

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 23, Issue 4
4th Quarter 2016



CVSA Holds Its 2016 Annual Conference with a **Record Number** of Registrants, Sponsors and Exhibitors

PBBT
Demonstration
a Success

New Drugs
Bring Big
Challenges

North American
Standard Part B
Course Goes to Mexico

Arizona's Daniel Voelker
is CVSA's 2016 North American
Inspectors Championship
Grand Champion



IN THIS ISSUE

Insight

President's Message	1
Executive Director's Message.....	2
Letters to the Editor.....	4

Government News

The Legislative and Regulatory Rundown.....	5
New Drugs Bring Big Challenges	6
FMCSA Launches Public Safety Campaign to Raise Awareness about Sharing the Road with Large Trucks and Buses	7
News and Necessary Actions Related to the Bus Leasing and Interchange Rule	8
Using Violation-Free Federal or State Roadside Inspections to Satisfy Annual Inspection Requirements	8
FMCSA's Consumer Protection Standards Review for New Household Goods Movers.....	9
Online Activity Center for Enforcement System Helps Enforcement Community Work Faster and Smarter.....	10

Cover Story

CVSA Has Record High Attendance at Its 2016 Annual Conference and Exhibition	11
---	----

CVSA Committee and Program News

CVSA Releases 2016 International Roadcheck Results	14
Arizona's Daniel Voelker is CVSA's 2016 North American Inspectors Championship Grand Champion.....	16
Approximately 12 Percent of Vehicles Placed Out of Service with Brake Violations During CVSA's Unannounced Brake Check Day.....	19
CVSA Supports 'Road to Zero' Partnership Aimed at Ending Traffic Fatalities Within the Next 30 Years	20
PHMSA Awards Community Safety Grant to CVSA	20

Regional News

Connecticut Trains Its Officers on Heavy Vehicle Inspections and Improves Data Collection	21
Maryland Department of State Police Conducts Enforcement and Inspection Initiatives in October	23
Florida Highway Patrol's Inspection and Educational Initiatives.....	24
Florida Highway Patrol Holds Sugarcane Hauler Seminars	25
Kentucky State Police Teaches Teens to Drive Safely Around Large Trucks	26
KCC Adds Human Trafficking Awareness Training to Kansas Motor Carrier Safety Program	27
PBBT Demonstration a Success.....	28
Michigan's Motor Carrier For-Hire Licensing Goes Digital.....	28
Wisconsin State Patrol and Michigan State Police Provide Educational Information at Annual Great Lakes Logging and Heavy Equipment Expo	29
Nebraska State Patrol Conducts Surprise Truck Inspections.....	29
Veteran Investigator Takes Action to Prevent Potential Cargo Tank Failure	30
Sandia's Driver Safety Games Put Safety Standards into High Gear	31

Arizona DPS Conducts Safety Inspections of Passenger Buses as Part of National Initiative	32
North American Standard Part B Course Goes to Mexico.....	32
The Oregon Motor Carrier Safety Action Plan	33
Alberta's Chief Callahan Appointed to CALEA.....	34
Alberta Transportation's New Executive Director of Safety and Compliance Services.....	34
Inspection Photos	34
A Tribute to Sean McAlister	35

From the Driver's Seat

Want to Understand Truck Drivers? Go to Driving School.....	36
---	----

Industry Perspectives

Advanced Driver Assistance Systems: The Next Generation in Driver Safety	37
Evolving Tread Design for Commercial Trucks May Be Right Around the Corner	38

Inspector's Corner

Developing Partnerships with Industry	39
---	----

RAD Inspection News

Bringing Realism into the Training Environment.....	40
CVSA Holds Its 158th Level VI Certification Class in Pennsylvania.....	40
U.S. DOE Awards Cooperative Agreement to CVSA	41
CVSA Level VI Program Conducts Peer Review in New Mexico.....	41
Level VI Training Schedule	41
Level VI Refresher at 2017 COHMED Conference	42
U.S. DOE's Office of Environmental Management Idaho Site Crews Complete Buried Waste Cleanup Accomplishment.....	42
Roadside Inspections, Level VI (2016 - Fiscal)	42

GUARDIAN

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

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

CVSA Staff: Collin B. Mooney, CAE, Executive Director • Adrienne Gildea, Deputy Executive Director • Carlisle Smith, Director of Hazardous Materials Programs • William Schaefer, Director of Vehicle Programs • Ken Albrecht, Director of Education and Training • Iris Leonard, Manager of Member Services • Nicole Leandro, Manager of Communications • Claudia McNatt, Manager of Conferences and Exhibits • Ivanna Yang, Manager of Government Affairs • Amelina Kassa, Administrative Assistant

Copyright 2016, CVSA. All rights reserved. No part of this issue may be reproduced without written permission from the publisher.

For comments, suggestions or information, email communications@cvsa.org.



Commercial Vehicle
Safety Alliance



@CVSA



CVSA
Communications



PRESIDENT'S MESSAGE

There's Always Room for Improvement

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

Oh my, how time flies. It seems like I was just nominated for the position of CVSA secretary, yet here I am, writing my first president's letter.

Much has happened since my election in Buffalo, New York, as you well know. It has not always been easy over the last two years, but a lot was accomplished, thanks in particular to the hard work by dedicated staff members. I think the Alliance has weathered the changes well and is in good shape to face future challenges.

My predecessors have kept you up to date regarding the issues confronting us. And while many of those issues have been addressed, there is still room for improvement. That does not imply that my predecessors did a poor job. Rather, they have laid a good foundation on which we can continue to build, and that is exactly what I wish to do in the next year.

One of the things very dear to me is uniformity of CVSA inspections. We have come a long way, but there is certainly more to be done. The North American Inspectors Championship (NAIC) is one way of fostering uniformity, but I would like to think there are more avenues available to us. To that end, I will discuss that issue with the Training Committee to see what kind of ideas we can come up with. Few things upset our industry partners more than not being treated equally when traveling from jurisdiction to jurisdiction, particularly when it comes to inspections.

Another thing I would like to do is help facilitate continued communications between our jurisdictions and countries. A significant step forward has been taken by FMCSA at the September 2016 meeting in Little Rock, when they committed to resume dialogue with Canada concerning carrier ratings and reciprocity. It can only help industry and law enforcement agencies when regulators in all three countries actively search for ways to come up with more uniform policies and regulations. After all, we depend a great deal on road transport, and we cannot afford to hinder the smooth and safe flow of commerce unnecessarily. I firmly believe CVSA can and

should play a large role as a catalyst in this endeavor. Indeed, the formation of our two latest committees, the Enforcement and Industry Modernization Committee and the Policy and Regulatory Affairs Committee, will help the Alliance fulfill that goal.

In my election speech, I promised greater transparency and a willingness to hear your voices. I fully intend to keep those promises. To that end, I invite everyone to attend CVSA's board meetings and to ask questions when doing so. Please do not be afraid to make your opinions known. You are the most important part of the Alliance, and we need your input. I will ensure that closed sessions will be kept to an absolute minimum for the same reason.

The above also goes for attending any other committee and program meetings. The last thing I want to see during my tenure is an uninvolved membership. Do not just sit there without saying anything and then complain after the meetings are over. Please stand up and be heard, discuss issues at hand and offer solutions. Even if you are a newcomer to CVSA, don't be shy. Indeed, you may just be the one to have insights some of the more jaded and older among us (and I include myself in that category) cannot come up with because, for various reasons, we might be hesitant to think outside the box.

Staff has had some time now to get used to my quirks. I learned a long time ago that staff members do most of the work in organizations like CVSA, and I can honestly say that I look forward to continuing a productive relationship.

We are living in a rather unstable and turbulent time, and I am certain we will experience more change in the future. I want the Alliance to be as well prepared as possible to meet any challenges and problems that may lie ahead. We are a diverse group and that is part of our strength. Let us build on that and the foundation laid by my predecessors.

The next year will be interesting and anything but boring. Together, let us make it a successful one. ■

Please do not be afraid to make your opinions known. You are the most important part of the Alliance, and we need your input.





EXECUTIVE DIRECTOR'S MESSAGE

A Year in Review

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

One of the biggest organizational developments over this past year was the transition from an unincorporated association to a nonprofit corporation.

As I reflect back on 2016, it has been a very busy year for the Commercial Vehicle Safety Alliance (CVSA). As the year evolved, the Alliance had three distinct themes that emerged throughout the year: the hiring of the organization's fifth executive director, the transition from a nonprofit association to a nonprofit corporation, and the approval and implementation of a renewed strategic plan. That includes the creation of two new committees, restructuring the CVSA Workshop and Annual Conference and Exhibition, budgeting financial resources and aligning CVSA staff resources to meet the organizational goals and objectives as outlined in the new strategic plan.

New Executive Director

On Jan. 11, 2016, the Alliance announced the selection of the organization's fifth executive director in the history of the Alliance. My responsibilities as CVSA's executive director will be to provide leadership, direction and administration for all aspects of the Alliance, respond to the needs of the membership, advocate CVSA's public policy positions, provide quality programs and services to members and partners, and work toward the achievement of CVSA's mission, vision and goals.

Transition from a Nonprofit Association to a Nonprofit Corporation

One of the biggest organizational developments over this past year was the transition from an unincorporated association to a nonprofit corporation. Since this is a significant event in the evolution of CVSA, I would like to provide a brief history lesson on how we started, how we have evolved and where we are heading.

The Western States Commercial Vehicle Safety Alliance met for the first time in 1980 in Portland, Oregon, as an informal gathering of western state agencies and Canadian provinces responsible for conducting commercial motor vehicle enforcement functions. Later that same year, during the second meeting of the organization, the words "Western States" were removed, and the name "Commercial Vehicle Safety Alliance" was officially established.

In 1982, the first bylaws for the unincorporated association were ratified at a meeting in Seattle, Washington, officially creating the Commercial Vehicle Safety Alliance.

Fast forward 33 years. This past April during our CVSA Workshop in Chicago, Illinois, it was determined that it would be in the best interest of the organization to operate all existing programs and activities of CVSA under the corporate form in lieu of remaining an unincorporated association.

As a result, the creation of a District of Columbia nonprofit corporation named the Commercial Vehicle Safety Alliance was authorized, with the understanding that all of CVSA's assets and liabilities would be transferred to the corporation, and the unincorporated association would thereafter dissolve.

With the assistance of legal counsel, CVSA was incorporated in the District of Columbia on May 3, 2016, and filed an application for recognition of tax exempt status under Code Section 501(c)(3) with the Internal Revenue Service (IRS) on June 29, 2016.

Moving forward, as we begin a new chapter in the history of the Alliance, CVSA as a nonprofit corporation will continue to remain a 501(c)(3) nonprofit organization. For more information or to review legal documentation regarding either entity, please feel free to contact me at any time.

If you have CVSA set up as a vendor within your organization's finance department and/or any payments are set up to automatically deliver funds to CVSA, such as membership dues renewals, conference registration, program product sales, CVSA decal orders, sponsorship, etc., you may need to update our account information with our new IRS tax ID number: 38-4002963.

As required by the Nonprofit Corporations Act of the District of Columbia, the governing body of the organization will now be referred to as the board of directors. The last executive committee meeting of the unincorporated association was held on Thursday, Sept. 22,

2016, in Little Rock, Arkansas, and the first board of directors meeting of the nonprofit corporation took place on Dec. 6, 2016, in Washington, D.C.

Aligning Staff Resources with Program Activities

As I mentioned in my last executive director's message, in order to fully execute the implementation of the renewed strategic plan/framework, a complete CVSA staffing review was undertaken to make sure that all of the staff resources correctly aligned with the activities outlined in the strategic plan. Consequently, during our 2016 Annual Conference and Exhibition in Little Rock, Arkansas, I'm pleased to report that once the Alliance's fiscal year 2017 budget was approved, it included the immediate hiring of two additional employees – a director of our Cooperative Hazardous Materials Enforcement Development (COHMED) program and a director of roadside enforcement and inspection program development.

As mandated in the FAST Act, the Pipeline and Hazardous Materials Safety Administration (PHMSA) was directed by Congress to implement a new community safety grant program to enhance the hazardous materials training of roadside inspection and enforcement personnel. As a result, I'm pleased to announce that CVSA was recently awarded a new community safety grant from PHMSA to improve the nation's response to hazardous materials transportation incidents. This new grant activity focuses specifically on the training of state and local personnel responsible for enforcing the transportation of hazardous materials regulations. In order to accomplish this task, the Alliance will be expanding our current COHMED program offerings. The period of performance for this new community safety grant was effective on Oct. 1, 2016.

The new director of roadside enforcement and inspection development program position aligns with the enhanced programs and services of the new strategic plan, and fills the void in a number of areas that I once coordinated over the past 14 years.

This position requires specific technical program knowledge in the areas of roadside enforcement and inspection, and motor carrier safety, from both the enforcement and industry perspectives. The director will plan, organize and implement specific programs and policies of CVSA and will develop, plan and schedule technical projects and programs to support the mission, vision and goals of the Alliance.

In addition, with Adrienne Gildea's promotion to deputy executive director, we also recently selected Ivanna Yang as our manager of government affairs. Ivanna is a George Washington University School of Law graduate and has assumed a number of Adrienne's responsibilities in an effort to expand our advocacy efforts, as outlined in our strategic plan.

On another related note, on Oct. 1, 2016, the U.S. Department of Energy (DOE) awarded CVSA a \$1.7 million, five-year cooperative agreement to train motor vehicle safety officials and ensure the safe transportation of transuranic waste to the Waste Isolation Pilot Plant (WIPP). See page 41 for more information. This cooperative agreement renewal is a continuation of our CVSA Level VI Inspection Program that was initially established in 1986 and will continue to be coordinated by Carlisle Smith, our director of the Level VI Inspection Program.

As I look forward to 2017, I'm encouraged with the progress that we made as an organization in 2016, and I look forward to dedicating more time to organizational development to further the mission, vision and goals of the Alliance. All the best in 2017 and beyond. ■

As I look forward to 2017, I'm encouraged with the progress that we made as an organization in 2016, and I look forward to dedicating more time to organizational development to further the mission, vision and goals of the Alliance.

LETTERS TO THE EDITOR

Meeting the Increased Demand for Commercial Vehicle Drivers

By **Fred Fakkema**, *Vice President of Compliance, Zonar*

Labor shortages in trucking have plagued the industry since the 1980s when deregulation sparked a jump in the number of trucking companies and increased demand for drivers. However, since 2011, the truck driver shortage in the U.S. has been skyrocketing and, as of 2014, the Federal Motor Carrier Safety Administration (FMCSA) counted 5.7 million commercial motor vehicle drivers in the country, including 3.9 million with the commercial driver's licenses needed to operate tractor-trailers or other heavy-duty trucks.

According to the American Trucking Associations (ATA), if the trend continues, there will likely be severe supply chain disruptions resulting in significant shipping delays, higher inventory carrying costs and perhaps shortages at stores. The industry has about 48,000 fewer drivers than available driver jobs, according to a 2015 ATA report. With almost 70 percent of all freight tonnage moved on our nation's highways, the shortage could be a lit powder keg on our economy.

There are numerous areas that the industry needs to address to attract and retain good drivers. One that is having an ongoing impact on the shortage is the fact that aging drivers are retiring from the industry. So how do you get younger adults to join the ranks of truck driving? Well, there are legislative hiccups to that too. Drivers under the age of 21, while eligible for a commercial driver's license (CDL), are prohibited from interstate travel. If you are 18 and in the Army, you could be driving a truck across international borders, but back in the U.S., you are not allowed to drive from Binghamton, New York, to Scranton, Pennsylvania. The trucking industry is missing out on 18-21 year-olds who by the time they reach 21 may have embraced an entirely different career.

The entire trucking industry is working to improve the image of the industry and its drivers. Gamification of the truck driving experience is one key to attracting and

retaining youth, as are retention programs that point to driver pay, more time at home and benefits, including health and wellness, as important retention tools. Direct areas for gamification include fuel usage, vehicle uptime and safe vehicle operation. Also, carriers say that creating a career path that will eventually enable drivers to move out of the cab and into an office can help with retention.

So while gamification and driver retention programs are chipping away at the shortage, there is still a desperate need for good drivers in the industry. Resources such as Trucking Moves America Forward, which was created by industry groups to improve the industry's image and make it easier to attract drivers and other workers to trucking, should be leveraged. There is a great opportunity here. The Commercial Vehicle Safety Alliance (CVSA) could partner with ATA and guide the discussion to a pilot program and encourage a graduated CDL license. If done right, the 18-21 year-olds could gain the experience needed to be professional drivers and fill that industry void while promoting safety.

It would be a win for the industry, a win for job creation for 18-21 year-olds and a win for the economy. ■

While gamification and driver retention programs are chipping away at the shortage, there is still a desperate need for good drivers in the industry.





THE LEGISLATIVE AND REGULATORY RUNDOWN

By **Ivanna Yang**, *Manager of Government Affairs, Commercial Vehicle Safety Alliance*

FY 2017 Appropriations

As of October 2016, funding for fiscal year (FY) 2017 government programs remain at FY 2016 levels after Congress passed a 10-week continuing resolution (CR) on Sept. 28, 2016. While the CR was free from controversial transportation amendments, there are several issues that remain outstanding between the House and Senate versions of the Transportation-HUD appropriations bills (T-HUD). These include language addressing the hours-of-service (HOS) issue created in the highway bill which would eliminate the HOS restart provision included in the FY 2016 Transportation Appropriations Act as well as language in the House bill that would prevent the Federal Motor Carrier Safety Administration (FMCSA) from implementing the Safety Fitness Determination rule until the CSA study is complete.

Additionally, Congress must reconcile a large gap between the House and Senate bills' allocated FY 2017 funding levels for the Department of Transportation. Spending levels on the T-HUD bill have been increasingly fraught in recent years as Congress has authorized more spending than the Highway Trust Fund can pay for, creating the need for additional infusions from the U.S. Treasury Department.

FMCSA Publishes Final Rule Addressing CVSA Petition on Windshield-Mounted Technology

On Sept. 23, 2016, FMCSA issued a final rule to amend the Federal Motor Carrier Safety Regulations (FMCSRs) to allow for the voluntary mounting of certain devices on the interior windshields of commercial motor vehicles, including placement within the area that is swept by windshield wipers.

This final rule is the result of Section 5301 of the FAST Act which directed FMCSA to amend the FMCSRs to allow devices to be mounted that used vehicle safety technology. Further, the final rule also addresses CVSA's petition from 2007 requesting FMCSA to allow the installation of safety equipment such as video event recorders to windshields.

Annual Conference Rulemaking Wrap-up

In September, CVSA held its Annual Conference and Exhibition in Little Rock, Arkansas, where government officials, enforcement and industry members met in committees to discuss policy goals and priorities. Coming out of Little Rock, the CVSA Executive Committee approved submission of comments to the Pipeline and Hazardous Materials Safety Administration (PHMSA) regarding harmonization of hazardous materials regulations. Additionally, the Driver-Traffic Enforcement committee discussed a joint rulemaking by the National Highway Traffic Safety Administration (NHTSA) and FMCSA on speed limiters. Discussions continued through the fall on CVSA's response to the proposal.

- **Speed Limiters:** On Aug. 26, 2016, FMCSA and NHTSA released a joint notice of proposed rulemaking (NPRM) that would establish safety standards requiring all newly manufactured U.S. trucks, buses, tractor-trailers and multipurpose passenger vehicles with a gross vehicle weight rating of more than 26,000 pounds to be equipped with speed limiters. The Driver-Traffic Enforcement Committee met in Little Rock to begin discussion on the NPRM, followed by a conference call in October, with the goal of submitting comments to the proposal.
- **Hazardous Materials Harmonization:** On Sept. 7, 2016, PHMSA published a NPRM proposing to amend the Hazardous Materials Regulations to maintain consistency with international regulations and standards by incorporating amendments such as changes to shipping names, hazard class, packing groups and packaging authorizations. While supportive of the proposed rulemaking, CVSA's comments, submitted in October, urge PHMSA to require access to materials at no charge for enforcement and government purposes. Further, we cautioned that adoption by reference is not the only process by which states incorporate regulatory changes and that a broader timeline may be necessary for training needs and uniform state adoption of federal regulatory changes. ■

CVSA Offers Active Exemptions Tracker to Its Membership

CVSA maintains an up-to-date list of active exemptions issued by FMCSA. If you are a member, you have 24/7 access to the exemptions tracker in your CVSA online member account.

CVSA's exemptions tracker is a list of all active FMCSA exemptions for the following: hours of service (HOS), parts and accessories necessary for safe operation, qualification of drivers and qualification of driver's license standards. Every exemption is accompanied by a brief summary. A full explanation of the exemption in the "Federal Register" can be found by clicking on the exemption title. The list does not include exemptions for specific individuals or short-term exemptions, such as those issued to the fireworks industry prior to the Independence Day holiday.

Members can access the exemptions tracker by logging into their CVSA member account at www.cvsa.org/memberlogin, then click on the "Exemptions Tracker" tab at the top of the page.

New Drugs Bring Big Challenges

By **Jennifer L. Morrison**, Investigator-in-Charge, National Transportation Safety Board

When the National Transportation Safety Board (NTSB) sent a team of investigators to a median crossover crash in Davis, Oklahoma, on Sept. 26, 2014, we didn't know that the year-long investigation would bring us down a completely new road: a road into the world of synthetic drugs.

The crash involved a truck tractor in combination with an unloaded semitrailer. The 53-year-old truck driver had been on duty for about eight hours that day, delivering dairy products. The truck was traveling northbound in the left lane of Interstate 35 in a rural area of the Arbuckle Mountains, about midway between Oklahoma City and Dallas-Fort Worth.

After negotiating a slight rightward curve, the truck departed the left lane, entering the 100-foot-wide depressed earthen median at a shallow angle. The truck took no evasive actions (e.g., corrective steering, braking) as it traveled more than 1,100 feet through the median at a GPS-reported speed of 72-73 mph.

At the same time, a medium-size bus transporting members of the North Central Texas College softball team driven by their coach was traveling southbound on Interstate 35. The errant truck entered the southbound lanes and collided with the left side of the bus. The bus rolled over and came to rest on its right side, and the combination vehicle continued off the roadway. Four passengers on the bus were ejected and killed. The remaining bus occupants sustained various injuries, some serious. The truck driver sustained minor injuries.

An inspection of the truck revealed no pre-existing defects, and the truck driver's activity leading up to the crash indicated that he was not on his cell phone and not likely to be fatigued. So why did he depart the travel lanes and cross the median? The NTSB teamed up with the Oklahoma Highway Patrol to look for answers. A few investigators headed south to Texas, where the truck driver resided, and began to uncover a history of illicit drug use. Meanwhile, investigators on-scene discovered a small silver smoking pipe in the cab of the truck. The pieces of the puzzle continued to come together as a previous employer stepped forward to report the truck driver's prior drug use.

The substance in the pipe was tested and determined to be 5F-AMB, a synthetic cannabinoid. Synthetic cannabinoids are chemical compounds marketed as legal alternatives to marijuana. They are engineered to stimulate the same brain receptors as marijuana, but are known to cause unpredictable and dangerous side effects. This family of compounds was originally created to study brain receptors, but later exploited and abused as a drug that can evade traditional drug testing. In fact, synthetic cannabinoids challenge even the most complex drug-testing methods. Although they only became generally available in the United States within the last 10 years, law enforcement agencies have already identified over 170 different synthetic cannabinoids. Once identified and deemed illegal, manufacturers can modify the chemical structure and produce something new, making these drugs elusive targets.

We learned that the truck driver's previous employer had approached him about his declining performance. The driver reported that he had personal problems and had smoked "K2," a pseudonym for synthetic cannabinoids, to cope with stress. The driver described the drug as "legal marijuana" and said it could not be detected by Department of Transportation drug tests. The company manager, who was trained in reasonable suspicion testing, evaluated the driver twice, but was unable to document behaviors that would call for such testing. Ultimately, the driver sought other employment. The crash occurred nine months later. (Notably, the former employer updated the company's drug-testing policy to reserve the right to test for synthetic drugs.)

We determined that the probable cause of the Davis, Oklahoma, crash was the failure of the truck driver to control his vehicle due to incapacitation likely stemming from his use of synthetic cannabinoids. This crash highlights the challenges that employers and law enforcement face in detecting driver use of impairing substances for which testing is not required. In the board meeting convened at the conclusion of the investigation, NTSB Chairman Christopher A. Hart stated, "Motor carriers need to know about this emerging class of drugs and they need better tools to detect driver impairment."

Another all-too-common lesson learned from the Davis, Oklahoma, crash was the importance of seat belt use. The bus carrying the softball team was equipped with seat belts, but none of the passengers were wearing them. The NTSB determined that the lack of seat belt use contributed to the severity of the bus passengers' injuries. Had the seat belts been worn, they would have prevented ejections and reduced overall injuries and likelihood of fatalities. "Buckling up can save your life, whether you are in a car, a truck or riding in a bus," Chairman Hart said.

As a result of this investigation, we issued safety recommendations addressing impairing substances that are not tested for under federal regulations and called upon states to require seat belt use in all vehicle types. The full report, including a complete list of findings and safety recommendations, is available at www.nts.gov. ■



Image from the NTSB animation of the crash sequence, showing the vehicles just prior to impact, after the truck crossed the 100-foot median and entered the southbound lanes of Interstate 35.



Photo taken by the Oklahoma Highway Patrol, showing the silver smoking pipe that was located in the cab of the truck after the crash.

FMCSA Launches Public Safety Campaign to Raise Awareness about Sharing the Road with Large Trucks and Buses

“Roadway safety is a shared responsibility, and this initiative encourages everyone who uses our roads to be champions for safety.” — Scott Darling, FMCSA Administrator

The U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) launched its new safety-focused campaign, “Our Roads, Our Responsibility,” to raise public awareness about how to operate safely around commercial motor vehicles (CMVs).

“Trucks and buses move people and goods around the country, contributing to our economic well-being and our way of life,” said U.S. Transportation Secretary Anthony Foxx. “These commercial vehicles also carry additional safety risks, so it’s critical that all road users understand how to safely share the road.”

Nearly 12 million CMVs are registered to operate in the United States, and in 2014, drivers logged around 300 billion miles on the nation’s roads. Large trucks and buses have significant size and weight differences, large blind spots, longer stopping distances, and limited maneuverability, which present serious safety challenges for bicyclists, pedestrians and drivers of passenger vehicles.

“Our Roads, Our Responsibility supports our agency’s core mission of reducing crashes, injuries and fatalities involving commercial motor vehicles on our roadways,” said FMCSA Administrator Scott Darling. “Roadway safety

is a shared responsibility, and this initiative encourages everyone who uses our roads to be champions for safety. We look forward to working with all our partners to raise awareness around this issue.”

Under the Our Roads, Our Responsibility campaign, FMCSA suggests the following tips while sharing the road with CMVs:

- Stay out of the “no zones” or blind spots around the front, back and sides of the vehicle.
- Pass safely and make sure you can see the driver in the mirror before passing.
- Don’t cut it close while merging in front of a CMV.
- Anticipate wide turns and consider larger vehicles may require extra turning room.
- Stay focused on the road around you and avoid distraction.
- Be patient driving around large trucks and buses.

Visit www.ShareTheRoadSafely.gov for additional information, including safety tips, statistics, infographics and more. ■



News and Necessary Actions Related to the Bus Leasing and Interchange Rule

By **Peter Chandler**, *Lead Transportation Specialist, Commercial Passenger Carrier Safety Division, Office of Enforcement and Compliance, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

The Federal Motor Carrier Safety Administration's (FMCSA) Lease and Interchange of Vehicles; Motor Carriers of Passengers Final Rule, which is commonly known as the bus leasing and interchange rule, was published on May 27, 2015. The final rule created new regulations, including marking requirements for leased and interchanged passenger-carrying commercial motor vehicles, and moved the location of the marking regulations for drive-away services and intermodal equipment.

As a result of these changes, some vehicle marking violations have been erroneously cited in ASPEN.

For example, intermodal equipment marking violations have been incorrectly cited for section 390.21(g) when the related regulations were moved to section 390.21(h). The ASPEN software has been updated to fix the vehicle marking violations.

As always, please ensure your ASPEN software is up to date to ensure the accuracy of the data in the system. In addition, FMCSA is correcting previously uploaded erroneous violations, so there is no need to correct and re-upload any inspections.

We also want to take this opportunity to bring you up to date on the status of the rulemaking. In the summer of 2015, the agency received 37 petitions for reconsideration of the final rule. In October 2015, we met with some petitioners to gain additional clarity about their concerns.

Based on the information from the petitioners, FMCSA extended the compliance date of the bus leasing and interchange rule to Jan. 1, 2018, providing additional time for both FMCSA and the industry to consider the impact of the rule.

On Aug. 31, 2016, FMCSA announced its intent to issue a rulemaking concerning revisions to the May 27, 2015, final rule in the "Federal Register." ■

Using Violation-Free Federal or State Roadside Inspections to Satisfy Annual Inspection Requirements

By **Bill Mahorney**, *Chief, Enforcement Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

On July 22, 2016, the Federal Motor Carrier Safety Administration (FMCSA) published the final rule titled, "Parts and Accessories Necessary for Safe Operation; Inspection, Repair, and Maintenance; General Amendments."

This final rule eliminated the option for a motor carrier to satisfy the annual inspection requirement through a violation-free roadside inspection. Therefore, a violation-free roadside inspection performed after July 22, 2016, may not be used to satisfy the annual inspection requirements of 49 CFR § 396.17.

This amendment eliminates any uncertainties and makes clear that a roadside inspection is not equivalent to the periodic/annual inspection required by 49 CFR § 396.17.

During vehicle inspections, investigations or safety audits, enforcement may allow a motor carrier to use a violation-free federal or state roadside inspection report only if it was performed within the previous 12 months and is dated prior to July 22, 2016, to meet the periodic inspection requirements of 49 CFR § 396.17.

The violation-free inspection, however, must meet the minimum standards contained in Appendix G to the Federal Motor Carrier Safety Regulations (FMCSRs), as was required before this change.

As always, during roadside inspections, documentation of the periodic inspection must be maintained on the vehicle in accordance with 49 CFR § 396.17(c) and verified by inspectors.

The violation citation for failing to have evidence of the periodic inspection on the vehicle continues to be:

- 49 CFR § 396.17(c) – Operating a CMV without proof of annual periodic inspection

The full details of this requirement can be found in the July 22, 2016, "Federal Register" announcement at <https://www.fmcsa.dot.gov/regulations/rulemaking/2016-1736>.

If you have questions concerning this information, contact Bill Mahorney at 202-493-0001 or bill.mahorney@dot.gov. ■

FMCSA's Consumer Protection Standards Review for New Household Goods Movers

By **Lawrence Hawthorne III**, *Transportation Specialist, Commercial Enforcement and Investigations Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*



The review will assist in reducing the number of consumer complaints filed against new household goods movers.

The Federal Motor Carrier Safety Administration (FMCSA) announces the institution of a new policy and procedure for new entrant household goods movers brought about by the Moving Ahead for Progress in the 21st Century Act (MAP-21), called the Consumer Protection Standards Review (CPSR).

The CPSR has been incorporated with the current new entrant safety audit process and will be conducted within 12 months after a household goods (HHG) mover acquires its operating authority. This safety audit is to examine the HHG mover's basic management

controls and must be completed on-site at the HHG mover's principal place of business.

The major goal of this CPSR will be to:

- Determine if the new entrant is fit, willing and able to comply with FMCSA's commercial and safety regulations
- Detect if the new entrant engages in deceptive business practices
- Ensure the new entrant is not reincarnated
- Educate the new entrant with the applicable consumer protection statutes and regulations

The review should also assist in reducing the number of consumer complaints filed against new household goods movers. This process will educate HHG movers on the regulations and statutes related to interstate moving as well as alert them on the consequences should they operate in violation of the regulations.

If you need more information or have any questions regarding this policy, contact Transportation Specialist Lawrence Hawthorne at 609-613-2112 or Lawrence.Hawthorne@dot.gov. ■

Online Activity Center for Enforcement System Helps Enforcement Community Work Faster and Smarter

By **Dave Yessen**, *Transportation Specialist, Compliance Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation*

“The new ACE system has improved our state’s ability to review carriers’ interaction history with all commercial motor vehicle safety entities in the U.S. This helps our organization determine how best to utilize limited investigation staff resources. This one-stop shop has saved SIs investigating carriers and has also improved the carrier assignment process.”

– Jeff Steeger, MCSAP Manager,
Montana Department of Transportation

“ACE allows me to quickly view carrier registration information, operating authority status, safety measurement system data and roadside inspection reports without having to toggle between different systems. The designers of the ACE system clearly had the best interests of DOT enforcement personnel in mind when building the program.”

– Matthew J. Kiefer, Transportation
Enforcement Investigations Supervisor,
Missouri Department of Transportation

In January 2016, the Federal Motor Carrier Safety Administration (FMCSA) launched its risk-based prioritization approach to more effectively prioritize motor carriers based on crash risk.

As part of this effort, FMCSA created the Activity Center for Enforcement (ACE), a web-based tool to house the data analysis and information. This is a one-stop shop that serves to help the enforcement community implement the new prioritization effectively and do their critical jobs more efficiently.

ACE allows the enforcement community, FMCSA field staff and state partners to manage carrier prioritization, view and make assignments, and get reports regarding high-risk carrier status, national prioritization and carrier alerts. This enhances managers’ abilities to govern the program. ACE houses reports that allow management and staff to better track high-risk carrier investigations and outcomes and make assignments across geographical boundaries, when appropriate.

For example, ACE provides the ability to search for all carriers in a particular state and not just those on the prioritization list to dynamically manage assignments.

Since its introduction, ACE has grown exponentially to automate and display processes previously available in different FMCSA data systems, such as Query Central, Licensing and Insurance, the National Consumer Complaint Database, the Safety Measurement System and others. ACE also provides managers with critical information about carriers that are out of service but show evidence of activity.

Quarterly, FMCSA is planning for additional enhancements to ACE. One planned for 2017 is to introduce a “download all” button to enable safety investigators to get all of the Query Central inspection reports without having to download them individually.

ACE was designed as a prototype, allowing for continuous improvement to incorporate feedback received from its various users. To date, response to the prototype has been overwhelmingly positive and constructive.

To find out more about ACE and access other educational materials:

1. Log into the Portal.
2. Select CSA Outreach.
3. Select “Resources” from the top menu on the ACE homepage.
4. Select “CSA Updates” from the drop-down, and you will see a list of resources related to the new prioritization approach and ACE reports.

Visit https://csa.fmcsa.dot.gov/CSA_feedback.aspx?defaulttag=ACE to use the ACE feedback feature and tell us how the new risk-based prioritization approach and prototype system are working – including what you would like to see added, changed or clarified.

Thank you for your commitment to improving safety on our nation’s roadways. FMCSA looks forward to your continued input and engagement as we work together in carrying out our important safety mission. ■





CVSA HAS RECORD HIGH ATTENDANCE AT ITS 2016 ANNUAL CONFERENCE AND EXHIBITION



More than 650 government officials, enforcement and industry members attended this year's annual conference.



The 2016 annual conference was held in Arkansas, the home state of 2015-2016 CVSA President Maj. Jay Thompson.

On Sept. 18-22, 2016, CVSA held its 2016 Annual Conference and Exhibition in Little Rock, Arkansas, home state of 2015-2016 CVSA President Maj. Jay Thompson of the Arkansas Highway Police.

More than 650 government officials, enforcement and industry members attended the conference in support of the Alliance's mission to improve uniformity in commercial motor vehicle safety and enforcement throughout North America. This year's annual conference was a record-breaking event for CVSA with a record high number of attendees, sponsors and exhibitors. There were 660 people registered for the annual conference, 38 sponsors and 40 exhibitors.

The general session, which kicked off the annual conference, included regulatory updates from the Canadian Council of Motor Transport Administrators/Compliance and Regulatory Affairs (CCMTA/CRA), the Secretaria de Comunicaciones y Transportes (SCT) of Mexico, and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). In addition, award winners were acknowledged for the North

American Inspectors Championship (NAIC), CVSA's college scholarships, the International Driver Excellence Award (IDEA), FMCSA's Motor Carrier Safety Assistance Program (MCSAP) and the National Training Center's (NTC) Roadside Instructor of the Year.



CVSA presented its second annual International Driver Excellence Award (IDEA) winner, Bob Wyatt of Schneider, with his award at the annual conference general session.

International Driver Excellence Award winner Bob Wyatt of Schneider received a standing ovation from the nearly 600 people in attendance at the general session. He delivered touching remarks thanking Schneider, law enforcement, CVSA and most importantly, his wife, for her years of support; acknowledging that the loved one who cares for the homestead while the commercial driver is on the road for days or weeks at a time works just as hard and is just as deserving of praise as

the professional driver.

In addition, Maj. Jay Thompson, as one of his last duties as CVSA president, presented the coveted CVSA President's Award to FMCSA Associate Administrator for Enforcement and Program Delivery Bill Quade and to Lt. Col. Mark Savage of the Colorado State Patrol, who just completed serving the final year of his past-presidency.

Continued on next page

Continued from page 11



Maj. Jay Thompson presented the CVSA President's Award to 2012-2013 CVSA President Lt. Col. Mark Savage of the Colorado State Patrol, who just completed serving the final year of his past-presidency.



Maj. Jay Thompson also presented the CVSA President's Award to FMCSA Associate Administrator for Enforcement and Program Delivery Bill Quade.

The State of the Alliance

The general session also included a presentation on the State of the Alliance by CVSA Executive Director Collin Mooney. He provided background on the development, approval, distribution and implementation of the Alliance's new strategic plan, as well as the goals and objectives.

During the State of the Alliance, Mooney noted that another key step in the implementation of the strategic plan is to ensure the financial resources and budget are aligned with the Alliance's renewed goals and objectives. As a result, a CVSA staffing review was conducted to ensure staff resources are correctly aligned. This included the immediate hiring of two additional employees – a director of Cooperative Hazardous Materials Enforcement Development (COHMED) program and a director of roadside enforcement and inspection program development.

Mooney also stated that it was determined that it would be in the best interest of the organization to operate all existing programs and activities of CVSA under a corporate form, instead of remaining an unincorporated association. Consequently, the Commercial Vehicle Safety Alliance was established as a nonprofit corporation and all of CVSA's assets and liabilities were transferred from the unincorporated association to the corporation on Oct. 1, 2016, and the unincorporated association named the Commercial Vehicle Safety Alliance has been dissolved. Moving forward, the Commercial Vehicle Safety Alliance as a nonprofit corporation will continue to remain a 501(c)(3) nonprofit organization. You can read more about this in the Executive Director's Message on pages 2-3.

Aligning Committees with the New Strategic Plan

Two brand-new committees met for the first time at this year's annual conference – the Enforcement and Industry Modernization Committee, and the Policy and Regulatory Affairs Committee. The Enforcement and Industry Modernization Committee will identify technological advancements that can be leveraged to improve commercial motor vehicle safety by enhancing the performance, quality and uniformity of commercial motor vehicle inspections and transforming enforcement-related activities. The Policy and Regulatory Affairs Committee will develop the Alliance's policy positions and implementation strategies for the agency/department leaders responsible for the coordination and oversight of commercial motor vehicle safety and enforcement programs. The committee will also

serve as a forum for international regulatory harmonization discussions.

Each CVSA committee was tasked with reviewing, evaluating and, if necessary, revising the committee's purpose statements and objectives during the annual conference to ensure they meet the new strategic goals and objectives.

All committee meetings are open to all members. CVSA members are invited to participate in and attend any of our committee meetings at our conferences. If you're unable to attend committee meetings in person, all agendas, minutes and important documents for each committee are available to its members. We also offer a number of conference calls throughout the year to discuss important issues and keep committee members up to date on committee progress.

To view the full list of CVSA committees and to join a committee, check out the "Committees" section on our website, www.cvsa.org.

Information Session on ELD Implementation

Also at this year's conference, there was an information session on electronic logging devices (ELDs) implementation. Carriers and drivers subject to Federal Motor Carrier Safety Regulations (FMCSRs) who are using paper logs or logging software must transition to ELDs by Dec. 17, 2017. Carriers and drivers using automatic onboard recording devices before Dec. 18, 2017, may continue to do so through Dec. 16, 2019. With the deadlines fast approaching, we thought it was timely and appropriate to proactively provide an ELD update to our membership and other stakeholders.

During the ELD information session, attendees were provided with an inspector training and enforcement update; information on Web Services, eRODS and ELD self-certification; and an overview of Canadian ELD implementation. The information session included an opportunity for questions from the audience and open discussion between audience members and the panelists.

The ELD Implementation Update information session had four Q&A periods – one after each speaker's presentation – to provide the opportunity for members of the audience to ask questions and receive answers directly from representatives from government agencies representing the United States and Canada. CVSA Executive Director Collin Mooney served as moderator and facilitated the questions from





Mark Your Calendar

The 2017 CVSA Annual Conference and Exhibition will take place on Sept. 17-21, 2017, in Whitehorse, Yukon, Canada.

the audience, which were received either verbally or via text. FMCSA Associate Administrator for Enforcement and Program Delivery Bill Quade provided an update on inspector training and enforcement policy. LaTonya Mimms, transportation specialist with FMCSA, gave an update on Web Services, eRODs and ELD Self-Certification and provided the answers to FMCSA's frequently asked questions regarding ELD implementation. And Reg Wightman, director of Commercial Vehicle Safety Permits with Manitoba Infrastructure and the current chair of the Compliance and Regulatory Affairs Committee with the CCMTA, provided an update on Canadian ELD progress.

There were questions from motor carriers, vendors and roadside enforcement officers. Questions were generally focused on the transition to compliance, the ELD self-certification process and potential "gray areas" that could be troublesome in the field.

CVSA Transitions to New Leadership for 2016-2017

On Sept. 21, 2016, at the annual conference, CVSA transitioned to its new leadership team for the 2016-2017 term. Julius Debuschewitz of Yukon Highways and Public Works is the new president of the Alliance. Capt. Christopher Turner of the Kansas Highway Patrol is CVSA's vice president. Capt. Scott Carnegie of the Mississippi Highway Patrol was elected by the membership to the position of secretary. Maj. Jay Thompson of the Arkansas Highway Police is now the Alliance's immediate past-president.

CVSA President Julius Debuschewitz is manager of National Safety Code, Transport Services, Highways and Public Works, Government of Yukon, Canada. Debuschewitz has been in the transportation field for 38 years and has worked in commercial vehicle compliance for the Transport Services Branch of Yukon Highways and Public Works for the past 22 years. He is a CVSA North American Standard Level I Part A and B instructor and a passenger vehicle (motor coach) instructor and serves on the Canadian Education Quality Assurance Team (EQAT), of which he is a founding member. Debuschewitz was also the vice chair of CVSA's North American Inspectors Championship (NAIC).

CVSA Vice President Capt. Christopher Turner has served in law enforcement for 19 years and manages the Kansas Highway Patrol's Motor Carrier Safety Assistance Program (MCSAP), motor carrier inspectors fixed/mobile weight enforcement, reconstruction teams and the breath alcohol/drug recognition programs for Kansas. Capt. Turner has served as vice chair

of CVSA's Program Initiatives Committee and vice chair of the Adjudicated Citations Ad Hoc Committee. Capt. Turner has moderated several technology forums for CVSA, such as the forum on connected vehicles, and served as a region member of the American Association of Motor Vehicle Administrators' (AAMVA) Law Enforcement Standing Committee and the FMCSA Performance Standards, Measurements and Benchmarks Working Group.

CVSA Secretary Capt. Scott Carnegie has been with the Mississippi Highway Patrol for 23 years and is currently the director of the Motor Carrier Division. He leads multiple aspects of Mississippi's commercial vehicle enforcement and operations programs which include: commercial driver's license, information technology, compliance investigations, safety audits, outreach and enforcement operations. Capt. Carnegie also served as the CVSA Region II vice president on the CVSA Executive Committee. He served on a CVSA ad hoc committee on training-related issues and actively participated in strategic planning for the future of the Alliance.

Other Leadership Changes

Ross Batson with the Arkansas Highway Police is the new Region II president, with Lt. Allen England of the Tennessee Highway Patrol serving as the Region II vice president. Richard Roberts of the British Columbia Ministry of Transportation and Infrastructure will serve as Region V vice president. Ofc. Wes Bement of the Grand Prairie Texas Police Department was re-elected as the president and Ofc. Jason Belz of the Arlington Police Department in Texas was elected vice president for local members. Jason Wing of Walmart Transportation Inc. was re-elected as president of the associate members and Dave Schofield of Oldcastle Materials was selected as vice president.

The new Size and Weight Committee chair is F/Sgt. Kenneth Snead with the North Carolina State Highway Patrol and the Vehicle Committee will be chaired by Tpr. John Sova with the North Dakota Highway Patrol. The Enforcement and Industry Modernization Committee will be chaired by Maj. Derek Barrs of the Florida Highway Patrol. The chair of the Policy and Regulatory Affairs Committee is Alan Martin with the Public Utilities Commission of Ohio. ■



Capt. Scott Carnegie of the Mississippi Highway Patrol was elected by the membership to the position of secretary.



From left to right: The 2016-2017 CVSA executive leadership consists of CVSA Secretary Capt. Scott Carnegie, CVSA Vice President Capt. Christopher Turner and CVSA President Julius Debuschewitz.



INTERNATIONAL ROADCHECK 2016

CVSA Releases 2016 International Roadcheck Results

Commercial motor vehicle inspectors throughout North America conducted driver and vehicle safety inspections on large trucks and buses during CVSA's 29th annual International Roadcheck, June 7-9, 2016.

International Roadcheck is a three-day event when CVSA-certified inspectors conduct compliance, enforcement and educational initiatives targeted at various elements of motor carrier, vehicle and driver safety. International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with around 15 trucks or buses inspected, on average, every minute across North America during a 72-hour period.

A total of 62,796 inspections were conducted during this year's International Roadcheck enforcement campaign, of which 42,236 were

Level I Inspections, the most comprehensive vehicle inspection level. Of Level I Inspections, 21.5 percent of vehicles and 3.4 percent of drivers were placed out of service due to critical item violations. Of vehicles placed out of service, brake-adjustment and brake-system violations combined to represent 45.7 percent of out-of-service vehicle violations. The top driver out-of-service violations were for hours of service and false logs, representing 46.8 percent and 16.4 percent, respectively, of all out-of-service driver violations.

Each year, International Roadcheck places special emphasis on a category of violations. The focus for 2016 International Roadcheck was tire safety. This year, tire/wheel violations accounted for 18.5 percent of the total percentage of out-of-service violations. In the U.S., tire violations represented 13.7 percent of out-of-service vehicle violations. Checking a

vehicle's tires is always part of roadside inspections; however, this year, CVSA chose to highlight tire safety as a reminder to drivers and carriers of the importance of proper tire use and maintenance. As part of the inspection process, inspectors measured tire tread depth, checked the tire pressure, checked to ensure no solid objects were lodged between dual tires and examined the overall condition of the tire to make sure no deep cuts or bulges were found on tire tread or sidewalls.

"CVSA's annual 72-hour International Roadcheck initiative highlights the commitment of our inspectors who work hard every day to ensure unsafe vehicles and drivers are removed from our roadways," said CVSA Executive Director Collin Mooney. "It's also an opportunity for our inspectors to inspect, acknowledge and document the safe, fit and compliant commercial motor vehicles traveling our

Top OOS Violation Categories	Percentage of OOS Violations		
VEHICLES	2016	2015	2014
Brake Adjustment	18.3%	15.5%	16.7%
Brake System	27.4%	27.5%	29.5%
Cargo Securement	6.1%	15.3%	11.5%
Coupling Devices	0.7%	0.7%	0.9%
Driveline/Driveshaft	1.0%	0.6%	n/a ¹
Exhaust Systems	0.2%	0.3%	0.3%
Frames	1.2%	1.1%	1.3%
Fuel Systems	0.3%	0.5%	0.4%
Lighting Devices	11.7%	12.7%	13.5%
Steering Mechanisms	2.6%	2.0%	2.4%
Suspensions	4.4%	2.1%	5.2%
Tires/Wheels	18.5%	13.9%	13.8%
DRIVERS	2016	2015	2014
Driver's Age	0.0%	0.0%	2.1%
Disqualified Driver	6.2%	7.6%	12.7%
Improper Endorsement	7.7%	n/a ¹	4.3%
Drugs/Alcohol	1.0%	2.1%	1.1%
Hours of Service	46.8%	46.0%	46.5%
False Log Book	16.4%	12.6%	13.7%
HAZARDOUS MATERIALS	2016	2015	2014
Shipping Papers	27.6%	27.5%	21.1%
Placarding	See Note ²	23.9%	20.8%
Bulk Packages	n/a ¹	n/a ¹	6.3%
Transport Vehicle Markings	See Note ²	3.2%	6.6%
Non-bulk Packaging	2.8%	2.3%	11.9%
Loading and Securement	26.3%	27.9%	32.0%

¹ Violation data for these categories were unavailable for year shown. ² Note: Placard violations and marking violations were combined in our 2016 analysis, representing 33.8% of HM OOS violations.

roadways by placing a CVSA decal on the vehicle, indicating that a particular vehicle has passed CVSA's rigorous inspection standards."

Most inspections conducted during International Roadcheck are Level I Inspections. A Level I Inspection is a 37-step procedure that involves an examination of both the driver's record of duty status and the safety of the vehicle. Drivers are required to provide items such as their license, endorsements, medical card and hours-of-service documentation, and are checked for seat belt usage and the possible use of alcohol and/or drugs. The vehicle inspection includes checking items such as the brake systems, cargo securement, coupling devices, exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheel assemblies, windshield wipers, emergency exits, electrical cables and systems

in engine and battery compartments, and loose or temporary seating on buses. Other inspections conducted included Level II walk-around, Level III driver-only and Level V vehicle-only inspections.

"International Roadcheck is an annual reminder of the diligence and dedication of law enforcement officials and commercial motor vehicle safety professionals," said FMCSA Administrator T.F. Scott Darling III. "While their tireless efforts every day greatly increase the level of safety on our roadways, it is critically important that everyone do their part to promote a national culture of roadway safety."

Since its inception in 1988, International Roadcheck inspections have numbered more than 1.5 million. International Roadcheck is sponsored by CVSA, North America's leading commercial motor vehicle safety enforcement

organization, with participation by the Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators and the Secretariat of Communications and Transportation in Mexico.

Visit www.roadcheck.org to learn more about International Roadcheck. ■



Daniel Voelker of the Arizona Department of Public Safety is the 2016 NAIC Grand Champion.



Each NAIC contestant receives training on the latest safety technology, standards and inspection procedures.

Arizona's Daniel Voelker is CVSA's 2016 North American Inspectors Championship Grand Champion

Forty-eight roadside inspectors representing jurisdictions across North America gathered in Indianapolis, Indiana, Aug. 8-12, 2016, to compete in CVSA's 24th annual North American Inspectors Championship (NAIC), the only event dedicated to testing, recognizing and awarding commercial motor vehicle inspector excellence.

Each year, CVSA recognizes the best of the best by inviting the top inspector from each jurisdiction throughout North America to participate in NAIC. In addition to the competitive events, each inspector receives training on the latest safety information, technology, standards and inspection procedures.

All of the inspection categories are timed events and the compilation of scores for these categories result in a Grand Champion. The Jimmy K. Ammons Grand Champion Award is the highest NAIC honor for roadside inspectors.

This year, the Grand Champion Award was awarded to Daniel Voelker of the Arizona

Department of Public Safety for his combined performances in six competition elements:

- North American Standard Level I Inspection
- North American Standard Level I Inspection Procedure
- North American Standard Hazmat/Transportation of Dangerous Goods Inspection
- North American Standard Cargo Tank/Other Bulk Packagings Inspection
- North American Standard Level V Passenger Vehicle (Motorcoach) Inspection
- North American Standard Out-of-Service Criteria Exam

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

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

North American Standard Level I Inspection:

- First Place – Daniel Voelker, Arizona Department of Public Safety
- Second Place – James Hamrick, Arkansas Highway Police
- Third Place – Jeremy Usener, Texas Department of Public Safety

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

- First Place – Benjamin Schropfer, Nebraska State Patrol
- Second Place – Daniel Voelker, Arizona Department of Public Safety
- Third Place – Nicholas Wright, Kansas Highway Patrol



ABOVE: Forty-eight inspectors competed at the 24th annual North American Inspectors Championship in Indianapolis, Indiana. RIGHT: The members of the teams worked together at the Hazmat Olympics.



North American Standard Level V Passenger Vehicle (Motorcoach) Inspection:

- First Place – John Werner, California Highway Patrol
- Second Place – Trevor Todd, British Columbia Ministry of Transportation and Infrastructure
- Third Place – Jeremy Usener, Texas Department of Public Safety

Team Award – Red Team:

- Trevor Todd, British Columbia
- John Werner, California
- Travis Randolph, Colorado
- Nicholas Wright, Kansas
- Daniel Krueger, North Dakota
- Thomas Winton, Oklahoma
- Charles Shaver, Tennessee
- Team Leader: Brent Alspash, Indiana State Police

Also, an award is given to each inspector who scores the most points representing each of the three participating countries: Canada, the United States and Mexico.

The following awards were presented during this year's NAIC:

- High Points: United States – Daniel Voelker, Arizona Department of Public Safety
- High Points: Canada – Trevor Todd, British Columbia Ministry of Transportation and Infrastructure
- High Points: Mexico – Antonio López Nava, Secretaría de Comunicaciones y Transportes (SCT)

"The best inspectors throughout North America aspire to compete at NAIC. Many of the competitors here this week are winners of their jurisdiction's inspectors championship or were selected to compete at NAIC as esteemed representatives from their agency," said CVSA President Maj. Jay Thompson with the Arkansas Highway Police. "However, it's important to note that NAIC is much more than a

competition. It's an opportunity for training, education and professional growth, and it fosters camaraderie and cooperation among inspectors, jurisdictions and countries."

"Roadside inspectors across North America play a vital safety role each and every day," said FMCSA Administrator Scott Darling. "These dedicated men and women each year perform more than 3.5 million truck and bus inspections, which prevent 14,000 crashes, save hundreds of lives and eliminate thousands of needless injuries. FMCSA applauds the vital safety partnership of all CVSA-member inspectors."

Roadside inspectors are highly trained professionals who save lives every day by removing unsafe commercial motor vehicles and drivers off our roads. The work of a commercial motor vehicle inspector is not easy, but it is vital in ensuring public safety on North American roadways. NAIC was created to recognize the hard work and expertise of

Continued on next page

Continued from page 17

inspectors and officers – the backbone of the commercial motor vehicle safety program in North America – and promote uniformity of inspections through training and education.

NAIC is sponsored by CVSA and many of its valued associate members. For the past 24 years, the championship event has been held in partnership with the American Trucking Associations' (ATA) National Truck Driving Championships (NTDC). NAIC has been recognized by the American Society of Association Executives (ASAE) as an event that "Advances America."

Mark your calendar: Next year's NAIC will take place in Orlando, Florida, Aug. 7-11, 2017.

To learn more about NAIC, visit www.cvsa.org/eventpage/events/north-american-inspectors-championship. ■



Thank you to the sponsors, judges and volunteers who helped make 2016 NAIC such a huge success.



Nicholas Wright of the Kansas Highway Patrol was nominated by his peers to be the John Youngblood Award of Excellence winner.



The Red Team was the highest scoring team.



Thank you to the volunteer FedEx drivers for their participation in 2016 NAIC.



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



The North American Standard Level V Passenger Vehicle (Motorcoach) Inspection Award winners.



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



The country High Points Award winners.

Approximately 12 Percent of Vehicles Placed Out of Service with Brake Violations During CVSA's Unannounced Brake Check Day

CVSA held its annual, unannounced Brake Check Day on May 4, 2016, as part of its Operation Airbrake program. CVSA-certified inspectors in 31 participating U.S. states and Canadian provinces and territories checked brakes on 6,128 commercial motor vehicles.

- 12.4 percent of vehicles were placed out of service with brake violations.
- 13.9 percent of vehicles were placed out of service for violations other than brake violations.

Brake-related violations are typically the largest category of out-of-service items (representing 45.7 percent during Operation Airbrake's companion International Roadcheck campaign). Improperly installed or poorly maintained brake systems can reduce the braking capacity and increase stopping distances of trucks and buses, which poses a serious risk to driver and public safety.

Most participating jurisdictions also reported the number of trucks with anti-lock braking systems (ABS) as well as ABS violations observed (out of 5,991 inspections). Our members found that most vehicles were equipped with ABS but some exhibited fault codes (lamp stayed on) or non-functioning ABS lamps. Trailers requiring ABS were twice as likely to exhibit ABS violations as straight trucks or tractors requiring ABS.

- 91.5 percent (4,751) of 5,191 air-braked trucks (including tractors) inspected and 87.2 percent (650) of 745 hydraulic-braked trucks inspected required ABS based on their date of manufacture.
- 85.5 percent (2,847) of 3,329 air-braked trailers inspected required ABS based on their date of manufacture.
- 9.6 percent (456) of 4,751 ABS-required, air-braked trucks and 9.8 percent (64) of

650 ABS-required, hydraulic-braked trucks had ABS violations.

- 19.8 percent (563) of 2,847 trailers requiring ABS exhibited ABS violations.
- A small number of buses and motorcoaches (55) were inspected during this event. All but three were ABS equipped and none had ABS-related violations.
- 6.1 percent (218) of 3,547 trailers inspected were not air braked (electric, surge or other) and therefore not subject to ABS requirements.

Anti-lock braking systems help vehicles remain in control in most cases where there is the possibility of wheel slip when braking. ABS reduces the chance of jackknifing and increases control in braking situations. ABS also provides a platform for stability control systems that help prevent loss of control or rollover crashes. Furthermore, newly available and future safety systems all rely on functional brakes, tires and ABS. Just as foundation brakes must be well maintained and tires must be properly inflated, ABS and safety systems that rely on ABS cannot help keep the vehicle in control, or help to prevent crashes, when they are disconnected or poorly maintained.

Operation Airbrake is a CVSA program dedicated to improving commercial motor vehicle safety through brake-system safety, awareness and compliance throughout North America. The campaign's aim is to help educate drivers and technicians, encourage regulatory compliance and enforce the regulations designed to ensure safe vehicle operation.

To learn more about Operation Airbrake, visit www.operationairbrake.com. ■

Improperly installed or poorly maintained brake systems can reduce the braking capacity and increase stopping distances of trucks and buses, which poses a serious risk to driver and public safety.



CVSA Supports 'Road to Zero' Partnership Aimed at Ending Traffic Fatalities Within the Next 30 Years

On Oct. 5, 2016, CVSA Deputy Executive Director Adrienne Gildea participated in a coalition conference aimed at identifying countermeasures and behavior-change strategies to meet the nationwide goal of zero traffic fatalities.

The U.S. Department of Transportation's National Highway Traffic Safety Administration, Federal Highway Administration and Federal Motor Carrier Safety Administration joined forces with the National Safety Council (NSC) to launch the Road to Zero Coalition with the goal of ending fatalities on the nation's roads within the next 30 years. The Department of Transportation and NSC have both committed \$1 million a year for the next three years to provide grants to organizations working on lifesaving programs.

Gildea represented the Alliance during a panel presentation and discussion at the day-long conference titled "Using What We Know: Urgency for Focus and Coordination." Gildea had this to say during her remarks: "Our mission is to reduce crashes related to commercial motor vehicles by taking dangerous vehicles and drivers off the roadways and making sure only safe companies are allowed to operate." The Road to Zero Coalition's goal to not only reduce the number of fatalities but eliminate them altogether is in line with CVSA's goal of having the safest commercial motor vehicles driven by the safest professional drivers on our roadways.

"Our vision is simple – zero fatalities on our roads," said U.S. Transportation Secretary Anthony Foxx. "We know that setting the bar for safety to the highest possible standard requires commitment from everyone to think differently about safety – from drivers to industry, safety organizations and government at all levels."

The year 2015 marked the largest increase in traffic deaths since 1966 and preliminary estimates for the first half of 2016 show an uptick in fatalities – an increase of about 10.4 percent as compared to the number of fatalities in the first half of 2015.

The Road to Zero Coalition will initially focus on promoting proven lifesaving strategies, such as improving seat belt use, installing rumble strips, truck safety, behavior-change campaigns and data-driven enforcement. Additionally, the coalition will then lead the development of a new scenario-based vision on how to achieve zero traffic deaths based on evidence-based strategies and a systemic approach to eliminating risks.

"As the organization representing the approximately 13,000 local, state, provincial, territorial and federal inspectors who conduct safety inspections on large trucks and buses, the Commercial Vehicle Safety Alliance is proud to support this initiative," said Gildea. "Working together with this coalition of esteemed agencies and organizations committed to the goal of zero traffic fatalities, we, at CVSA, believe that this lofty and optimistic goal is absolutely attainable and we will do everything we can to achieve that goal."

The Road to Zero Coalition will work to accelerate the achievement of its vision through concurrent efforts that focus on overall system design, addressing infrastructure design, vehicle technology, enforcement and behavior safety. An important principle of the effort will be to find ways to ensure that inevitable human mistakes do not result in fatalities.

The "zero deaths" idea was first adopted in Sweden in 1997 as "Vision Zero" and since then has evolved across the country and across the world. A growing number of states and cities have adopted "Zero" fatality visions. ■

PHMSA Awards Community Safety Grant to CVSA

The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) awarded \$563,125 to CVSA as part of its new Community Safety Grant Program to improve the nation's response to hazardous materials transportation incidents.

The new grant program provides funding to conduct national outreach and training programs to assist communities to enforce hazardous materials regulations, and prepare for and respond to incidents involving the transportation of hazardous materials.

PHMSA conducted a review of the training needs of the nation's state and local personnel responsible for dealing with hazardous materials transportation related events and identified a gap in training for personnel responsible for enforcement. This grant award will focus specifically on the training of state and local personnel responsible for enforcing the transportation of hazardous materials.

PHMSA's grant programs continue to provide states and communities with the resources necessary to identify and fulfill hazardous materials training needs for personnel responsible for dealing with hazardous materials transportation activities.

For more information about PHMSA's grants for hazardous materials safety, visit www.phmsa.dot.gov/hazmat/grants-program. ■

Connecticut Trains Its Officers on Heavy Vehicle Inspections and Improves Data Collection

By Kevin R. Slater, Crash Data Liaison, Transportation Safety Research Center, University of Connecticut

In 2015, Connecticut updated a 20-year-old crash reporting system and moved to a fully electronic system that captures and transmits data directly to the Connecticut Department of Transportation (CTDOT). In doing so, Connecticut vastly improved the amount, timeliness and accuracy of the forms received. Most areas of crash data reporting began to improve; however, heavy- and large-vehicle information was not being captured and transmitted efficiently. Eventually, Connecticut was listed as “poor” and considered a “red” state, meaning the state rating was below the Federal Motor Carrier Safety Administration’s (FMCSA) acceptable level.

Part of the problem was the fact that the police officers collecting the information had not received detailed training involving heavy-vehicle crashes. In fact, most officers who have not been trained are somewhat intimidated by larger vehicles and are not aware of the information that must be obtained. This, along with the collection of more crashes, provided insight to data issues. The correct information was not being captured and all of the data was still getting pushed to the other safety partners for upload purposes to FMCSA, resulting in deficient information and, ultimately, the ratings declined.

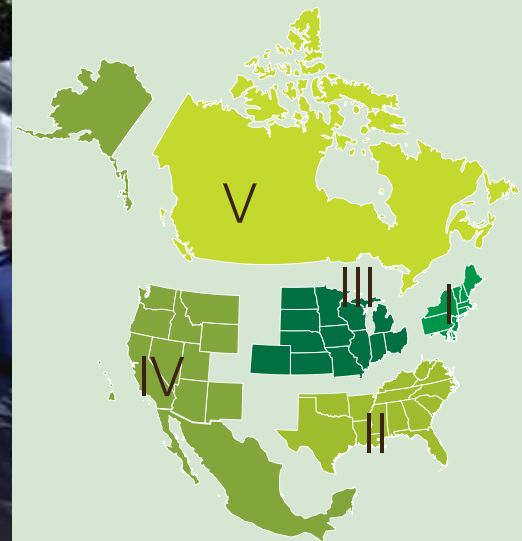
The University of Connecticut’s Transportation Safety Research Center (CTSRC), collaborating with the CTDOT and FMCSA, was able to obtain a grant to improve police officer training in the area of data collection and familiarity with heavy vehicles. The grant was awarded in the fall of 2015 and work started

immediately to develop a training course to be ready for the spring of 2016. We reviewed the current trends and discussed options to improve our state’s situation. David Hetzel of the National Institute for Safety Research Inc. (NISR), who has a great amount of experience assisting other states with their deficiencies, assisted in the development of the training program. The goal of the program was to improve officers’ knowledge and ability to document the correct information.

We also worked with the Connecticut Department of Motor Vehicles (DMV) Commercial Safety Division, which is the MCSAP coordinating agency in Connecticut, to ensure the correct information is captured and sent from the CTDOT after police reports are transmitted to that agency. John Horner from Connecticut DMV and Mike Gracer, who manages the information technology for the CTDOT crash section, also refined the data that was getting to the DMV and ensured that it was processed quickly at the CTDOT, which started to improve the timeliness of the crash data for FMCSA.

As a retired police officer and certified commercial motor vehicle inspector, and with my collision reconstruction experience, I joined the CTSRC as a crash data liaison. I worked with Mr. Hetzel to prepare a training presentation for the officers. Excessive technical information was removed from the training presentation, ensuring the correct elements were highlighted and properly

Continued on next page



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

Continued from page 21

taught. Once the training presentation was finalized, it was presented to state and local police trainers.

UConn staff also received a shipment of visor cards printed by FMCSA. Each card contained specific guidelines to assist officers in several areas, such as qualifying crashes, obtaining carrier information for the vehicle, hazardous materials and vehicle specifications. The guidelines help direct officers when they investigate a crash. These cards were used throughout the training and each officer attending was issued a full set of visor cards. The cards were also given to the agencies to distribute to officers who did not attend the training.

Training started in April, as soon as the weather could accommodate being outside, as there was a hands-on portion of the presentation. After three hours of classroom instruction, officers were able to interact with a heavy vehicle and its driver. The Connecticut DMV Commercial Safety Division's Lt. Donald

Bridge was instrumental in assisting us in locating a demonstration vehicle utilized at all of the training sessions, as well as a commercial motor vehicle inspector to assist UConn staff with the hands-on portion of the class.

The classroom consisted of a three-part PowerPoint presentation, which focused on topics such as identifying a qualifying commercial motor vehicle crash according to FMCSA and how a city- or state-owned large vehicle is classified. The Connecticut Crash Form was used as the basis for most of the training, so the officers were learning how to properly classify the vehicles and ensure the information was documented accurately.

The officers then interacted with a vehicle and a driver from whom they could ask questions and collect information while being advised of the things that they should look for and where certain information is usually stored within the cab of the vehicle. The officers were able to interact with the driver in a controlled

environment, leading to better communication and removing some fears associated with this type of interaction.

Training continued throughout the spring and summer. Recent trends have shown that Connecticut has improved back to the "good" category (green rating), with the lowest rating being crash timeliness. However, this metric is a rolling average of the last 12 months and takes time to correct. Connecticut is currently trending upward at 68 percent.

The officers seemed to respond to the training and came away with information that is important in compiling their reports. The improvement in the rating was due to the hard work of the officers in the field and the collaboration of all of the safety partners involved which included FMCSA, CTDOT, Connecticut DMV Commercial Safety Division, UConn and private industry, which provided the trucks and drivers for the training. ■



REGION I

Maryland Department of State Police Conducts Enforcement and Inspection Initiatives in October

By **Maj. N.W. Dofflemyer**, *Special Operations Command, Maryland Department of State Police*

On Oct. 11-13, 2016, the West Friendship Weigh and Inspection Facility's personnel conducted a commercial motor vehicle (CMV) enforcement and inspection initiative on and around Maryland Route 140 in Carroll County.

The initiative deployed roving crews based on citizen complaints about unsafe truck operations and the facility's ongoing analysis of serious CMV traffic safety violations. Troopers and cadets conducted CMV inspections while aggressively enforcing all criminal and vehicle laws. The Route 140 initiative results were:

Maryland Route 140 (Carroll County) Initiative

CMV Inspections	75
Vehicle and Driver Out-Of-Service Rate.....	29 (39%)
Safety Repair (SERO)	10
Total Warnings.....	74
Total CMV Citations	64
Total Non-CMV Citations.....	4

On Oct. 10-15, 2016, the Upper Marlboro, Park and Ride, and Hyattstown facilities conducted an "Inside the Beltway Sweep Initiative" of CMV inspections and enforcement inside the Capital Beltway (Interstate 495) in Prince George's County.

The initiative was based on increased citizen complainants about unsafe CMV operations and on data from previous CMV violations inside the Beltway. The Commercial Vehicle Enforcement Division personnel were augmented by certified CMV inspectors from the Prince George's County and Greenbelt police departments. The initiative's daily operations focused on specific areas between the Capital Beltway and the Washington, D.C., line. The enforcement teams worked from northern Prince George's County to the southern end of the county. The results were as follows:

Inside the Beltway Sweep Initiative Statistics

Total Inspections	320
Level I Inspections	36
Level II Inspections	284
Total Out-of-Service Vehicles	115 (36%)
Total Out-of-Service Drivers	24 (8%)
Overweights	8 (Off Loads 7)
SERO	94
Warrant Arrest	2
Total Citations	238
Total Warnings	289 ■



CALL FOR GUARDIAN SUBMISSIONS

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

Deadlines for Article Submissions:

Q2 2017 — March 7, 2017

Q3 2017 — June 6, 2017

Q4 2017 — Sept. 5, 2017

Questions?

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

Florida Highway Patrol's Inspection and Educational Initiatives

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

Multi-State, Multi-Highway, High-Visibility Patrols

Maryland, Virginia, North Carolina, South Carolina, Georgia and Florida teamed up to provide high-visibility patrol and education along the I-95, I-75, I-26 and I-10 corridors during the three-day period of June 28-30, 2016.

The combined efforts of these states resulted in 4,890 commercial motor vehicle inspections, resulting in 713 vehicles and 371 drivers being placed out of service. During the wave, three commercial motor vehicle drivers were arrested for driving under the influence (DUI), with

another 263 citations issued to commercial motor vehicle drivers for moving infractions.

Additionally, one driver of a passenger vehicle was arrested for DUI, with another 331 citations issued to drivers of passenger vehicles for moving infractions.

Although the event was successful in limiting commercial motor vehicle traffic crashes to a reported 24, there was one commercial motor vehicle fatality. Our goal during these high-visibility enforcement and educational waves is to prevent crashes and the resulting fatalities and injuries.

CMV Driver Traffic Enforcement Violations	Warnings	Citations
Driving Under the Influence of Drugs or Alcohol	1	3
Reckless Driving	2	1
Inattentive and/or Careless Driving	4	0
Unlawful Speed	209	96
Following Too Close	11	6
Improper Lane Change, Turn or Passing	16	16
Violation of the Move Over Act	1	1
Distracted Driving – Texting, Mobile Phone, etc.	34	35
Failing to Use a Safety Belt/Child Restraint	62	188
Violation of Railroad Grade Crossing Laws	0	1
Other Moving Infractions	414	243
Other Non-Moving Infractions	2,924	569
Violation of Vehicle/Cargo Size Laws (Dimensions)	146	73
Violation of Vehicle Weight Laws	14	202
TOTAL	3,838	1,434

Non-CMV Driver Traffic Enforcement Violations	Warnings	Citations
Driving Under the Influence of Drugs or Alcohol	0	2
Reckless Driving	0	12
Inattentive and/or Careless Driving	0	9
Unlawful Speed	101	205
Following Too Close	3	0
Improper Lane Change, Turn or Passing	7	6
Violation of the Move Over Act	3	13
Distracted Driving – Texting, Mobile Phone, etc.	11	7
Failing to Use a Safety Belt/Child Restraint	7	24
Violation of Railroad Grade Crossing Laws	0	0
Other Moving Infractions	40	86
Other Non-Moving Infractions	206	112
TOTAL	378	476

Educating Our Youth on Personal Safety

The Florida Highway Patrol recognizes the need to educate our public and particularly our youth on safety and security. On April 7, 2016, M/Sgt. Tim May read a book and discussed personal safety with a class of first graders in Lee County, Florida.

Educating Motor Carriers on Responsibility and Best Practices

In 2015, the Florida Highway Patrol recognized the need to educate motor carriers that typically don't request outreach from enforcement. Subsequently, the Florida Highway Patrol organized a plan to provide education to motor carriers throughout the state on a quarterly basis. The picture from our June 28, 2016, Quarterly Outreach in Fort Myers, Florida, depicts a group of multiple motor carrier representatives who attended the outreach to educate themselves on motor carrier responsibilities and operational best practices. ■



REGION II

Florida Highway Patrol Holds Sugarcane Hauler Seminars

By Tpr. Kelie Cichoski, Bureau of Commercial Vehicle Enforcement, Florida Highway Patrol

On March 17, 2015, a triple fatality crash involving a sugarcane hauler towing a trailer occurred on U.S. 27 in South Bay/western Palm Beach County. The crash was caused by a mud-clogged fifth wheel on the carrier's truck tractor.

A compliance investigation was conducted on the carrier and it was discovered that the motor carrier had no idea of his responsibilities as a motor carrier and thought he was exempt from regulations because he hauls agriculture. Through the tragedy of the crash, it became clear that there was a need to educate the carriers utilizing the Florida agriculture exemptions.

Florida's agriculture exemptions can be confusing. Since Florida law exempts motor carriers that haul agriculture exclusively from first point of harvest to first point of processing or from first point of harvest to first point of market from having to obtain a USDOT number, many of these carriers never get exposed to the Florida Highway Patrol's website or seminars, or FMCSA regulations.

Through perseverance and dedication, the Florida Highway Patrol was able to put on a special seminar for independent intrastate sugarcane haulers. Florida Highway Patrol was able to combine portions of a previously translated (in the Cuban dialect) New Entrant Seminar with the English version to create a half English and half Spanish/Cuban version of the new Florida Intrastate Agriculture Motor Carrier Seminar.

On Sept. 21, 2016, Tpr. Kelie Cichoski, Tpr. Carlos Gonzales and Tpr. Pelayo Llabre had the privilege of educating 156 drivers from more than 50 independent companies on Florida agriculture exemptions. The carriers were provided with printed handouts of the presentation and email addresses were collected for individuals interested in receiving the list of helpful links shared during safety audits, compliance reviews and new entrant seminars.

This event provided a positive educational opportunity and interaction between the Florida Highway Patrol's Bureau of Commercial Vehicle Enforcement and a group of people who were previously unaware of what we do (aside from weighing trucks) and of their responsibilities as a part of Florida's agriculture community. ■



Troopers Pelayo Llabre, Carlos Gonzales, Kelie Cichoski.



Session one.



Session two.



Session three. Tpr. Llabre.

Kentucky State Police Teaches Teens to Drive Safely Around Large Trucks

The Kentucky State Police (KSP) Commercial Vehicle Enforcement Division is reaching out to students across the Commonwealth with a safe driving campaign called Teens and Trucks. The program was developed by CVSA, under its Operation Safe Driver program, to educate young drivers on how to safely drive around large trucks and buses, with the goal of reducing crashes involving teen drivers and trucks.

KSP Ofr. Steve Douglas was recently in Corbin, Kentucky, teaching the class to high school students.

"The Teens and Trucks program is a great outreach tool for student drivers," said Ofr. Douglas. "Often times, driving courses focus on basic techniques, which is important, but many of these teens never receive instruction about maneuvering around large trucks."

Ofr. Douglas says even though the course is targeted at teens, the concept of the campaign is important for drivers of all ages.

"All drivers need to commit to sharing the road with other drivers – especially large trucks," added Ofr. Douglas. "Some motorists are under the false impression that because a truck driver sits up high they can see more of the road, when in fact, compared with passenger vehicles, trucks have more blind spots."

Blind spots, also called "no zones," are areas around large trucks where the truck driver cannot see a passenger vehicle (see the diagram on the right). These no zone areas are where passenger cars disappear from the view of the truck or bus driver and where a majority of crashes occur.

"As a driver, if you can't see the mirrors on the commercial trucks you are passing or maneuvering around, you can be sure that the truck driver doesn't see you either," noted Ofr. Douglas.

He also emphasizes to the students the importance of leaving plenty of space when passing large trucks or buses.

"Truck drivers work hard to get up to normal highway speeds, sometimes shifting through as many as 15 gears," added Ofr. Douglas. "For this reason, and because trucks take longer to stop due to their size, I encourage the students to provide ample room when passing and not to cut off the truck."

KSP Maj. Shawn Hines serves as director for the commercial vehicle enforcement division and approved the program for implementation by agency personnel.

"Through education and working together, we can continue to reduce truck-involved crashes on Kentucky roadways," said Maj. Hines. "Many of our officers who are teaching this program are parents themselves. They know how important it is for these young drivers to learn about sharing the road with large vehicles."

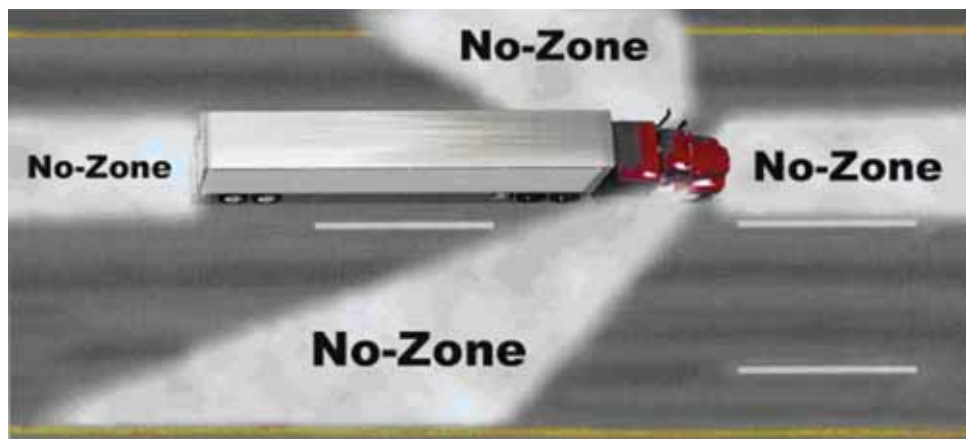
KSP reports that in 2015, a total of 9,932 large trucks were involved in collisions, with 108 of those resulting in a fatality. School and commercial buses accounted for an additional 1,566 crashes during the same time period.

Maj. Hines says that the teen demographic is important when reducing the number of crashes.

"While teenage drivers only account for 6 percent of licensed Kentucky drivers, they were involved in 15 percent of all crashes on our roadways last year," noted Maj. Hines. "We need to be more proactive in educating our teens about safe driving habits and this program is a great resource for them. If we can create good habits early, maybe they will stick with these teens into their adult lives as drivers."

The Federal Motor Carrier Safety Administration provided grant funding to purchase the Teens and Trucks program materials and assisted with compensation for officers teaching the program.

To learn more about the Teens and Trucks program, visit www.operationsafedriver.org. ■



KCC Adds Human Trafficking Awareness Training to Kansas Motor Carrier Safety Program

The Kansas Corporation Commission (KCC) partnered with the Kansas attorney general, Kansas Highway Patrol, Kansas Motor Carriers Association and Truckers Against Trafficking (TAT) to include training in identifying and reporting suspected human trafficking as part of the state's weekly motor carrier safety presentations throughout the state.

The Truckers Against Trafficking training is part of a new focus aimed at reducing an often overlooked, but important, problem by enlisting the help of motor carriers to report suspicious activity they encounter as they travel the nation's highways.

"Human trafficking is a problem worldwide and here in Kansas," said Mike Hoeme, director of the KCC's Transportation Division. "As the agency that regulates motor carriers in the state, we have an opportunity to get the word out and help educate the industry on what to look for and how to help victims of these crimes."

The KCC conducts free, half-day safety seminars throughout the state for thousands of motor carriers annually. The seminars cover all safety regulations, federal new entrant requirements and hazardous materials regulations, among other things.

"We feel we have a responsibility and obligation as public servants to educate before we regulate," said Gary Davenport, deputy director of the KCC's Transportation Department. "The ultimate goal of these safety seminars is to encourage compliance and prevent accidents by motor carriers."

The state of Kansas is unique in that it offers weekly safety seminars free of charge to motor carriers throughout the state. KCC special

investigators conduct the presentations and have a chance to interface with motor carriers and inform them about what is required for them to maintain compliance with motor carrier safety regulations. The seminars also provide an opportunity for motor carriers to learn how they can help combat pressing issues, such as human trafficking.

"By incorporating Truckers Against Trafficking training into our programs, we can increase awareness of these crimes and instruct motor carriers on the steps to take if they see or hear something that might help law enforcement and ultimately save lives," said Hoeme.

The classes are required of all motor carriers applying for KCC authority as well as motor carriers fined as a result of a compliance investigation. The classes are also designed to assist new interstate carriers with the Federal Motor Carrier Safety Administration's new entrant audit.

The KCC has added information about human trafficking to these training seminars, including a video produced by TAT. The video gives truckers signs to look for as they travel, such as a car pulling into a rest stop and letting out multiple girls.

"When we started prepping to teach and educate about Truckers Against Trafficking, I had the same emotional and visceral response that I see in our program attendees... shock, dismay and anger," said Special Investigator Brent Scott.

Viewing and teaching about human trafficking has helped Scott become more aware of the signs of potential trafficking. "It's like when I started looking for a certain car to buy," said Scott. "Before I started researching a specific vehicle, I really didn't see many of them on

the road and then – BAM! They were everywhere. The program opens your eyes and helps focus attention on the issue."

"The entire presentation is a revelation to most folks," said Special Investigator Wade Patterson. "I think the most startling aspects of the presentation are the age of the victims and where they hail from. The fact that many trafficked victims are American is a powerful realization to most. When we think of human trafficking and specifically underaged victims, we think of third-world countries. As much as most Americans believe that human trafficking is a scourge faced in foreign lands, this presentation shatters that fallacy."

Traffickers recruit women and girls through local schools, in shopping malls or even just walking down the street. They often focus on young girls who will be too scared to question their authority.

"The thing that surprises our audiences the most is how young these kids are, that they can be local kids and that these kids are sold to other traffickers in other states," said Special Investigator Penny Fryback.

Oftentimes, the trafficking is shockingly transparent, with a call coming over the radio at a truck stop asking if anyone is interested in young girls.

Motor carriers are encouraged to call the National Human Trafficking Resource Center at 888-373-7888 as soon as they see something suspicious, so that leads can be followed up on immediately.

Motor carriers can learn when the next KCC Safety Seminar in their area will take place by visiting www.kcc.ks.gov/trans/safety_meetings.htm. ■

PBBT Demonstration a Success

CVSA hosted a performance-based brake tester (PBBT) demonstration on Sept. 13, 2016, in Nebraska for enforcement personnel interested in seeing how the systems can be used for roadside enforcement. Despite early morning thunderstorms and cool weather, the PBBT demonstration at the Waverly, Nebraska scale was a success. Members from Colorado, Nebraska, South Dakota and Missouri were able to see the PBBT systems at work and how they can be used for roadside enforcement.

Three FMCSA-qualified PBBT suppliers – Link Engineering, Maha and Vehicle Inspection Systems – conducted the demonstrations. The 19 enforcement personnel attendees attended a classroom presentation with a question-and-answer period for about an hour, then traveled to the Waverly scale for the system demonstrations.

Nebraska State Patrol were gracious hosts throughout the planning and preparation for the demonstration, as well as on-site. CVSA also acknowledges and thanks the Kansas Highway Patrol and Illinois Portable Truck Inspections for bringing PBBT systems.

A performance-based brake tester is a machine that assesses the braking performance of a vehicle. To learn more about PBBTs, visit www.operationairbrake.com and click on “Performance-Based Brake Testers (PBBT)” from the left-hand navigation column. An educational brochure on PBBTs is also available online for download. ■



Michigan's Motor Carrier For-Hire Licensing Goes Digital

By **Inspector Randy L. Coplin**, Commercial Vehicle Enforcement Division, Michigan State Police

The Michigan State Police's Commercial Vehicle Enforcement Division (MSP/CVED) recently completed the digitization of all for-hire authority records and transactions. This launches commercial motor vehicle regulatory and credentialing issuance and management into the 21st century.

The MSP/CVED Intrastate Certificate of Authority Registration (ICAR) System is a web-based information technology platform that is accessible from any computer, regardless of browser, without the need for application-specific software. The new platform substantially enhances the processing of credentials and annual renewals by essentially cutting down on unnecessary delays in the issuance of Certificates of Authority. From the beginning, developers based the concept on an “open technology” that allows for program enhancements or additional capabilities.

The ICAR system will be available to motor carriers 24 hours per day, seven days a week, except for scheduled down time for maintenance, if necessary. ICAR uses the universal Microsoft Windows conventions and data entry methods. This allows function selection by tabbing, keyboard entry or mouse clicks; it's also copy/paste enabled. The ICAR system is intuitive enough that motor carriers and external users can perform transactions without specialized training.

The ICAR system is designed to be completely paperless and allow motor carriers to access their respective accounts anytime using a username and password. The motor carrier can input new vehicle information, request the removal of a vehicle, add a vehicle, view temporary discontinuance of their authority and print a 72-hour temporary permit. The ICAR system will eliminate the need for motor carriers to file several forms to obtain a Certificate of Authority.

Once the motor carrier's electronic information is entered, the account is reviewed by staff, as they would have done if the application was filed on paper. Payment of all fees is conducted through Michigan's Centralized Electronic Payments Authorization System, a web-based payment system that is managed by the Department of Treasury.

For additional information or questions, contact Ikechukwu Nwabueze Ph.D., regulatory and credentialing section, at 517-243-6754. ■

REGION III

REGION III

Wisconsin State Patrol and Michigan State Police Provide Educational Information at Annual Great Lakes Logging and Heavy Equipment Expo

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

In September, the Wisconsin State Patrol and the Michigan State Police teamed up to provide educational information at the 71st Annual Great Lakes Logging and Heavy Equipment Expo in Oshkosh, Wisconsin. The three-day event, which is put on by the Great Lakes Timber Professionals Association, was an opportunity to answer questions and provide inspection demonstrations to drivers and carriers from throughout the Midwest. Both agencies were grateful to have the opportunity to interact with industry representatives. ■



Michigan Motor Carrier Ofc. Jen Stolberg and Wisconsin Inspectors Corey Dahl and Doug Kellner performed demonstrations of the NAS inspection procedures for drivers and carriers at the 2016 Logging Expo.



Michigan Motor Carrier Ofc. Jen Stolberg and Lt. Doug Szczepanski worked with Wisconsin Inspector Troy Larsen to answer questions at an informational booth set up for the 2016 Logging Expo.

Nebraska State Patrol Conducts Surprise Truck Inspections

The Nebraska State Patrol (NSP), with assistance from the Fremont Police Department, conducted surprise commercial motor vehicle inspections in Fremont, Nebraska, in August. The surprise inspections targeted commercial motor vehicles that might not travel outside the city or pass through weigh stations as part of their regular routes.

During the special enforcement effort, the Metropolitan Aggressive and Prevention Selective (MAPS) Team conducted 65 inspections, discovered 151 violations and took 19 vehicles out of service.

Vehicles were placed out of service for a variety of reasons relating to bad brakes or tires, or other problems that pose immediate safety risks. In addition, two drivers were taken out of service for not having a commercial driver's license (CDL). Officers issued a total of \$2,025 in fines.

"The MAPS Team ensures truck operators who rarely leave the city limits are maintaining their vehicles and abiding by safety regulations," said Col. Bradley Rice, NSP superintendent. "While most truck owners and operators share our concern for safety, we know some think they can ignore safety standards as long as they avoid the weigh stations. The MAPS Team extends our reach into cities and towns across the state."

Inspections have also been conducted in Lincoln, Sarpy County, Omaha, Grand Island, Kearney, North Platte and Dawson County this year. Surprise inspections are planned throughout the year in cities and towns across Nebraska.

The MAPS Team is funded largely by the Federal Motor Carrier Safety Administration. Troopers check for compliance with federal safety regulations and enforce laws pertaining to weight, size, registration, dyed fuels and permits associated with commercial motor vehicles. The MAPS Team was implemented in 1998 and consists of troopers from the Nebraska State Patrol Carrier Enforcement Division. On average, 20 to 24 troopers work each MAPS event. ■

Veteran Investigator Takes Action to Prevent Potential Cargo Tank Failure

By MC Lt. Steve Pascoe, Commercial Vehicle Enforcement Division, Michigan State Police

“It was obvious to me the anchor points did not meet federal specifications, because the catwalk was anchored directly to the cargo tank wall.”

– William Clark, Motor Carrier Investigator

Motor Carrier (MC) Investigator William Clark, a 33-year veteran of the Michigan State Police, Commercial Vehicle Enforcement Division, is credited with preventing a potential cargo tank failure.

While conducting a cargo tank facility review and training a new investigator, MC Investigator Clark identified a violation associated with the anchor points for a catwalk assembly on a MC 406 cargo tank. The violation was discovered while the cargo tank was in the shop for maintenance.

MC Investigator Clark stated, “It was obvious to me the anchor points did not meet federal specifications, because the catwalk was anchored directly to the cargo tank wall.”

The catwalk assembly was misidentified as a light-weight appurtenance by the manufacturer. The Pipeline and Hazardous Materials Safety Administration (PHMSA) requires the welding of any appurtenance to the cargo tank wall to be made by attachment of a mounting pad, so that there will be no adverse effect upon the lading retention integrity of the cargo tank.

The anchor point requirement for MC 406 cargo tanks is found in the Federal Hazardous Materials Regulations Section 178.345-3 (f)(2)(3) – specific to the attachment to the cargo tank shell.

MC Investigator Clark took photos and measured the thickness of the catwalk attachment with a micrometer. The measurements verified the catwalk assembly was not a light-weight appurtenance. The documentation and photos of the violation were immediately forwarded to the Federal Motor Carrier Safety Administration

(FMCSA) for further investigation.

After a comprehensive investigation by FMCSA investigators, a report detailing numerous hazardous materials (HM) violations, of which include faulty manufacturing of the tanks and failure to provide proper HM training for employees, was released.

As a result of MC Investigator Clark’s attention to detail and upon conclusion of FMCSA’s investigation, the manufacturer was issued a notice of claim with a potential punitive judgement totaling \$388,500. As part of the settlement agreement between the manufacturer and FMCSA, the manufacturer will conduct a voluntary recall of the affected cargo tanks. ■



Top view of the anchor point.



Bottom view of the anchor point.

REGION IV

Sandia's Driver Safety Games Put Safety Standards into High Gear

By **Elizabeth Carson**, DOT Program Lead, Fleet Services Business Department, Sandia National Laboratories

Our facility consists of approximately 11,000 employees at the New Mexico site. This means that on an average day, some 175 incoming shipments arrive at our central receiving department. This material comes to us from commercial vendors and has to be staged and delivered to the employees who reside on an Air Force installation base.

Management from the logistics organizations sort of stood back and thought, "Do our employees actually know how equipment and supplies arrive to our labs safely, securely and on time?"

Sandia's material handlers are the first people to touch everything that is used around the laboratory.

"These are the unsung heroes of Sandia," said Fleet Services Manager Mark Crawford. "They are the hardworking men and women who are trained to work under extreme conditions and amongst numerous hazards."

Supporting our labs' central safety principles, logistics operations staged a friendly safety skills event on Kirtland Air Force Base as an exercise in safety standards and continuous improvement. Five teams of operators, paired in teams of two, represented our logistics groups at Sandia, including reapplication and transportation/receiving.

"For us, this event is a learning experience and an opportunity to train alongside our comrades in other departments," said Robert Naranjo, a utility truck driver who competed with teammate Ray Ortiz, a commercial motor vehicle driver.

Participants were faced with challenges such as operating forklifts with various bulky loads, maneuvering through a narrow obstacle course both backwards and forwards, and driving a 3-ton stake truck through sharp turns. Along the obstacles, they are expected to operate safely.

Diana Goold, manager of property management and reapplication, says the exercise benefits many logistics professionals at Sandia.

"An event like this is a great opportunity for us," said Goold. "We have evaluators from internal and outside organizations who give us detailed feedback. We compile all the lessons learned from the exercise and then present it to our entire team."

Sandia assessors from safety engineering were joined by guest observers from San Juan Community College, the largest truck driving program in the state, and two officers from the New Mexico Motor Transportation Department.

Sgt. Carlos Perea from the New Mexico State Police assessed the law enforcement side of safety to ensure drivers complied with Department of Transportation regulations. Sgt. Perea said, "What I've noticed about Sandia operators is they are good communicators and they work really well together."

The event was coordinated by Liz Carson, who says our 75 material handlers at Sandia have many things in common: "They are friendly, dedicated and customer-service driven," she said.

Maury Tiehen from San Juan Community College observed the driving skills on the course. Tiehen added, "It's obvious to me that the supervision and leadership at Sandia do a good job, from hiring the right people, to getting them the training they need to do the job safely." ■



Arizona DPS Conducts Safety Inspections of Passenger Buses as Part of National Initiative

The Arizona Department of Public Safety's (AZDPS) Commercial Vehicle Enforcement (CVE) unit took part in a national Passenger Carrier Safety Initiative July 18-30, 2016. Troopers conducted driver and vehicle safety inspections along with comprehensive passenger-carrier investigations and outreach activities.

"Everyone notices when we're out there. Our mere presence prevents driver complacency and that involves everything from fatigue to distracted driving. Driver behaviors have always been a factor in serious injury and fatal crashes involving passenger carriers. If we can check the logbooks and take some careless drivers off the road it will make a huge difference in passenger safety," said Capt. Brian Preston of AZDPS CVE.

Troopers were involved in roving patrols on interstates in northern Arizona looking for equipment and speed violations involving commercial motor vehicles. Passenger-carrier inspections were performed at the Mariposa and Douglas points of entry. Inspections also took place at bus terminals in the Phoenix area.

In addition, CVE troopers took the opportunity to educate various bus companies and their employees about possible equipment violations on their vehicles, federal law as it pertains to driver log books and other regulations as part of an ongoing outreach program. ■

North American Standard Part B Course Goes to Mexico

The National Training Center (NTC) offers an instructor-led course on how to apply the appropriate Federal Motor Carrier Safety Regulations (FMCSRs) and procedures to successfully conduct a Level I Inspection.

While this course was initially designed for U.S. federal, state and local law enforcement personnel responsible for applying the appropriate regulations and standards during inspections of commercial motor vehicles, NTC teamed with members of the Secretaria de Comunicaciones y Transportes, Cross Border Trucking Transportation to present this course in Mexico to Mexican law enforcement personnel.

This class provided its share of challenges for NTC. Besides logistics, there were differences between the U.S. and Mexican motor carrier inspection requirements and driver qualification requirements had to be reviewed. As a result, adjustments to the training modules had to be made for translation and course content.

The course provides training on:

- Initial Tractor Inspection
- Mid-Section Inspection
- Trailer and Wheel Inspection
- Subsequent Tractor Inspection
- Axle Inspection
- Brake Inspection
- Tractor Interior Inspection
- Fifth Wheel Movement

The course is approximately 40 hours and includes an examination with a required score of 80 percent or higher. If the student passes this exam, he or she will then be required to complete 32 Level I Inspections with a certified Level I inspector within six months after completion of the course.

Official Carlos Chavez Hermida, Director General Adjunto de Atencion al Autotransporte, stated that this class of 50 students in Queretaro, Mexico, had a positive experience and they were looking forward to applying their newly learned skills to successfully conduct a Level I Inspection. ■



From left to right: Ron Crampton, Director, NTC; Official Carlos Chavez Hermida, Director General Adjunto de Atencion al Autotransporte; Margie McQueen, Safety Programs Manager.



Students during a classroom presentation.



Students receiving hands-on training.

REGION IV

The Oregon Motor Carrier Safety Action Plan

Each day, hundreds of thousands of travelers use Oregon's transportation system to transport goods, travel to and from work, and travel for business, recreation and excursions.

In 2015, more than 400 people died on our transportation system which averages out to more than one person every day.

Historically, transportation-related fatalities in Oregon have trended downward. However, since 2013, there has been an annual increase in transportation fatalities. This increase is common across the country and fatalities do fluctuate in relationship to a variety of economic, demographic and system factors. The increase does reinforce the importance of continuing to focus on and invest in multidisciplinary transportation safety programs.

The Oregon Transportation Safety Action Plan (TSAP) aims to eliminate this tragedy by continuing its focus and investments in transportation safety programs. The TSAP is a strategic safety plan for all users, all roadways and all transportation agencies in Oregon. The plan outlines the vision, goals, policies and strategies for long-term safety and actions to achieve near-term opportunities for transportation safety in Oregon.

Part of the TSAP is Oregon's Commercial Vehicle Safety Plan (CVSP). The safety goal of the CVSP is to reduce truck- and bus-at-fault crashes. One of the key objectives of the CVSP is to focus attention on increased traffic enforcement identifying truck driver behaviors associated with high truck-at-fault crash numbers.

In 2015, there were 1,332 crashes in Oregon involving trucks. This is a 6 percent decrease from 2014. Oregon has one of the best crash causation reporting systems in the United States and determined that of the 1,332 crashes, the truck was at fault in 712, or approximately 54 percent of the crashes. This represents a 6 percent decrease from 2014. The number of people injured in 2015 truck crashes decreased by 33 to a total of 534. The number of people killed in 2015 increased by 20 to a total of 54.

Of the 712 truck-at-fault crashes occurring in Oregon in 2015, only 42 crashes (or 6 percent) were attributed to mechanical problems with the truck. The remaining 670 (or 94 percent) of truck-at-fault crashes were caused by unsafe truck driver behaviors. The largest contributing driver behavior associated with truck crashes is speeding. Other significant driver behaviors contributing to crashes include following too close, failing to remain in lane, improper lane change, improper turns, inattention, failure to yield and fatigue.

A review of crash data reinforced the need for law enforcement agencies to increase traffic enforcement efforts and identify and address unsafe driving behaviors to avoid these types of truck crashes.

In July 2016, the Oregon Department of Transportation's Motor Carrier Transportation Division (MCTD) implemented a state-funded one-year pilot program called the Oregon Motor Carrier Safety Action Plan (OMCSAP). The goal of this plan is to reduce truck-at-fault crashes in Oregon by focusing on and addressing unsafe CMV driver behaviors that cause truck crashes. MCTD will provide state funds to increase safety inspections in Oregon by engaging the Oregon State Police and local law enforcement agencies to identify unsafe driver behaviors in high-crash locations and conduct truck/driver safety inspections. The result of this enhanced level of roadside inspection activity by law enforcement agencies starts with the increased traffic enforcement identifying unsafe driving behaviors preceding safety inspections.

Focusing on the leading causes of truck crashes in Oregon with increased enforcement activities, along with educational outreach, will provide all drivers an opportunity to concentrate on the skills needed to operate motor vehicles safely.

At the end of the OMCSAP pilot, MCTD will evaluate the results of the plan. If the pilot is successful in reducing truck-at-fault crashes in Oregon, the program may receive additional funding. ■

Driver Behaviors Identified in 2015 Truck-at-Fault Crashes on Oregon Highways



1. Speeding
2. Following Too Close
3. Failure to Remain in Lane
4. Failure to Yield
5. Improper Turn
6. Improper Lane Change
7. Inattention
8. Fatigue
9. Improper Backing
10. Disregard Sign/Signal

REGION V

Alberta's Chief Callahan Appointed to CALEA

Chief Steve Callahan of Alberta Commercial Vehicle Enforcement was appointed as a new commissioner to the Commission on Accreditation to Law Enforcement Agencies Inc. (CALEA®). CALEA is the gold standard in public safety accreditation. His appointment will be effective as of Jan. 1, 2017.

CALEA was established as an independent accrediting authority in 1979 by the four major law enforcement executive associations: International Association of Chiefs of Police (IACP), National Organization of Black Law Enforcement Executives (NOBLE), National Sheriffs' Association (NSA) and Police Executive Research Forum (PERF). The commission has 21 members, including 11 law enforcement practitioners and 10 members from the public and private sectors. The position is voluntary and commissioners are appointed to a term of three years.

CALEA serves to develop standards for public safety agencies and administer complementary accreditation processes. Program offerings currently include accreditation for law enforcement agencies, public safety communications and training academies, and most recently, campus security organizations. These programs provide a modern management model for public safety agencies on an international basis and are a blueprint for developing industry-recognized best practices.

Chief Callahan has served as a member of Alberta Commercial Vehicle Enforcement since 1980, holding positions of progressively greater responsibility. He earned a degree in criminal justice and police science from Mount Royal University and is a graduate of specialized management training including the University of Alberta Faculty of Business Executive Managers Program and the Royal Canadian Mounted Police Transportation Training. He is a member of the Alberta Association of Chiefs of Police and an advisory board member for Lethbridge College Law Enforcement Program.

The knowledge and experience Chief Callahan brings to CALEA helps ensure the organization continues to meet its mission of promoting professionalism within the field of public safety. ■

REGION V

Alberta Transportation's New Executive Director of Safety and Compliance Services



Alberta Transportation welcomed Trudy Iwanyshyn to her new role as executive director of safety and compliance services in August 2016. Trudy began her career with the government of Alberta in 2000 working as a CVSA inspector at the Whitecourt Vehicle Inspection Station.

In 2002, she represented Alberta at the North American Inspectors Championship (NAIC) in Milwaukee, Wisconsin, where she placed in the top 10 overall and took home third place in the Hazmat/Transportation of Dangerous Goods (TDG) Cargo Tank Inspection category.

Trudy spent seven years as a certified CVSA inspector with the Alberta province and brings a wealth of experience to her new role. She has worked as a National Safety Code investigator/auditor, TDG inspector, manager of driver fitness and monitoring, and director of dangerous goods, rail safety and 511 Alberta. She also spent more than a year with Transport Canada as the regional manager of the TDG program in prairie and northern region before returning to Alberta Transportation.

Trudy is committed to working with industry and government partners to achieve a safe and secure transportation system. She is collaborative, forward-thinking and takes great pride in serving Albertans and her community at large.

Trudy can be reached at trudy.iwanyshyn@gov.ab.ca or 780-422-3759. ■

REGION V

Inspection Photos



Worn out tires, steel cords showing. Photo by Ofc. Sheldon Barteaux, Whitehorse Weigh Station, Yukon, Canada.



Broken latch on the back of an end dump trailer. Photo by Ofc. Sheldon Barteaux, Whitehorse Weigh Station, Yukon, Canada.

REGION V



A Tribute to Sean McAlister

By **Peter Hurst**, Director, Carrier Safety Enforcement Branch, Ontario Ministry of Transportation

Sean McAlister was an advisor of advisors – a consigliere who helped shape commercial vehicle safety programs in North America.

Sadly, Sean McAlister was taken from us this past August at the age of 57 after a 15-month battle with lung cancer. Sean McAlister was born in Montreal, Canada. Early in his career, Sean worked for the Canadian Council of Motor Transport Administrators (CCMTA) in Ottawa, Canada, before moving to the Insurance Corporation of British Columbia (ICBC) in 2000. After a stint with ICBC, Sean went on to set up shop as a transportation safety consultant.

For many people, Sean McAlister is synonymous with commercial motor vehicle safety in Canada and the United States. Sean advised committees, chairpersons and boards for years. Many of our commercial motor vehicle safety rules and programs are in some way part of Sean McAlister's legacy.

Sean was larger than life. He had played football for McGill University in Montreal in the 1970s and once tried out for the University of Michigan – until he saw how really big U.S. football players are. His voice was unmistakable in a noisy committee room and people always paused what they were doing to listen to Sean's sage advice.

I first met Sean McAlister in 1995 at a CCMTA meeting in St. John's, Newfoundland. Sean was the secretary for both the Compliance and Regulatory Committee (CRA) of the CCMTA and the CVSA Region V Committee, both of which I was soon to become deeply involved.

A series of events was about to unfold that would bind me to Sean McAlister professionally and personally for the next 20 years. Our friendship and professional relationship allowed me a glimpse of the man called Sean McAlister. Sean had an easy outgoing style about him. Always quick to participate. Always willing to get involved. Always ready to include people. Always ready to urge us on to achieve lofty goals. We became instant friends – working together, breaking bread together (as Sean liked to say) and relaxing together. Indeed, many colleagues across North America enjoyed a similar relationship with Sean. This was Sean's way.

For people who never had the opportunity to meet Sean, he was a walking encyclopedia of commercial motor vehicle safety programs and legislation in North America. Sean was intimately familiar with every reciprocal agreement signed between Canada and the U.S. involving the business of regulating commercial motor vehicles and drivers. In every discussion, Sean could bring us back to first principles by explaining what had gone on 10 or 20 years before; thereby providing invaluable context to the work at hand. Sean had that rare ability to sort the wheat from the chaff, connect the dots and communicate it so others could understand.

As the new Region V president in 1996 with little experience with CVSA, its members and its leaders, Sean took me under his wing, introducing me to anyone and everyone.

He was always there to guide and to support. I remember when he introduced me to Bob Brooks (the then CVSA president) and walked me around to meet the executive committee and the regional presidents. I couldn't have done it without him. And Sean was always ready and willing to offer advice and assistance. I called him the 'Consigliere.'

In the late 1990s, Sean McAlister was a key member of the North American Cargo Securement Committee tasked with developing a new standard in Canada. Sean visited many Canadian jurisdictions in 1999 to help market the soon-to-be-implemented cargo securement standard. He was in so many hotels in such a short period of time that in St. John's he actually forgot what room and hotel he was in. Sean poured his passion and life into making a Canada/U.S. harmonized standard a reality and was recognized for his efforts.

When I joined CVSA, very few of the Canadian provinces and territories had trained and certified CVSA inspectors because the training was only available in the U.S. relating to U.S. regulations and it was very expensive. When I became president in 1996, my colleagues and fellow Region V members set out with Sean's help to change this by getting CVSA's blessing

for a Canadian curriculum taught by Canadian instructors relating to Canadian laws. There were many Region V members that were involved in this effort, but Sean McAlister was instrumental in pushing us to achieve heights never thought possible in Region V by establishing a Canadian Education Quality Assurance Team (EQAT) and independent test center. Sean helped us get funding from Transport Canada for EQAT that still exists today, some 20 years later. That effort helped Region V produce six NAIC Grand Champions, a result that always made Sean proud.

In 2000, Sean made the move from CCMTA to become the head of driver licensing for the Insurance Corporation of British Columbia. Sean went from consigliere to jurisdictional member overnight. He became chair of the old CVSA International Legal and Regulatory Affairs Committee; now called the Policy and Regulatory Affairs Committee. The role was a perfect fit for Sean's love of legislation and rulemaking and his desire to change things on the ground to improve program delivery and, ultimately, make roads safer.

Later when he left ICBC, he re-invented his role and contribution to the world that is North American commercial motor vehicle safety. Going back to his consigliere roots of assessing the facts and providing advice, he established himself as a leading expert and consultant on commercial motor vehicle safety. His consulting group has contributed to and led to many studies that continue to benefit Canadian and U.S. regulators.

Sean McAlister died at Central West Hospice in Ottawa on Aug. 20, 2016. He is survived by his wife Beverley Spencer. ■

On Sept. 22, 2016, the CVSA Executive Committee accepted the motion by Region V to honor the memory and contributions of Sean McAlister by naming the North American Inspectors Championship (NAIC) High Points Canada Award after him. The award will be known as the Sean McAlister High Points Canada Award.



FROM THE DRIVER'S SEAT

Want to Understand Truck Drivers? Go to Driving School

By **Kevin Burch**, *President, Jet Express Inc., Chairman, American Trucking Associations*

It's sometimes hard to fathom how many lives have been saved by making sure a tire is properly inflated or checking to see if the brakes are properly functioning before a driver set out for his or her delivery.

My cover was blown. It took a little more than two weeks for me to learn two important lessons: I'm not cut out for a career as an undercover agent and I had a lot to learn about driving a truck.

Two weeks into the six-week CDL training program I took at Clark County Community College, the instructor told the class that the day's lesson would be about getting hired as a truck driver. Like the moment in a movie when the undercover agent knows he or she's been sold out, I knew I would be exposed at any minute. Sure enough, the slideshow scrolled through a list of nearby trucking companies and my picture popped up on the screen, along with my title and place of business: Kevin Burch, president, Jet Express Inc., Dayton, Ohio.

Now, I didn't go to driving school to find the best local talent and hire them to our company; I wanted to learn how to drive a truck. And let me be the first to say, driving a truck takes training, skill and constant focus. But being a truck driver is about more than simply driving a truck. I learned there are a whole range of other responsibilities that I'd argue are equally important. My first road test ended in defeat. I went back to school, used my drive and passion for trucking, and passed the second time around.

In August, I attended the National Truck Driving and National Step Van Driving Championships and what I saw at the championships reaffirmed what I learned a few years ago as a student at truck driving school: the pre-trip inspection is one of the most important parts of any trip. Competitors are scored for their ability to recognize hidden defects and DOT violations on the class of truck they'll use to drive the obstacle course – but they only have 10 minutes to complete the inspection. To me, this mimics the intense concentration that it takes for America's 3.5 million professional truck drivers to complete their pre-trip inspections every day. A thorough pre-trip inspection prevents unsafe conditions when we're out on the road.

At driving school, that point is emphasized, and when a driver gets hired and trained by his or her company, that point is re-emphasized. A pre-trip inspection can be life-saving. A good pre-trip inspection is expected from start to finish. We want our equipment on the highways to be in top condition and safety is first and foremost. However, a breakdown on the road can also be costly and the freight is delayed for the customer.

So, I was not surprised to see that a 24-year-old driver was named Rookie of the Year at the National Truck Driving Championships. Young drivers, especially those who were recently trained at a driving school or company training program, can be valuable spokespeople for the importance of a pre-trip inspection within a company's terminal. This year's Rookie of the Year could have achieved the highest score possible on the driving course and still finished with a disappointing overall score if he had done poorly on the pre-trip inspection or written examination. Every part of a driver's day matters and every decision can have a major impact on safety.

As the president of a trucking company and as a licensed class 8 truck driver, it's important that I understand the role that a pre-trip inspection can play on highway safety. Fostering an environment at my terminals that promotes thorough inspections and commitment to detail is an essential part of my management responsibilities. During my tenure as chairman of the American Trucking Associations, I hope to continue to spread that message to my colleagues and associates throughout the industry.

Looking back, it's sometimes hard to fathom how many lives have been saved by making sure a tire is properly inflated or checking to see if the brakes are properly functioning before a driver set out for his or her delivery. Pre-trip inspections have saved countless lives and they will continue to keep us all safe on the roads. ■

Advanced Driver Assistance Systems: The Next Generation in Driver Safety

By Neil Cawse, CEO, Geotab

Each year, drivers of commercial motor vehicles in a variety of industries are subject to collisions, many of which result in the unfortunate loss of lives. Despite changes in vehicle safety standards, according to the U.S. Bureau of Labor Statistics, motor vehicles are still the number-one cause of on-the-job fatalities. In fact, 2015 was marked by 35,902 deaths due to traffic crashes and fatalities rose by 7.2 percent, according to the National Highway Traffic Safety Administration (NHTSA).

However, the dire situation is looking up with the advent of crash avoidance technology, also known as advanced driver assistance systems (ADAS). Now, automotive original equipment manufacturers and other key industry players have the ability to help drivers avoid collisions through a number of unique tools.

How Do ADAS Work?

While very comprehensive in capabilities, ADAS technology is quite simple and easy to work with. Built around monitoring, it can look at a number of key vehicular components through a strategic combination of cameras, radar, infra-red, ultrasonic or LiDAR sensors to detect potential threats or danger. Depending on what is detected, a warning or action is activated. Many new vehicles already include ADAS features, such as adaptive cruise control, blind-spot monitoring, lane departure warning, automatic braking and a backup camera.

ADAS and Potential Cost Savings

Collisions can result from a number of scenarios, including drunk driving, speeding or distraction. However, the scope of the actual statistics – and the associated cost ramifications – is shocking. According to a 2016 report by the Centers for Disease Control and Prevention (CDC) Foundation:

- Work-related vehicle collisions cost U.S. employers \$25 billion, broken down as

\$671,000 per death and \$65,000 for a non-fatal injury (2013)

- 36 percent of work-related injury deaths in the U.S. were caused by motor vehicle crashes (2014)
- More than a third of long-haul truck drivers have been in a serious truck crash during their career

When looking at these statistics, the impact is clear: vehicle crashes and collisions can result in a significant decrease in return on investment. After all, when you combine workers' compensation claims with lost time, cost of repair and replacement, loss of product, lawsuits and damage to company image, crashes can result in significant losses to an organization, whatever its size. With ADAS, however, and the ability to mitigate collisions, the potential for cost savings is very real.

ADAS to Learn About Now

Over time, safety has begun to play a stronger role in the management of commercial fleets. It's essential for corresponding managers to understand what ADAS are currently on the market (standard, optional and aftermarket), and determine the impact they can have on reducing the number and severity of crashes. The six most common ADAS for fleet managers to consider are:

1. Forward collision warning
2. Automatic braking and electronic stability control
3. Lane departure warning and prevention
4. Adaptive headlights
5. Blind spot detection
6. Back-up prevention and park assist

To truly maximize the capabilities these ADAS can offer, fleet managers need to first assess where their needs and the needs of their organization lie, and then move forward with implementing a solution.

Rolling Out ADAS

When considering the powerful combination of driver safety and company cost savings the technology offers, it's no wonder ADAS are becoming key tools for today's commercial fleets. Once a fleet manager determines the right solution to pursue, there are some key things that must be executed for an appropriate and effective roll-out, much of which starts with the driver. These include:

- Thorough driver education
- Monitoring the effectiveness of ADAS in the fleet
- Monitoring drivers to ensure safety features are turned on and working
- Collecting driver feedback
- Updating driver policy and handbook to include language on ADAS

Driver Safety Has a Bright Future

Traditionally, it has been found that auto manufacturers have been slower at embracing and incorporating advanced safety technology into new vehicle models. However, a shift has been steadily underway. A new focus on technology and data is driving innovation and safety strategy for the future. It's anticipated that in North America, and other regions, there will be a notable increase in use of ADAS in cars and trucks. In fact, a 2016 market research report predicts that the global market for commercial vehicle ADAS will grow by 14 percent in the next five years, driven by the rise of connected trucks and platooning.

A collision on the road is a terrifying experience and too often results in tragedy. With the implementation of ADAS in commercial motor vehicles, fleet managers can take big steps toward driver safety that will not only safeguard many lives but also help with company cost savings. The technology is truly the next generation in driver safety. ■



Evolving Tread Design for Commercial Trucks May Be Right Around the Corner

By Sharon Cowart, Director of Product Marketing, Michelin Americas Truck Tires

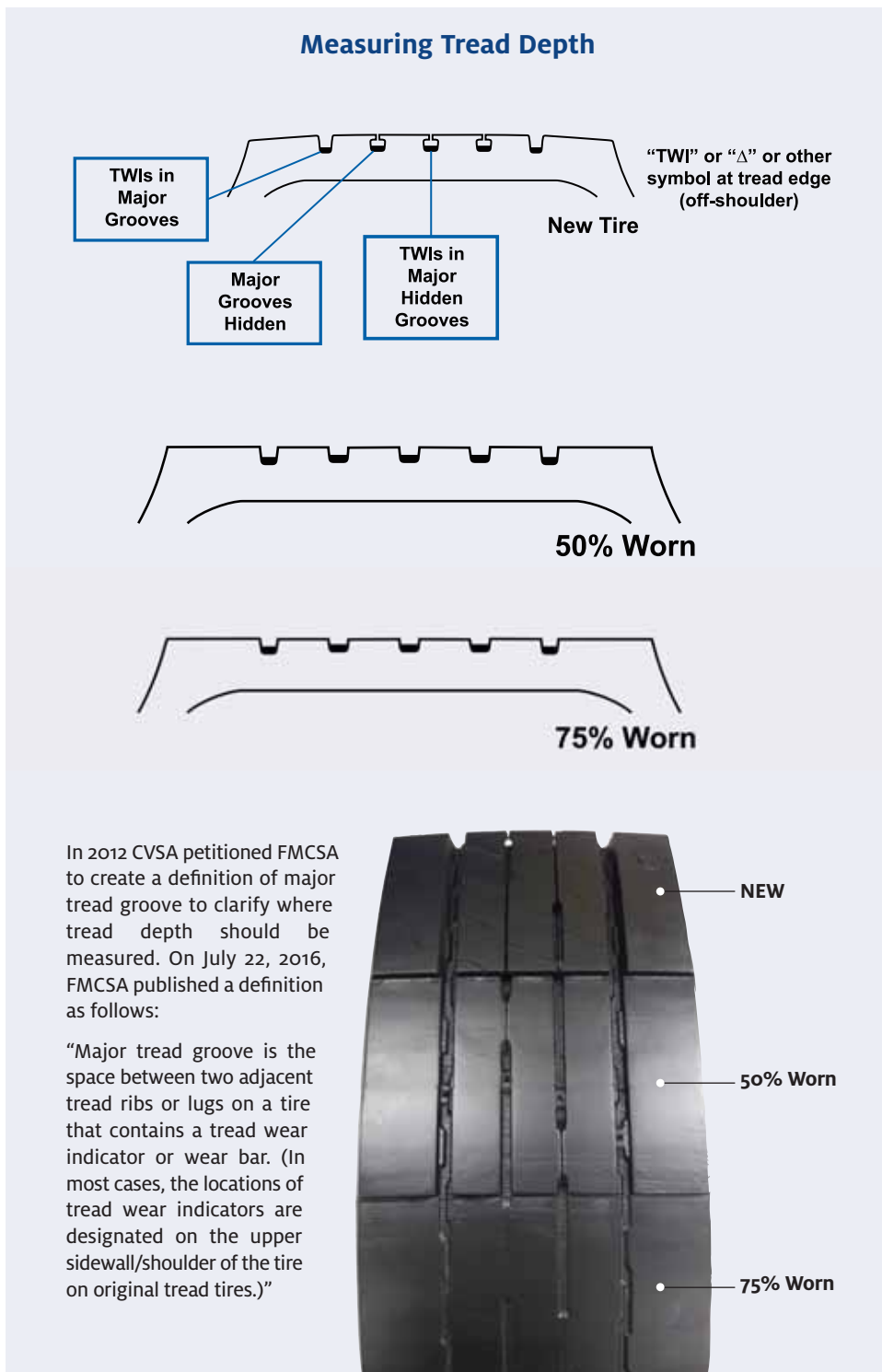
For many years, the truck tire industry has worked on improving the performance and safety of tires. Exploring new designs to improve wear life, fuel efficiency, traction, retreadability and handling (just to name a few) is an ongoing effort.

One such innovation – which changes the way manufacturers manage tire wear as the tire approaches the end of its life – is quickly being optimized. This innovation is known as “evolving tread design.” It features “hidden grooves.” This new technology has been successfully introduced to passenger-car tires and is well on its way to the heavy-truck tire market.

Today, most steer tire tread designs feature a number of ribs separated by “major tread grooves” that evacuate water from the contact patch. The grooves are prominent (wide and deep when new) but as the tire wears, the grooves become narrow and shallow. Advances in tread design and molding techniques will soon allow manufacturers to offer an outward taper to these grooves, so they actually become wider as end of tire life approaches, maintaining a stable grip.

This advance in technology provides tires with longer wear life. More stable ribs are able to resist irregular wear all while maintaining traction.

What does this mean for safety enforcement? Recently, the Federal Motor Carrier Safety Administration (FMCSA) added a definition of “major tread groove” to the regulations. This addition clarifies to drivers, carriers and inspectors where the tread depth should be measured on the tire (see definition to the right). With the new “hidden groove” technology soon to expand into the commercial motor vehicle market, training programs for inspectors will need to incorporate the new FMCSA definition and also increase awareness about evolving tread technology. In tires with this new technology, some major tread grooves, as well as tread wear indicators (TWIs), will be hidden when tires are new but will become visible as the tire wears. ■





INSPECTOR'S CORNER

Developing Partnerships with Industry

By **Tpr. Daniel Voelker**, *Arizona Department of Public Safety*

When I came over to the commercial vehicle unit in my state, I quickly realized there is equal need for goods to be transported by trucks and for regulations to be enforced in a uniform manner.

From time to time, at social gatherings, there will be someone that will learn what I do for a living, and it seems there is always someone in the group that thinks it should be my goal to get all of the commercial motor vehicles off of the roadway because of the damage they can inflict in collisions. This will normally turn into a teaching opportunity for me because there are so many members of the public that seem to be unaware of the mystical magic involved in delivering goods from where they are made to where they are purchased. The simple truth is that you can't find any products to purchase that have not been moved or supported by commercial motor vehicles.

So, what is my real goal when I am at work and what is the most efficient way I can achieve my goal? During several of my inspections, I have had professional drivers who expressed a belief that I am required to find a specific number of violations or write a certain number of citations (quota). I cannot speak for other inspectors, but I can honestly say my supervisors have never questioned me on the number of citations I have written (or not written); nor is there a free toaster involved if I hit a certain out-of-service or violation-per-inspection rate. With this level of agency support that I enjoy, I am free to pursue my goal of making the roadways safer for everyone in my community.

I admit, this is a very difficult goal to achieve and if law enforcement attempted to achieve this goal on its own, it is guaranteed to fail. That is why it is crucial for law enforcement to work with the biggest group that can have the greatest impact on safety. Who is the super partner for safety? Industry, of course.

Early on in my commercial vehicle career, I realized I could maximize every minute of my shift completing inspections and I would only have a minimal impact on traffic safety in my community. I also discovered that if I created a partnership with the local trucking companies in my community, everyone was helping reach the same goal of safer roadways.

For me this partnership started with a local company we will refer to as "company C." I started inspecting company C on a regular basis because it was one company out of three major carriers hauling hazardous materials in the city where I live. My job assignment focused 90 percent of my time on hazardous material haulers, so it was natural for me to inspect company C for around 25-33 percent of all of my inspections.

As I started looking at my inspection data on company C, I noticed I was finding an average of 2.9 violations per inspection and an out-of-service rate nearing 50 percent. The other two companies had lower out-of-service rates which, in turn, made me focus my attention on company C. It didn't take long for the safety manager of company C to realize he had an inspector living in his community that was focused on his company. So during one of

my inspections of company C, I was approached by the safety manager and he asked me what his company could do to "get out of the crosshairs." I suggested a safety talk at his office. For the Arizona Department of Public Safety, we conduct safety talks free of charge. This safety talk was conducted at the convenience of company C and they had several drivers and shop mechanics in attendance. During the safety talk, I demonstrated a Level I hazardous materials cargo tank inspection. This allowed the drivers to know exactly what I expected from them, and it showed the mechanics exactly what items I look at during roadside inspections.

So, you might ask, what kind of benefit did company C receive out of this training session? Well, I can only tell you the numbers. This year, I pulled the inspection data on the inspections I conducted on company C. They now average 0.48 violations per inspection and their out-of-service rate is less than 10 percent. With the lower numbers I have seen in inspecting company C, I now focus more of my attention on the other two carriers that have not taken the opportunity to learn what inspectors are looking for.

Then, you might ask, what kind of benefit did I receive? A 40 percent reduction in out-of-service vehicles driving on the same roads as my family. That's way better than a toaster.

Of the inspections I complete, I am only a small component of achieving my goal. The larger component is the trucking industry itself. ■

About 'RAD Inspection News'

'RAD Inspection News' features news and other stories pertaining to the North American Standard Level VI Inspection Program for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material. This inspection is for select radiological shipments that include enhancements to the North American Standard Level I Inspection Program and the North American Standard Out-of-Service Criteria with added radiological requirements for transuranic waste and HRCQ of radioactive material.

Learn more about the Level VI Inspection Program at www.cvsa.org.

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

Bringing Realism into the Training Environment

By **Tammy Ottmer**, Nuclear Materials Transportation Oversight, Hazardous Materials Section, Colorado State Patrol

The Colorado State Patrol Motor Carrier Services Branch taught two CVSA Level VI eight-hour refreshers on May 25 and 26, 2016, in Golden, Colorado. Tpr. Steve McDowell and Port of Entry Senior Port Ofr. Zachery Jones now serve as Colorado's CVSA instructional team. The instructors trained and certified 17 CVSA Level VI inspectors. The training course experience was enhanced by hands-on inspection of a Waste Isolation Pilot Plant (WIPP) transporter.

The U.S. Department of Energy/Carlsbad Field Office supported the training by offering the services of their contract carrier, Visionary Solutions, to haul three empty TRUPACT-IIs to Colorado for utilization in the course.

Visionary Solutions drivers Steve Shikenjanski and Vince Sheats provided experiential information that was timely and valuable in advance of the proposed re-opening of the Waste Isolation Pilot Plant facility. ■



Left to right: Tpr. John Huck; Tpr. Jason Bandy; Senior Port Officer Zachery Jones; Visionary Solutions Driver Steve Shikenjanski; Tpr. Brad Kennerson; Tpr. Steve McDowell; Port Supervisor David Brown; Sgt. Luke Armstrong.



Left to right above: Visionary Solutions Driver Steve Shikenjanski; Tpr. Kevin Darrah; Port Supervisor Rick Kumm; Port Ofr. John Hoskins; Senior Port Ofr. Zachery Jones; Port Officer Alex Washington; Tpr. Steve McDowell; Sgt. Jeff Lytle; Port Ofr. Scott Donaghy; Tpr. Brian Walters; Tpr. Doug Barnes; Port Ofr. Kyle Kaisershot; Tpr. Darrin Reeder.



Left to right above: Tpr. Steve McDowell; Tpr. John Huck; Tpr. Brad Kennerson; Sgt. Luke Armstrong; Senior Port Officer Zachery Jones; Port Ofr. Thomas Williams; Port Supervisor David Brown; Visionary Solutions Driver Steve Shikenjanski.

CVSA Holds Its 158th Level VI Certification Class in Pennsylvania

The 158th Level VI certification class was held in Harrisburg, Pennsylvania, Aug. 22-25, 2016. Class 158 was represented by commercial motor vehicle hazardous materials investigators from Pennsylvania, Ohio, Michigan and Colorado. Two planners from the Mississippi EMA were also in attendance. CVSA Level VI National Instructors Rion Stann and Kelly Horn provided the instruction. ■



U.S. DOE Awards Cooperative Agreement to CVSA

The U.S. Department of Energy's (DOE) Carlsbad field office awarded a \$1.7 million, five-year cooperative agreement to CVSA.

The purpose of this agreement is to coordinate and implement activities to train motor vehicle safety officials and ensure the safe transportation of transuranic (TRU) waste from generator sites and to the Waste Isolation Pilot Plant (WIPP).

This includes general management of the plan, inspector training, and inspection program data for quality validation and to ensure its overall relationship to highway safety. The first cooperative agreement was entered into in 1997.

WIPP is the nation's only deep-geologic repository to isolate defense-related TRU waste from the environment. Waste temporarily stored at sites around the country is shipped to WIPP and permanently disposed in rooms mined out

of an ancient salt formation 2,150 feet below the surface. WIPP is currently not accepting waste shipments. Shipments are expected to resume during 2017.

CVSA's North American Standard VI Inspection Program has been used for the inspection of select radiological shipments. This program includes the inspection procedure, radiological requirements and the enhanced North American Standard Out-of-Service Criteria for transuranic waste and highway route controlled quantities of radioactive material. As of Jan. 1, 2005, all vehicles and carriers transporting highway route controlled quantities of radioactive materials are regulated by the U.S. Department of Transportation and required to pass the enhanced North American Standard Level VI Inspection. The U.S. DOE includes its transuranic waste shipment in the enhanced North American Standard Level VI Inspection program. ■

CVSA Level VI Program Conducts Peer Review in New Mexico

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

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

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

Interviews are conducted with the member's management team that directly supervises the state's Level VI Program, Level VI certified

inspectors and other key stakeholders within the member's jurisdiction, such as emergency responders, and state emergency management and radiological safety staff.

Equipment maintenance, inspector training, jurisdictional manpower, state inspection requirements, public perception issues, and emergency preparedness are a few of the topics that are reviewed and discussed with the member state.

The 2016 peer review was conducted with the New Mexico State Police. Members of the peer review team were CVSA Director of Hazmat Programs Carlisle Smith, Capt. John Hahn of the Colorado State Patrol, Ofc. Tony Anderson of the Idaho State Police and CVSA Level VI Public Outreach Coordinator Larry Stern.

The "CVSA Level VI Inspection Program Peer Review: State Differences, Lessons Learned, Best Practices, and Recommendations" will be updated with the 2016 data. Look for it on the CVSA Level VI Program section of the website under "CVSA/WIPP Updates and Reports" tab, www.cvsa.org/programs/nas_vi_wipp.php. ■

Level VI Training Schedule

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes each year. Classes are administered on the topic of inspecting motor carriers and their drivers while transporting both transuranic waste and highway route controlled quantities (HRCQ) shipments of radioactive material. Under this cooperative agreement, CVSA will provide Level VI training to jurisdictional inspectors who meet the prerequisite of having obtained CVSA Level I and hazmat certification.

2017 Level VI Basic Certification Classes

- **Savannah, Georgia**
COHMED Conference (*eight-hour refresher only*)
Jan. 23, 2017
- **Knoxville, Tennessee**
March 20-23, 2017
- **Pearl, Mississippi**
April 3-6, 2017
- **North Carolina**
May 2017
Exact location and date TBD
- **Albany, New York**
June 20-23, 2017 (Tuesday – Friday class)
- **Denver, Colorado**
July 2017
Exact location and date TBD

Any jurisdiction interested in Level VI training or with the available facilities to host a Level VI class is asked to contact CVSA Director of Hazmat Programs Carlisle Smith at 301-830-6147 or at carlises@cvsa.org.

Level VI Refresher at 2017 COHMED Conference

The Level VI Program will hold an eight-hour refresher for certified Level VI inspectors during the 2017 COHMED Conference in Savannah, Georgia, which will take place Jan. 23-27, 2017.

As noted in CVSA's Operational Policy 4, in order to maintain Level VI certification, an officer must maintain their North American Standard Level I certification, their general hazardous materials non-bulk certification and attend eight hours of Level VI refresher training every 24 months from their original Level VI certification date.

If you are a certified Level VI inspector planning to attend the 2017 COHMED Conference and you would like to attend the eight-hour refresher, contact CVSA Director of Hazmat Programs Carlisle Smith at carlises@cvsa.org no later than Jan. 31, 2017, to reserve your spot in the class. ■

U.S. DOE's Office of Environmental Management Idaho Site Crews Complete Buried Waste Cleanup Accomplishment

The U.S. Department of Energy's (DOE) Office of Environmental Management (EM) Idaho site program and contractor Fluor Idaho has completed a significant cleanup accomplishment that further protects the underlying Snake River Plain Aquifer, the primary drinking and irrigation water source for more than 300,000 Idahoans.

Workers recently satisfied a provision of a 2008 agreement between the U.S. DOE, the state of Idaho and the Environmental Protection Agency (EPA) by packaging a total of 7,485 cubic meters of exhumed hazardous and radioactive waste generated at the Rocky Flats nuclear weapons production plant near Denver and buried in Idaho in the 1950s and 1960s. The amount of waste exhumed is equivalent to nearly 36,000 55-gallon drums of material.

Per the agreement, crews will continue to remove radioactive and hazardous waste from a combined area of 5.69 acres of the unlined 97-acre landfill called the subsurface disposal area (SDA) at the Radioactive Waste Management Complex. To date, Fluor Idaho and two previous contractors have exhumed waste from 4.24 acres, and the project remains about two years ahead of schedule.

Fluor Idaho will continue exhumation until all of the 5.69 acres are exhumed.

Once exhumed, characterized and repackaged, the waste is shipped out of Idaho for disposal. Following completion of waste exhumation, a soil cap will be installed over the entire SDA.

To complete the 2008 agreement between the U.S. DOE, the state of Idaho and the EPA, just two of nine different areas within the 97-acre SDA are left to be exhumed.

The waste exhumation project, which began in 2005, targets removal of the highest concentrations of solvents and transuranic radionuclides, such as plutonium and americium, buried in the landfill.

Currently, crews are 56 percent complete on the eighth area, and are working to remove hazardous and radioactive buried waste within a steel-framed, fabric-sided building. Waste exhumation in that building is expected to continue into 2017. Construction of the building over the ninth and final area within the SDA began in July of 2016 and should be complete in 2017.

Waste exhumation will begin post-construction and is expected to be completed in 2020. ■

Roadside Inspections, Level VI (2016 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	78	78	100%
Point of Origin	0	54	54	69.23%
En Route	0	24	24	30.77%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	77	77	98.72
Level VI Inspections with Violations	0	1	1	1.28
Level VI Inspections with Out-of-Service (OOS) Violations	0	1	1	1.28

CVSA LEADERSHIP

BOARD OF DIRECTORS

PRESIDENT

Julius Debuschewitz
Yukon Highways and Public Works

VICE PRESIDENT

Capt. Christopher Turner
Kansas Highway Patrol

SECRETARY

Capt. Scott Carnegie
Mississippi Highway Patrol

PAST PRESIDENTS

Maj. Jay Thompson
Arkansas Highway Police

Maj. William "Bill" Reese
Idaho State Police

Sgt. Thomas Fuller
New York State Police

REGION PRESIDENTS

Region I

Sgt. John Samis
Delaware State Police

Region II

Ross Batson
Arkansas Highway Police

Region III

M/Sgt. Todd Armstrong
Illinois State Police

Region IV

Lt. Scott Hanson
Idaho State Police

Region V

Kerri Wirachowsky
Ontario Ministry of Transportation

REGION VICE PRESIDENTS

Region I

Sgt. Scott Dorrlar
New Jersey State Police

Region II

Lt. Allen England
Tennessee Highway Patrol

Region III

Capt. John Broers
South Dakota Highway Patrol

Region IV

Sgt. Joshua Clements
California Highway Patrol

Region V

Richard Roberts
British Columbia Ministry of Transportation and Infrastructure

LOCAL PRESIDENT

Ofc. Wes Bement
Grand Prairie (Texas) Police Department

LOCAL VICE PRESIDENT

Ofc. Jason Belz
Arlington (Texas) Police Department

NON-VOTING LEADERSHIP

ASSOCIATE MEMBER PRESIDENT

Jason Wing
Walmart Transportation LLC

ASSOCIATE MEMBER VICE PRESIDENT

Dave Schofield
Oldcastle Materials

COMMITTEE CHAIRS

Driver-Traffic Enforcement Committee

Sgt. Chris Barr
Indiana State Police

Enforcement and Industry Modernization Committee

Maj. Derek Barrs
Florida Highway Patrol

Hazardous Materials Committee

Sgt. Brad Wagner
Nebraska State Patrol

Information Systems Committee

Holly Skaar
Idaho State Police

Passenger Carrier Committee

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

Policy and Regulatory Affairs Committee

Alan R. Martin
Public Utilities Commission of Ohio

Size and Weight Committee

F/Sgt. Kenneth Snead
North Carolina State Highway Patrol

Training Committee

Milan Orbovich
Public Utilities Commission of Ohio

Vehicle Committee

Tpr. John Sova
North Dakota Highway Patrol

PROGRAM CHAIRS

Level VI Inspection

M/Sgt. Todd Armstrong
Illinois State Police

Cooperative Hazardous Materials Enforcement Development (COHMED)

Donna McLean
Transport Canada

International Driver Excellence Award (IDEA)

Don Egli
Iowa Motor Truck Association

Operation Safe Driver (OSD)

Brian Neal
Amazon

Operation Airbrake (OAB)

Lt. Scott Hanson
Idaho State Police

Shelley Conklin
Landstar Transportation Logistics

International Roadcheck

Maj. Derek Barrs
Florida Highway Patrol

North American Inspectors Championship (NAIC)

Richard Roberts
British Columbia Ministry of Transportation and Infrastructure



CVSA SPONSORS

ELITE



DIAMOND



PLATINUM



GOLD



CVSA SPONSORS

SILVER

ABF Freight
Amazon
Arkansas Trucking Association
Austin Powder Company
Brake Tech Tools
Canadian Council of Motor Transport
Administrators
Cargo Transporters Inc.

EROAD Inc.
FoxFury LLC
Great West Casualty Company
Groendyke Transport Inc.
Kenan Advantage Group Inc.
Landstar Transportation Logistics
MANCOMM Inc.
Mercer Transportation Company

NATC Inc.
National Tank Truck Carriers
Schlumberger Technology Corporation
Specialized Carriers and Rigging Association
STEMCO Brake Products
Sysco Corporation
US Ecology
Usher Transport

BRONZE

American Bus Association
American Pyrotechnics Association
Anderson Trucking Services Inc.
Asplundh Tree Expert Company
BigRoad Inc.
DATTCO Inc.
Direct ChassisLink Inc.
Frontier Logistics
Gorilla Safety

Greatwide Truckload Management
Greyhound Lines Inc.
Intransit LLC
ISE Fleet Services
Iteris Inc.
Kiewit Power Constructors
Lytx Inc.
Michels Corporation
PeopleNet

Smart Safety Services
Telogis
TSO Mobile
United Motorcoach Association
Walmart
Warren Transport Inc.
Werner Enterprises Inc.
Western Express Inc.
Workforce QA

FRIENDS OF CVSA

American Coatings Association Inc.
Bork Transport of Illinois
Canadian Propane Association
Commercial Vehicle Safety Associates
of Florida

Dibble Trucking Inc.
Envirun
Gateway Distribution Inc.
Greg Neylon
Horizon Freight System Inc./Kaplan Trucking Co.

Institute of Makers of Explosives
J.E.B. Environmental Services
Praxair Inc.
Sutliff & Stout, Injury & Accident Law Firm
Western States Trucking Association

NEW CVSA ASSOCIATE MEMBERS

A & S Kinard
Admiral Transport Corp.
Allen Police Department
Bedford Police Department
Cates, Mahoney LLC
Dairy Farmers of America
Enterprise Crude Oil LLC
Friendswood Police Department
Northern Industrial Training LLC
Oncor Electric Delivery LLC
Organix Recycling LLC

Pinnacle Truck Driver Training Inc.
Q-Line Trucking
RS Concrete
Saskatchewan Trucking Association
Silver Eagle Charters
Stallion Transportation Group
Stoneridge Electronics Ltd.
Trico Transportation Inc.
Tutle & Tutle Trucking Inc.
Windstar LPG Inc.

As of Oct. 26, 2016



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

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

View the magazine online at
www.cvsa.org.

Mark Your Calendar for CVSA's 2017 Meetings and Events



2017 Cooperative Hazardous Materials Enforcement Development (COHMED) Conference

Jan. 23-27, 2017
Savannah, Georgia



2017 CVSA Workshop

April 23-27, 2017
Atlanta, Georgia



2017 North American Inspectors Championship (NAIC)

Aug. 7-11, 2017
Orlando, Florida



CVSA Data Management, Quality and FMCSA Systems Workshop

Aug. 8-10, 2017
Orlando, Florida



2017 Annual Conference and Exhibition

Sept. 17-21, 2017
Whitehorse, Yukon, Canada