Data Collection

KATS utilizes a license plate reader (LPR), USDOT/KYU number reader, and scene camera technology to collect and process identifying information from the vehicle. When used on a weigh station ramp, KATS is also integrated with the ramp weigh-in-motion (WIM) scale and sorting system. As a truck enters the weigh station, data collection begins. A complete record contains the date and time, weight of the vehicle, the license plate number and jurisdiction (with image), the USDOT and KYU numbers (with image), and an overview image. The data is correlated into a single record and the identifying information is used to screen the vehicle and create an observation.

The record is checked against Kentucky's Commercial Vehicle Information Exchange Window (CVIEW), which houses data from the Federal Motor Carrier Safety Administration's (FMCSA) Safety and Fitness Electronic Records (SAFER) system, and several state systems. Most checks occur on the motor carrier level but, when data is available, some checks occur at the vehicle level (i.e., registration, prorated and registered weight) as well. Weigh station personnel may choose to screen on safety, registration and/or credentials utilizing the KATS system. In all, there are 16 tests run on every vehicle identified by KATS. KSP-CVE staff can designate which of these tests will result in the vehicle being automatically stopped.



Location of Current and Future KATS Sites



KATS Equipment along the Ramp at the Laurel County I-75 Southbound Weigh Station

KATS at Scale Houses

All vehicle records are displayed on the KATS user interface in the scale house for use by staff. If all tests are run and no problem is identified, the vehicle is coded with green and is directed to the bypass lane where it will exit the facility, unless some visible problem is identified as the vehicle passes the scale house. If there is insufficient information to make a screening decision, the vehicle is coded as blue and proceeds to the bypass lane. A commercial vehicle identified as having some sort of potential problem is coded with either yellow or red. Both colors indicate that the vehicle failed at least one test, but a red code indicates that the vehicle will be automatically stopped by KATS.

In the automatic stop scenario, the driver is directed to the static scale by the first sorter sign where enforcement further investigates the issue prior to initiating an inspection. If the screening is not completed prior to the first sorter sign or the driver ignores the message, the truck can still be directed to pull into the parking lot before it exits the weigh station. In this situation, personnel investigate the problem once the driver comes into the scale house.

KATS on Rural Roadways

KATS is also being deployed on rural roadways at two Kentucky locations. These locations do not have a permanent facility but have enough commercial vehicle traffic that enforcement is necessary. KATS works in a similar fashion, capturing identifying information from the vehicle and running checks based on Kentucky's CVIEW. At these locations, officers sit downstream from the site and log into the KATS system from their laptop computers. They are able to monitor the traffic coming toward them and intercept vehicles that have potential problems.

Violation Rates

Research has shown that inspections initiated from KATS tend to have more violations and are also more likely to result in increased revenue for Kentucky. In a blitz conducted with KSP-CVE in the summer of 2013, nearly 91 percent of vehicles identified by KATS for inspection had one or more violations. This is significantly higher than what was seen on a national level in 2013 when only about 60 percent of all inspections had at least one violation. The blitz also resulted in a 42 percent driver out-of-service (DOOS) rate for motor carriers with a high DOOS in their history. The national DOOS rate for all inspections is 5 percent. KATS also

Check	Description	Pass/Fail/Percentage	High Priority
ICC Exempt	Has the ICC Exempt status been suspended or revoked?	AS * None * Percentage	
IFTA	Is there an active IFTA status, or has it been suspended or revoked?	AS * None * Percentage	
KIT	Has the KIT status been suspended or revoked?	AS * None * Percentage	
KY HIRE	Does the DOT number have a KY HIRE status of inactive?	AS * None * Percentage	
KYU	Is there an active KYU status, or has it been suspended or revoked?	AS * None * Percentage	
Liability Insurance	Does this DOT number have a record of liability insurance?	AS * None * Percentage	
UCR	Does this DOT number have an unpaid UCR?	AS * None * Percentage	
Has Data Passed	Did not read plate or DOT	AS * None * Percentage	
Expired Registration	Does this License Plate have an expired registration?	AS * None * Percentage	
KY Private	Is KY a registered private state?	AS * None * Percentage	
Registered Weight	Is this truck over its registered weight?	AS * None * Percentage	
Driver OOS Percentage	Does this DOT number exceed the OOS Driver Percentage threshold?	AS * None * Percentage	
Federal OOS	Does this DOT number have a MCSF level which is Federal Out of Service?	AS * None * Percentage	As Fail
Hazmat OOS Percentage	Does this DOT number exceed the OOS Hazmat Percentage threshold?	AS * None * Percentage	
PRISM	Is this carrier or vehicle in PRISM?	AS * None * Percentage	
Vehicle OOS Percentage	Does this DOT number exceed the OOS Vehicle Percentage threshold?	AS * None * Percentage	

16 Test Used for Screening with KATS

KATS Interface

automatically identifies motor carriers that are under a federal out-of-service (FOOS) order which indicates a significant safety concern by FMCSA.

Impact on Revenue

The impacts on revenue are even more drastic. At one facility, revenue collected prior to the installation of KATS was \$15,990 for a six-month period. After the system was installed, revenue increased to \$95,994 for a six-month period. That is a 600 percent increase in revenue collected at this one location. Two other weigh stations experienced 300 percent and 323 percent increases respectively, comparing six months of data before and after installation.

These systems not only assist enforcement in

their duties, but they also assist the KYTC, Division of Audits by creating millions of observations of commercial vehicles. The images and data from the KATS system are fed directly into Kentucky's observation database and used by the Division of Audits to ensure appropriate taxes are being paid. With the absence of clerks, most stations are recording zero observations. With KATS, these facilities are reporting thousands of observations just a few months following installation.

KATS has been developed using federal grant money and is available to other interested states.

Contact Brian Beaven at Brian.Beaven@ky.gov for additional information. ■

REGION II

Thermal Imaging System Helps Tennessee Enforcement Officers More Than Double OOS Violation Rate

By Lieutenant Brandon Douglas, Tennessee Highway Patrol

Like our peers in many other law enforcement agencies, our vehicle inspection officers with the Commercial Vehicle Enforcement Division of the Tennessee Highway Patrol face a daunting challenge.

Each year, we must inspect more commercial vehicles and protect the motoring public while responding to ever-increasing budgetary limitations. The growing number of trucks is now estimated at more than 12 million in North America. And, as the widening of the Panama Canal nears completion, the eventual arrival of post-Panamax ships at Eastern Seaboard and Gulf ports is expected to accelerate that growth in truck traffic even more, particularly on U.S. Interstate 65.

In response to that challenge, we have a goal in mind to use advanced technology to get more with less. By that, I mean to implement an electronic screening program to target unsafe trucks more efficiently than with traditional random roadside inspections. Since the beginning of truck safety programs, officers have relied on manual visual screening and random inspection processes to enforce highway safety mandates. Officer intuition is a powerful tool. But, with a national out-of-service (OOS) violation rate of 21 percent, inspection officers are only putting one out of five trucks they inspect out of service. That means four out of five inspections result in no OOS violations, which represents a low yield for our enforcement efforts.

Starting in 2012, Tennessee Highway Patrol (THP) began deploying advanced electronic screening systems at several of our inspection sites to improve the OOS violation rate by using technology as a tool to identify unsafe or high-risk trucks automatically. Our first Smart Roadside e-screening deployments utilized Automated License Plate Readers and U.S. Department of Transportation (USDOT) Number Readers integrated with weigh-in motion and ramp sorter systems supplied by Intelligent Imaging Systems. But, for this article, I'll focus on the IIS-supplied Automated Thermal Inspection System or ATIS and its integration into facility lane control at the Giles Weigh Station.

Here's what we're doing with the integrated ATIS and weigh station traffic management systems:

As trucks approach the Giles Station, the e-screening safety platform scans and identifies each vehicle using both the license plate readers and the DOT number readers. The system integrates corresponding weigh-in-motion data into a single vehicle file and the vehicle is tracked through the facility as it approaches the ATIS located on the static scale lane. Meanwhile, our e-screening platform accesses government information systems, including USDOT's SAFER and PRISM for vehicle- and carrier-level safety and credential information and the National Law Enforcement Telecommunications System (NLETS) from criminal and credential-related information.

Our e-screening platform's sophisticated lane control management sorts vehicles with varying degrees of alerts and directs them to the static scale lane using traffic signals located on the ramp. Vehicles are sorted based on the results of criminal background checks and our targeted percentage pull-in rates for each category including safety, credential, size and weight, and random alerts. The e-screening system allows us to adjust the sorting criteria to a level that matches our priorities and available on-site enforcement resources.

The thermal inspection system, which is located as the trucks approach the static scale, then scans the running gear of each passing truck and trailer. It looks for heat signatures associated with inoperative brakes, over-heated brakes, failed bearings and damaged or inadequately inflated tires. Permanently mounted thermal cameras on each side of the approach lane collect thermal images of passing wheel sets. The thermal system takes about 3 seconds to scan a truck and trailer while a full manual inspection can take our officers upwards of 45 minutes to complete. The ATIS software analyzes the image data for heat patterns that should or should not be present in properly operating equipment. It then automatically integrates that information with the data collected by the ALPR, AUR and WIM system components on the ramp. This integration provides our inspectors a single electronic file for each truck.

21%
National OOS Violation Rate



With a detection rate of over 90 percent, the thermal system instills in our officers a great deal of confidence that it will find and flag issues that warrant their attention. This means officers have a strong likelihood of finding equipment violations when they conduct their follow-up manual inspections. By improving the quality of our inspections, we can achieve increased OOS violation rates without having to use more enforcement resources.

Our officers no longer have to rely on intuition or past knowledge of local carriers to choose from the high volumes of commercial motor vehicles that pass through Giles. Instead, they can let the thermal imaging system identify trucks that require a higher level of scrutiny and then concentrate their efforts on those trucks.

We conservatively estimate that our officers would have to inspect two to three times as many trucks to get the same results they get using the thermal imaging system.

A study done by the Ash Center for Democratic Governance and Innovation at Harvard Kennedy School provides us a glimpse into what, long range, we can expect from the system. It found that similar e-screening systems increased OOS rates at a New Mexico weigh station by 30 percent over three years even while the station's enforcement officers conducted 2,000 fewer inspections. In fact, those results contributed to the Ash Center naming the New Mexico's Smart Roadside Program as one of the top five finalists for the Innovations in American Government Award.

We also know from the Ash Center study, that agencies using similar e-screening platforms had crash rates 39 percent lower than the national average. With our addition of ATIS to our e-screening program, we expect to improve upon these results. The thermal inspection system has already helped our enforcement officers achieve an out-of-service rate of between 40 and 50 percent with their inspections at our state's newest commercial

truck inspection site – Giles County Weigh Station. That's much higher than the current national average OOS rate of 21 percent.

For us, it's all about making our state and federal highways safer by finding more efficient ways to identify those trucks that should be physically inspected and, if warranted, declared out of service. By keeping unsafe trucks off the road, our enforcement officers can reduce truck-related collisions and costs associated with property damage, non-fatal injuries and fatalities. And by concentrating their attention on commercial vehicles that need the scrutiny, our officers can spare safe and compliant commercial truck operators from unnecessary inspections. That's not only good for us, it's also good for truck operators, and state and federal commerce. ■

Our officers would have to inspect two to three times as many trucks to get the same results they get using the thermal imaging system.



Michigan Works to Improve School Bus Inspection Procedure by Going to a Paperless System

By Captain Michael A. Krumm, Commercial Vehicle Enforcement Division, Michigan State Police

The Automated School Bus Inspection application has been well received by school districts and contractors, who report they enjoy having inspection records electronically filed by inspection year and backed up for secure, anytime access.

In Michigan, state law mandates each pupil transportation vehicle be inspected annually. This equates to approximately 17,000 school bus inspections completed between Sept. 1 and Aug. 31. Statewide, 12 inspectors are assigned to complete the annual inspections. To streamline the process, the Michigan State Police, Commercial Vehicle Enforcement Division, dedicated resources to update both the equipment requirements and documentation procedures.

Prior to 2013, school bus inspections were completed according to the Michigan State Police Decal Application Policy. This policy, in conjunction with Public Act 187 of 1990, detailed school bus equipment requirements. Although the Decal Application Policy served well for many years, it did not account for technological advancements. In conjunction with the Michigan Association for Pupil Transportation, a committee of transportation supervisors and industry professionals was assembled to review and update the Decal Application Policy. Completely revised, including format, the resulting Michigan School Bus Inspection Manual (SBIM) is now the guide for school bus inspection requirements.

The SBIM details the revised red and yellow tag equipment requirements. A red tag violation, the equivalent of an out-of-service violation, indicates a school bus cannot be used for pupil transportation until equipment repairs are completed. A yellow tag violation indicates an unsatisfactory condition; the bus is safe for pupil transportation, but repairs must be made within 60 days.

Previously, documentation of school bus inspections was accomplished using hand-written, triplicate forms that prevented easy and useful data retrieval. Each year, approximately 17,000 paper forms were completed and filed, with a retention period of three years plus the current year, making tracking repairs virtually impossible.

To solve this problem, the Automated School Bus Inspection (ASBI) application was developed to document school bus inspections. ASBI is a web-based application with data search capabilities that allows user-specific access to vehicle identification and inspection records. Using the system, entities can effectively manage their fleet, including the documentation of repairs.

Inspectors, using tablets, can enter inspection records directly into the application using a Wi-Fi connection or through a mobile office installed modem. The application also boasts an offline capability that allows inspections to continue in areas where internet connection is not available by storing the data until an internet connection is established.

During the inspection, the identification information for each school bus is verified by the inspector, and once verified, the information can be accessed from a bar code sticker on the school bus. When the bar code is scanned, it associates with the Vehicle Identification Number (VIN) to pre-load identification information into the inspection form, saving time and increasing accuracy. Violations from the SBIM are also pre-loaded



into the inspection section of the application. Check boxes are used to document each violation and to maintain consistency of description. Comment sections, as well as the ability to attach photos are also available for each recorded violation.

Violation “fixes” can be documented as completed by an authorized user (as identified by email address), and then approved by the inspector. This verification history of repair is available for review at any time administratively.

In addition to the bar code used by the inspectors, a corresponding QR code sticker is attached to the service door of each school bus. This QR code can be scanned by anyone with a QR code reader on their smart phone to obtain basic identification and inspection status information for the bus, increasing transparency of the inspection process and improving access to inspection information.

A year in the making, the ASBI application is offered to schools, contractors and dealers free of charge. In use since Sept. 1, 2014, ASBI currently has more than 3,000 inspection records and 200 registered users. The move from paper to electronic documentation has been a smooth transition, even for users with limited computer knowledge.

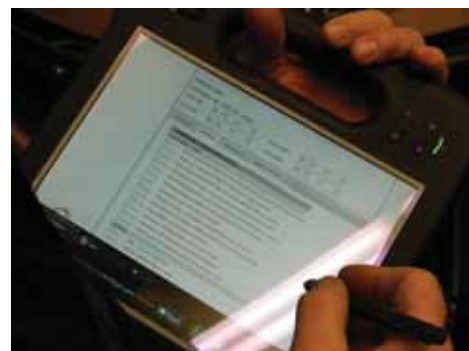
Entities involved in pupil transportation have been eagerly awaiting an electronic school bus inspection database to reduce paperwork and help in managing the inspection process.

ASBI has been well received by school districts and contractors, who report they enjoy having inspection records electronically filed by inspection year and backed up for secure, anytime access. Dealers are using the application to notify inspectors when new buses are ready for inspection, which helps reduce delivery times. Already the application has detected registration discrepancies by contractors, and has been useful in accurately documenting repairs to fulfill budgetary requirements.

The application’s ability to collect data on violation type and frequency will help identify trends that can be shared with all users through a built-in application messaging system. This trend identification and sharing of information will help ensure school buses remain the safest vehicles for pupil transportation.

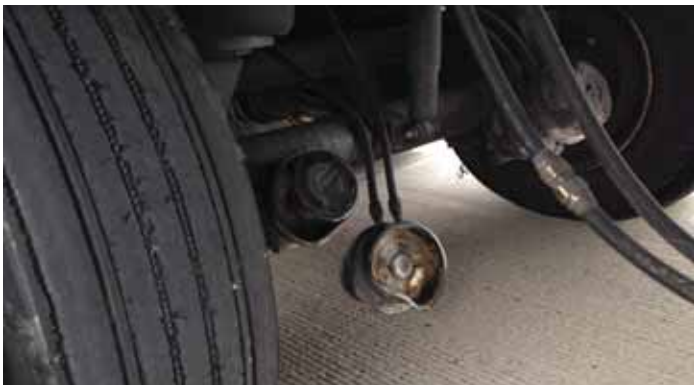
For more information on Michigan’s dedication to school bus safety, visit www.mischoolbus.michigan.gov.

If you would like updates or other information regarding the status of ASBI, contact Sgt. Michael McLaughlin at McLaughlinM3@michigan.gov. ■



Photos

Photo credit: Ofr. Rafael Garcia, Inland Division Commercial Enforcement Unit, California Highway Patrol.



I-405 MP 18 oversized load stopped for traffic. The driver started to proceed forward and heard a loud pop. He got out and discovered the trailer hitch ball receiver had broken. The trailer tongue was caught by the safety chains. A DOT unit arrived and had him move to the shoulder. An inspection of the broken hitch revealed that it had been broken for some time. There was rusted metal around the hitch weld. Only a small portion (shiny metal) was securing it. Luckily, it happened near a stop.

Photo credit: Tpr. Donald K. Cody, Commercial Vehicle Enforcement, Washington State Patrol.



REGION IV

California Highway Patrol Recognizes Truck Drivers During California Trucker Appreciation Day



Ofr. Mark Johnson and CVIS Larri Tharp and the Red Bluff Walmart safety team prepare lunch.



Drivers playing "Trucker Jeopardy."



Senior Volunteer Ray Greva handing out cold water.



CVIS Sue McLlray handing out cold water.

Truck drivers play an important role in our everyday lives. Whether picking up produce from your local grocery store or coming home to find a package from your online order at your front door, you can be sure a truck driver was involved in getting those items to you.

In recognition of their hard work, the trucking industry saluted truck drivers across the nation during National Truck Driver Appreciation Week, Sept. 14-20, 2014. The California Highway Patrol (CHP) joined the trucking industry in recognizing California truck drivers for their dedication to safety by holding California Trucker Appreciation Day at several facilities across the state.

"The drivers behind the wheel of a truck are some of the most highly-trained and safest drivers on the road," stated CHP Commissioner Joe Farrow. "Participating in Truck Driver Appreciation Week is a small way for the CHP to extend a 'thank you' to these drivers for the key role they play in the transportation of goods and services throughout our country, and for helping to keep our highways safe."

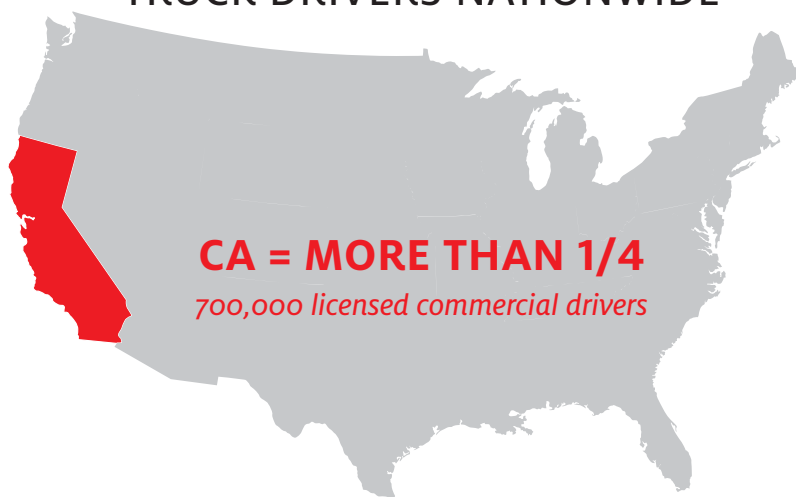
California Trucker Appreciation Day provided the CHP an opportunity to extend gratitude to commercial drivers for the many miles they drive every day delivering goods to the people of California.

According to the American Trucking Association, one out of every 16 people working in the United States is employed in the trucking industry. There are 700,000 California licensed commercial drivers which represents more than one quarter of the 3.2 million truck drivers nationwide. These hard-working drivers were invited to stop at a participating commercial enforcement facility and enjoy complimentary snacks, drinks and educational items. They were also given the opportunity to bring up questions or issues in regard to commercial vehicle safety and encouraged to provide input.

In California, the CHP is committed to ensuring the safe operation of commercial motor vehicles throughout the state. This is accomplished through the operation of the 51 commercial vehicle inspection facilities located throughout California and through the CHP Commercial Industry Education Programs. Safety remains a shared goal between the trucking industry and law enforcement, and National Truck Driver Appreciation Week continues to provide an opportunity for the CHP to join the trucking industry in highlighting the cooperative relationship between the department and California truck drivers. ■

3.2 MILLION

TRUCK DRIVERS NATIONWIDE



REGION V

The Loss of One of Our Own: Commercial Transport Enforcement Officer Toni Kristinsson



With profound sadness and grief, the Commercial Vehicle Safety and Enforcement Branch of the Ministry of Transportation and Infrastructure, Province of British Columbia, is reporting the untimely passing of Commercial Transport Enforcement Officer Toni Kristinsson while on duty, as the result of a motor vehicle accident on Feb. 1, 2015, near Valemount, British Columbia.

Kristinsson was heading home near the end of his shift when his patrol vehicle was in a collision with a commercial transport truck. Investigation is being conducted by the Royal Canadian Mounted Police.

Toni leaves behind his partner Patricia in Valemount and his son Nathan, age 20, from Prince George. Kristinsson was a dedicated peace officer, a gracious and compassionate man, and his love of life and family was clearly evident. The CVSA family in Prince George, in the rest of the province and the compliance community throughout North America have reached out to extend deepest and most sincere condolences.

Donations in Toni Kristinsson's honor can be made to Overcoming Faith Mission at: Overcoming Faith Christian Centre, 4520 Wheeler Road, Prince George, BC, Canada V2N 5H7. ■

REGION V

The Impact of the United States' Rule Change on Canada-U.S. Trip Inspection Reciprocity

In the United States, the following Code of Federal Regulations (CFR) rule change eliminated the need for drivers to file a no-defect (no vehicle defects to report) Driver-Vehicle Inspection Report (DVIR), except for operations involving passenger-carrying CMVs. U.S. domiciled drivers will continue to be required to produce a DVIR at roadside when operating in Canada even when no defect has been detected.

Federal Motor Carrier Safety Administration (FMCSA), 49 CFR Parts 392 and 396, Inspection, Repair, and Maintenance; Driver-Vehicle Inspection Report (DVIR):

Effective Dec. 18, 2014, FMCSA rescinds the requirement that commercial motor vehicle (CMV) drivers operating in interstate commerce, except drivers of passenger-carrying CMVs, submit, and motor carriers retain, a DVIR when the driver has neither found nor been made aware of any vehicle defects or deficiencies.

This rule also harmonizes the pre- and post-trip inspection lists. It responds in part to President Obama's January 2011 Regulatory Review and Reform initiative, removing a significant information collection burden without adversely impacting safety.

The Canadian Council of Motor Transport Administrators (CCMTA) noted that, in accordance with the Canada-U.S. Trip Inspection Reciprocity Agreement:

CCMTA jurisdictions will accept the pre- and post-trip inspection reports prepared by U.S. base-plated motor carriers in accordance with 49 CFR part 396 as fully compliant with the requirements of NSC [National Safety Code] Standard 13 on Trip Inspection dated September 2008 provided such motor carriers carry, and produce upon demand, a post-trip inspection report that is no more than 24-hours old. If a driver does not have access to the vehicle's previous post-trip inspection report, the driver will prepare and produce the report required by 49 CFR 396.11 for the purpose of the Canadian operations.

CCMTA stated that the proposed change to the FMCSRs would require amending the Reciprocity Agreement to state that U.S. domiciled drivers will continue to be required to produce a DVIR at roadside when operating in Canada even when no defect has been detected.

FMCSA states that motor carriers operating in Canada will need to comply with Canadian national, provincial and territorial requirements that require the previous post-trip DVIR. Drivers will need to prepare and carry a copy of their previous day's post-trip DVIR, regardless of whether there are defects to report. ■

REGION V

Regulations Amending the Transportation of Dangerous Goods Regulations (Lithium Metal Batteries, ERAPs and Updates to Schedules)

On Dec. 31, 2014 an amendment was published in the *Canada Gazette* amending the regulations made under the Transportation of Dangerous Goods Act.

For the amendments with respect to “Road Transport” there will be a six-month transition provision which allows a person transporting dangerous goods to comply with the amended regulations or the regulation as it read on Dec. 30, 2014, prior to the amendment.

Before taking enforcement action or placing a vehicle out of service, inspectors must ensure that the person is in violation of both versions of the regulation during the six-month transition period.

Notable amendments to the TDG Regulations with respect to “Road Transport” are summarized below:

Part 1

There is a new special case 1.17.1 that deals with an “Excepted Quantities” exemption. This exemption is very similar to the “Limited Quantities” exemption in 1.17 and the quantities are indicated by an alphanumeric code in column 6(b) in schedule 1. There is a table in 1.17.1 that will indicate the maximum quantity per inner means of containment and

the maximum for the quantity per outer means of containment for each alpha-numeric code. In addition, there is a requirement for an Excepted Quantity Mark. (See bottom right)

Schedule 1

The amendments eliminate from schedule 1 a series of UN numbers that were repealed in the UN recommendations between 1999 and 2013. New UN numbers will be added to update schedule 1 with chapter 3 of the 18th edition of the UN recommendations.

Some changes will be made to specific columns. Column 5 (Special Provisions) will be updated to reflect the UN recommendations, and 49 CFR, as applicable. Column 6 will be divided into two sub columns, 6(a) and 6(b), to introduce the “Excepted Quantities Index” and retain the “Limited Quantity Index” listed in the UN recommendations. The Excepted Quantities Index is based on an alpha-numeric code that indicates the maximum quantities of dangerous goods allowed in the inner and outer means of containment (typically pharmaceutical products, an example being nitroglycerin tablets that are individually packaged and then placed in a box), as excepted quantities are transported in combination packaging. The Limited Quantity Exemption allows similar regulatory relaxations for larger quantities of dangerous goods to be offered for transport (e.g. one-litre bottles of acetone, most commonly used as a solvent for removing nail polish). Column 10 regarding

“Marine Pollutants” has been repealed and is now included in Schedule 3.

Schedule 2

Schedule 2 (Special Provisions) has been updated to align them with 49 CFR (U.S. Regulations). There have been a considerable number of special provisions added to schedule 2.

Schedule 3

Schedule 3 has been updated to include both the English and French shipping names for the dangerous goods. In addition, schedule 3 will now indicate if a dangerous good is a “Marine Pollutant.”

To view the full regulations amending the transportation of dangerous goods regulations (lithium metal batteries, ERAPs and updates to Schedules, visit www.gazette.gc.ca and under “Publications,” select “Vol. 148 (2014)” then “December 31, 2014.” ■



EXCEPTED QUANTITY MARK

The * will indicate the primary class and the ** will indicate the name of the consignor or consignee.

REGION V

Photos



Photo credit: Tok (Alaska) Weigh Station by Dan Nickason, Assistant Manager of Carrier Compliance, Whitehorse Weigh Station.



Photo credit: Ofr. Carol Bates, Whitehorse Weigh Station, Yukon Territory, Canada.



FROM THE DRIVER'S SEAT

The Four Steps for Planning a Safe Trip and the Golden Rule of Highway Safety

By Gary Babbitt, Central Freight Lines, Inc.

If everyone on the highway treats the other vehicles as if there were a family member driving them, we could cut accidents down dramatically.

As I put pen in hand to write this, my desire is to pay tribute to a Texas state trooper who had a huge influence on me regarding the importance of highway safety when I started driving a tractor-trailer. The trooper's name was Joe Culp.

I would also like to salute the many men and women who protect and serve our highways and communities 24-7. The 5 million plus safe driving miles I have achieved would not have been possible without each of you. Every one of you enhances safety and prevents chaos.

When I drive my car, I approach each trip the way I do before I take off in my truck. My actions on the highway and the condition of my vehicle will have a direct effect on highway safety.

Each plan has four steps:

1. I plan the route.
2. I plan for weather I may encounter on the way and the supplies I may need if I become stranded or break down.
3. I make sure I have had plenty of rest to make the trip and allow time for breaks if I do become fatigued.

4. I check the condition of my vehicle; if it wouldn't pass inspection, I don't drive until it is safe to do so.

Many accidents that I see each year could be prevented by doing these four simple steps before beginning a trip whether personal or professional.

There is one rule I follow as a driver throughout each trip. I consider this the Golden Rule of Highway Safety:

If everyone on the highway treats the other vehicles as if there were a family member driving them, we could cut accidents down dramatically to mechanical or weather related. Would you tailgate your mother? Would you not signal to your dad that you are about to change lanes? Would you cut your son off in traffic? Would you text with your daughter in the car beside you?

Every action and decision we, as drivers, make has a direct effect on highway safety, either positive negative. There is no "on the fence" with safety. You are either safe or not. How can anyone be half safe? With the possibility of injury, loss of life or waste that an accident causes, I would think it's 100 percent for safety. ■



RAD INSPECTION NEWS

New Level VI Decals Are Out



The new Level VI decals were issued to the member states this past December. The new decal will be in use from Jan. 1, 2015 to Dec. 31, 2018. The decal is to be applied to all commercial vehicles transporting Highway Route Controlled Quantity (HRCQ) radioactive materials as well as the US DOE transuranic waste shipments that pass the Level VI Inspection procedures defect free, during a point of origin inspection. The decal is only good for one trip and must be removed once the trip is completed or if an out-of-service condition of the North American Standard or the North American Standard Level VI inspection procedure is discovered en route.

Contact Carlisle Smith at carlises@cvsa.org or at 301-830-6147 for more information. ■

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 highway route controlled quantities (HRCQ) of radioactive material.

Learn more at www.cvsa.org/nas_vi.

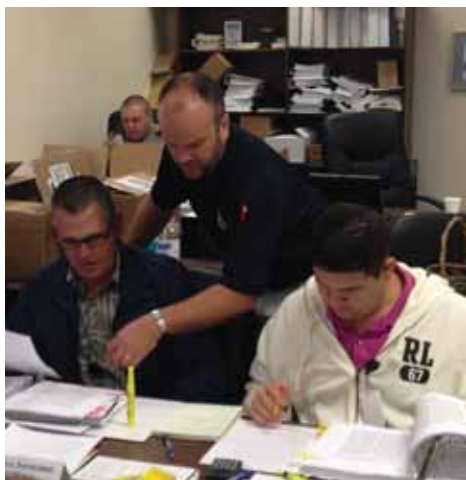
RAD Inspection News is made possible under a cooperative agreement with the U.S. Department of Energy (DOE). Since January 2007, it has run as a section inside CVSA's *Guardian*. ■

Level VI Certification Class 148 Held in Austin, Texas

CVSA held its 148th Basic Level VI Certification class in Austin, Texas, Nov. 3-6 2014. CVSA National Level VI Instructors Rob Rohr from the Ohio Public Utilities Commission and J.R. Lewis of the Federal Motor Carrier Safety Administration provided the course instruction. In attendance were 20 commercial vehicle inspectors representing the Texas Department of Public Safety, Harris County Texas Sheriff's Office, Minnesota State Patrol, Louisiana State Police, Rhode Island State Police and the Ohio Public Utilities Commission. With the completion of Class 148, CVSA certified 139 Level VI Inspectors in calendar year 2014. ■



J.R. Lewis, with the U.S. Department of Transportation's Federal Motor Carrier Safety Administration, helps with math problems.



Rob Rohr, of the Public Utilities Commission of Ohio, Department of Transportation, assists a student during the Level VI Class in Austin, Texas.



Level VI Program Peer Reviews a Success

As part of its cooperative agreement with the U.S. Department of Energy Carlsbad Field Office (US DOE CBFO), CVSA's Level VI Program conducted two Level VI Inspection Program Peer Reviews during calendar year 2014.

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

The purpose of the peer review of a CVSA member's Level VI Inspection Program is to identify best practices and share those best practices with other members in order to help improve their individual Level VI Inspection Program. Interviews are conducted with the member's management team who directly supervise the state's Level VI Program; Level VI certified inspectors; and other key stakeholders within the member's jurisdiction

such as emergency responders, state emergency management and state radiological safety staff. Equipment maintenance, inspector training, jurisdictional manpower, state inspection requirements, public perception issues, emergency preparedness are a few of the topics that were reviewed and discussed with the member states.

Peer reviews were conducted with the Colorado State Patrol and the Illinois State Police. Members of the Peer Review Team were Carlisle Smith, Director, Hazardous Materials Programs, CVSA; Maj. Lance Evans, Iowa Department of Transportation; Artez Lester, Florida Highway Patrol; M/Sgt. Todd Armstrong, Illinois State Police; Larry Stern, CVSA Level VI Public Outreach Coordinator; and Toni Slavich of Slavich Consulting LLC.

The CVSA Level VI Inspection Program Peer Review: State Differences, Lessons Learned, Best Practices, and Recommendations shall be updated with the 2014 data. Look for it on the CVSA Level VI Program web page under CVSA/WIPP updates and reports tab: www.cvsa.org/programs/nas_vi_wipp.php. ■



Level VI Peer Review Team in Colorado. Pictured left to right: Maj. Lance Evans, Iowa Department of Transportation; M/Sgt. Todd Armstrong, Illinois State Police; Larry Stern; and Artez Lester, Florida Highway Patrol. Carlisle Smith, Director, Hazardous Materials Programs, CVSA, not pictured.

Level VI Peer Review Team Tours United States Geologic Services TRIGA Reactor in Denver, Colorado

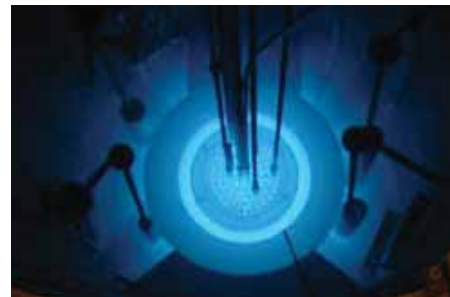
Members of the Level VI Peer Review Team, Larry Stern, Artez Lester, Maj. Lance Evans, M/Sgt. Todd Armstrong and Carlisle Smith, were given an opportunity to tour the United States Geologic Services (USGS) TRIGA reactor in the Denver Federal Center in Denver, Colorado.

The USGS TRIGA reactor has been in operation since the late 1960s in support of nuclear-based research for the USGS and a number of universities across the nation. It is the only research reactor of its type in the Department of the Interior and the only research reactor within a 350-mile radius of Denver.

The reactor design is similar to research and training reactors at universities throughout the United States. The reactor provides an intense neutron source for experiments and is capable of continuous steady-state operation at 1,000 kilowatts (thermal).

Also, it may be pulsed to a peak power of approximately 1,600 megawatts. Services include, but are not limited to, neutron irradiations for argon isotopic dating, neutron activation analysis, uranium and thorium analysis by delayed neutron counting, radioisotope production, gamma spectrometry and fission track experiments.

The reactor staff provided a briefing on the reactor which included its history, some general physics and its working relationship with the Colorado School of Mines. The Peer Review Team then reviewed safety procedures and protocols and was given the rare opportunity to enter the reactor room and stand over the reactor. The reactor's core was over 26 feet below in a pool of water. The Peer Review Team was monitored with personal dosimeter equipment to monitor radiation exposure. ■



Cerenkov radiation or "blue glow" from operation of the TRIGA reactor

Level VI Training Schedule for 2015

CVSA is planning the 2015 Level VI Certification Classes for radioactive shipments inspection program. Under a cooperative agreement with the U.S. Department of Energy, CVSA will schedule classes for inspecting motor carriers and their drivers transporting transuranic waste and Highway Route Controlled Quantities (HRCQ) shipment of radioactive material. Under this cooperative agreement, CVSA will provide Level VI training to jurisdictional inspectors who meet the prerequisite (CVSA Level I and HAZMAT certified).

Basic Level VI Certification Classes

- **April 27-30**
Orlando, Florida
- **May 19-22**
Lansing, Michigan
- **June 15-18**
Springfield, Illinois
- **October 19-22**
Austin, Texas
- **Nov. 2-5**
Sacramento, California

Any jurisdiction that needs inspectors trained and/or can host a Level VI Class in 2015 is asked to contact Carlisle Smith, Director of Hazmat Programs for CVSA, at 301-830-6147 or carlises@cvsa.org.



Sgt. Thomas Fuller, New York State Police, instructs during the Basic Level VI Class in Albany, New York.

Level VI Public Outreach Program

Cooperative Agreements to Focus on the North American Standard Level VI Inspection Program for the Safe and Secure Transportation of DOE Shipments in the United States

The Commercial Vehicle Safety Alliance (CVSA) has cooperative agreements with the U.S. Department of Energy (DOE) on Level VI inspections of transuranic waste and highway route controlled quantities (HRCQ) of radioactive materials that travel throughout the U.S.

Under this agreement, CVSA is greatly enhancing its efforts to get information out to the public on the very successful CVSA North American Standard Level VI Inspection Program for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material. CVSA will be traveling throughout the United States to promote the North American Standard Level VI Inspection Program which will include participating with DOE stakeholders at various local and national meetings.

In 2014, the Level VI Public Outreach Program attended:

- National Transportation Stakeholders Forum in Minneapolis, Minnesota, May 12-14, 2014
- International Hazardous Materials Response Team Conference in Baltimore, Maryland, May 28-31, 2014
- Governors Highway Safety Association Annual Meeting in Grand Rapids, Michigan, Sept. 6-10, 2014
- International Chiefs of Police (IACP) in Orlando, Florida, Oct. 25-28, 2014

2015 Level VI Public Outreach Schedule

- **National Transportation Stakeholders Forum (NTSF)**
May 12-14, 2015
Albuquerque, New Mexico
- **Contractor Transportation Management Association (CTMA)**
July 6-9, 2015
Point Clear, Alabama
- **National Association of Counties (NACO)**
July 10-13, 2015
Charlotte, North Carolina

A complete listing of the meeting schedule can be found online at www.cvsa.org/programs/nas_vi_outreachschedul.php. ■

WIPP Update: January 5, 2015

DOE Issues Safety Assessments for Diesel-Operated Equipment Underground at WIPP

The Office of Nuclear Safety and Environmental Assessments, within the U.S. Department of Energy's independent Office of Enterprise Assessments (EA), recently issued reports following reviews conducted on the WIPP Recovery Plan for Operating Diesel Equipment with available underground airflows and the Conduct of Maintenance and associated planned program enhancements. The onsite portions of the reviews were completed in October 2014.

The EA reports identified concerns associated with the ventilation plans and engineering approach to the evaluation of diesel equipment operations that existed at the time of the on-site assessment. Resolution of the issues identified was already in progress and, as the report notes, the Carlsbad Field Office (CBFO) and the Nuclear Waste Partnership (NWP) "initiated some positive steps, such as evaluating compensatory measures and seeking a qualified consultant to help evaluate ventilation needs for diesel equipment."

CBFO and NWP are also revising ventilation plans based on the current mine ventilation configuration and conditions, and are implementing air sampling programs that provide continuous air sampling for diesel particulates and other gases necessary to monitor air quality in the underground facility. Engineered modeling and real-time monitoring of diesel emissions in the underground facility helps ensure safe, breathable air for all employees. Worker safety is taken very seriously and air quality in the underground facility is one of WIPP's highest priorities.

Visit www.energy.gov/ea/services/assessments, click on "Environment, Safety and Health Assessments" then select "Review Reports" on the right to view EA reports. ■

FMCSA A&I Data for Level VI Roadside Inspections for FY 2013 and FY 2014 (YTD)

Roadside Inspections, Level VI (2014 - Fiscal)

LEVEL VI INSPECTIONS	Fed	State	Total	% of Total
Number of Level VI Inspections	0	832	832	100%
Point of Origin	0	494	494	59.38%
En Route	0	337	337	40.50%
Point of Destination	0	1	1	0.12%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	811	811	97.48%
Level VI Inspections with Violations	0	21	21	2.52%
Level VI Inspections with OOS Violations	0	9	9	1.08%

Roadside Inspections, Level VI (2015 - Fiscal)

LEVEL VI INSPECTIONS	Fed	State	Total	% of Total
Number of Level VI Inspections	0	37	37	100%
Point of Origin	0	28	28	75.68%
En Route	0	9	9	24.32%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	36	36	97.30%
Level VI Inspections with Violations	0	1	1	2.70%
Level VI Inspections with OOS Violations	0	0	0	0%

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2015 CALENDAR OF EVENTS

CVSA Workshop

APRIL 12-16

*Hyatt Regency Jacksonville Riverfront
Jacksonville, Florida*

International Roadcheck

JUNE 2-4

Throughout North America

North Inspectors Championship (NAIC)

AUGUST 10-14

*Hyatt Regency St. Louis at the Arch
St. Louis, Missouri*

Brake Safety Week

SEPTEMBER 6-12

Throughout North America

CVSA Annual Conference & Exhibition

SEPTEMBER 13-17

*Boise Center
Boise, Idaho*

Operation Safe Driver Week

OCTOBER 18-24

Throughout North America

Learn more at www.cvsa.org/events.

2015 CVSA Workshop

APRIL 12-16

Hyatt Regency Jacksonville Riverfront | Jacksonville, Florida

The CVSA Workshop is designed to help continue the collaborative work of government officials, enforcement and industry toward the goal of advancing commercial vehicle safety and security. This is your chance to work together to affect meaningful changes to the culture of transportation safety.

Visit www.cvsa.org/events/workshop/2015 to view the Workshop schedule, book your hotel room and make travel arrangements, and learn more about the event.

