GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

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1st Quarter 2021

FIVE COMMON MYTHS ABOUT TRANSPORTING SPENT NUCLEAR FUEL

CVSA Hires Two New Directors

Allen Parker with Werner Enterprises is CVSA's 2021 International Driver Excellence Award Winner



CVSA Deputy Executive Director Appointed to FMCSA's MCSAC

GUARDIAN
First Quarter
Volume 28, Issue 1
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GUARDIAN

IN THIS ISSUE

Insight
President's Message 1
Executive Director's Message 2

Regional News
Florida Highway Patrol and Florida Trucking Association Work Together on Voluntary Inspection Detail 3
North Carolina State Highway Patrol Commercial Vehicle Enforcement Updates 4
Safely Providing Quality Instruction During a Global Pandemic 6
Oklahoma Department of Public Safety Receives Its First Commerical Vehicle Enforcement Trailer 7
Nebraska State Patrol Uses Crash Data to Identify and Address Moving Violations 8
South Dakota Highway Patrol Participates in Workers on Wheels Rake the Town and the Special Olympics Plane Pull 9
Valley Springs South Dakota E-Screening Upgrades 10
Greg Neylon: the Loss of a Hazmat Geek and More 11
Updates from Mexico 12
Washington State Patrol Commercial Vehicle Division Loses Good Friend, Valued Employee and Commercial Motor Vehicle Law Enforcement Icon 14
Oregon's Trucking Online Application Now Offers Online Inspection Certification 14
The Importance of Checking Size and Weight as Part of Roadside Inspections 15
Yukon Inspection Photos 16

Cover Story
Five Common Myths About Transporting Spent Nuclear Fuel 18

CVSA Committee and Program News
Allen Parker with Werner Enterprises Is CVSA's 2021 International Driver Excellence Award Winner 20
Jake Elovirta Joins CVSA as Director of Enforcement Programs 21
Terry Kummer Joins CVSA as Director of Crash Data and Investigation Standards 21
Are You Up to Date with CVSA's Inspection Bulletins? 22

Inspector's Corner
Pride Without the Fall 23

Government News
FMCSA Announces 2021 Motor Carrier Advisory Committee Members 25
ORM-D Marking Phased-out as of Dec. 31, 2020 26

Knowledge Matters
New Partnership to Eliminate Speeding Announced 27
A Whole New Level: AMTA's CTSP Program Redefines Safety Training Roles in Industry 28

From the Driver's Seat
Join the Fight to End Human Trafficking 29

Industry Perspectives
Castlegar Collaboration: Enforcement and Industry Solving a Problem 30
Mandatory Hair Testing of Truckers Takes a Step Forward 31

RAD Inspection News
PHMSA Updates Definition of Class 7 Reportable Quantity 32
Level VI Certification Classes Go Virtual for 2021 32
Learn About the Transport Security Unified Stakeholders Group 33
Level VI Inspectors Have Received Thier 2021 Level VI Handbooks 33
Level VI Inspection Program Leadership and National Instructor Team for 2021 34
Level VI Roadside Inspections (2021 - Fiscal) 34
Level VI Roadside Inspection Violations (2021 - Fiscal) 34
Level VI Certification Refresher Course 34

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PRESIDENT'S MESSAGE

An Update on CVSA Past President Chief Jay Thompson

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

Many people have reached out to me and to other members of CVSA asking for updates on CVSA Past President Chief Jay Thompson. I decided to use this article to bring everyone up to date on his condition and to talk about some of Jay's contributions to commercial motor vehicle safety and enforcement.

On Jan. 15, 2021, Jay was involved in a tragic accident while riding a four-wheeler on his farm in Arkansas. He ended up striking a tree and was airlifted to a nearby hospital where he was placed in a medically induced coma for several days. Doctors determined that Jay had suffered a traumatic brain injury and would have a long road to recovery ahead of him.

Jay was transferred to a rehabilitation facility in Atlanta, Georgia, and has made good progress. He is currently working hard to regain his motor skills.

For those of you who may not know Jay, he is chief of the Arkansas Highway Police and sits on the CVSA Board of Directors as a past president.

Jay started his law enforcement career in 1992 when he was hired as a patrolman for the Arkansas Highway Police. He worked his way up through the ranks as a commercial motor vehicle inspector until he was promoted to chief in 2018.

Jay began his relationship with CVSA back in 2003 when he participated in the North American Inspectors Championship (NAIC). He excelled during that competition and was awarded the John Youngblood Award of Excellence, an honor NAIC contestants bestow upon a fellow NAIC inspector who exemplifies high standards and unwavering dedication to the profession. It's the only NAIC honor awarded to an inspector by their peers.

He must have liked what he saw in CVSA because Jay graciously volunteered his time to participate in numerous leadership roles for the organization. Over the years, Jay has served as Region II president on the Cooperative Hazardous Materials Enforcement Development Program (COHMED) Committee, chair of the Size and Weight Committee, chair of the Finance Committee and last, but not least, he was CVSA president not once, but twice. Jay was elected secretary during the 2013 CVSA Annual Conference and Exhibition in Buffalo, New York, and assumed the presidency in 2015 in Boise, Idaho. Jay was then asked to serve in the president position again in 2019, when the CVSA president at that time retired and was unable to complete his full term.

Jay is a valued member of this organization and his leadership has had a tremendous impact on the Alliance. He is highly respected in his home state by his peers, by members of law enforcement throughout the country, industry partners and by all of us here at CVSA. He is a vibrant and fun-loving person who has contributed greatly to this Alliance.

Jay's family set up a webpage to provide updates on his health journey at www.caringbridge.org/visit/jaythompson. The family also set up a GoFundMe page to accept donations that will go toward covering Jay's medical expenses: www.gofundme.com/f/jay-thompson-medical-fund. ■







EXECUTIVE DIRECTOR'S MESSAGE

What Does a Change in Administration and the Structure of Congress Mean to the Alliance?

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

On Jan. 6, 2021, as Congress convened to ratify the electoral college votes to confirm Joseph R. Biden Jr.'s victory in the presidential election and the subsequent inauguration of the 46th president of the United States on Jan. 20, the Alliance was also preparing for the change in administration.

Soon after the presidential election last November, we were informed that President Biden had nominated Pete Buttigieg to be his transportation secretary, elevating the former South Bend, Indiana, mayor and 2020 Democratic presidential candidate to a key cabinet position. Transportation Secretary Pete Buttigieg was confirmed on Feb. 2.

However, at the time this article was written, we have been patiently awaiting the selection of new administrators for modal agencies within the U.S. Department of Transportation; specifically, our partner agencies, the Federal Motor Carrier Safety Administration, the Pipeline and Hazardous Materials Safety Administration, the Federal Highway Administration and the National Highway Traffic Safety Administration. Whomever the president appoints to fill these vacant positions, we, as an Alliance, will continue to advocate and advance our collective commercial motor vehicle safety initiatives.

A change of administration can take on a variety of different flavors, with some being more experienced and prepared than others. Since each administration has its own transportation safety policies, it is important to closely analyze each administration's transportation safety priorities and initiatives to see how they align with the policy positions of the Alliance.

Generally speaking, since transportation safety policy has been somewhat of a bipartisan affair, we work closely with the parties on both sides of the aisle. As a result, when changes occur within the legislative and/or the executive branches, the policy positions of the Alliance rarely change. The committee and program work of the Alliance will continue to evolve, and we will work hard to advocate all of our commercial motor vehicle transportation safety policy initiatives to newly elected and appointed officials.

In addition to a change of administration, we also have a new Congress. Since the Senate flipped by the narrowest of margins and with the Democrats retaining control of the House of Representatives, it is anticipated that we will see a new surface transportation reauthorization later in 2021 to address the country's infrastructure and safety priorities, all in an effort to put America back to work again and reduce the pressure of the devastating effects of COVID-19.

However, the biggest question continues to linger: How will Congress address the challenge of keeping the Highway Trust Fund solvent? As a reminder, with the Fixing America's Surface Transportation (FAST) Act originally set to expire on Sept. 30, 2020, nearing the end of a continuing resolution, in early December 2020, Congress voted on a one-year extension on the eve of its expiration which was subsequently ratified by President Trump, which now expires on Sept. 30, 2021.

A complete list of the Alliance's policy positions and feedback to a variety of rulemaking initiatives are located on our website homepage (www.cvsa.org) under "Policy Positions" and "Letters, Petitions and Comments."

The Alliance also has several legislative priorities that we would like to see included during reauthorization. These priorities were generated through a comprehensive process of member input and approved by the CVSA Board of Directors. A background position paper that outlines the details of these important transportation safety issues is located at www.cvsa.org/policy/reauthorization.

In the meantime, as we continue to work collaboratively together, please take care of yourselves and each other. ■



REGION II

Florida Highway Patrol and Florida Trucking Association Work Together on Voluntary Inspection Detail

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

On Jan. 20, 2021, members of the Florida Highway Patrol's Commercial Vehicle Enforcement (CVE) Jacksonville District assisted the Florida Trucking Association (FTA) during the FTA's voluntary commercial motor vehicle inspection detail at the Florida Department of Transportation's Yulee weigh station facility on I-95 in Nassau County.

The FTA promotes the voluntary inspection detail with its member companies in an effort to enhance safety awareness and promote safe commercial motor vehicle operation to reduce crashes on Florida roadways.

During this event, FTA members made contact with commercial motor vehicle drivers from FTA member companies as they stopped at the weigh station and requested that they submit to a voluntary inspection conducted by FTA representatives. If FTA members observed any major defects or violations, CVE members were summoned to conduct a certified CVSA inspection.

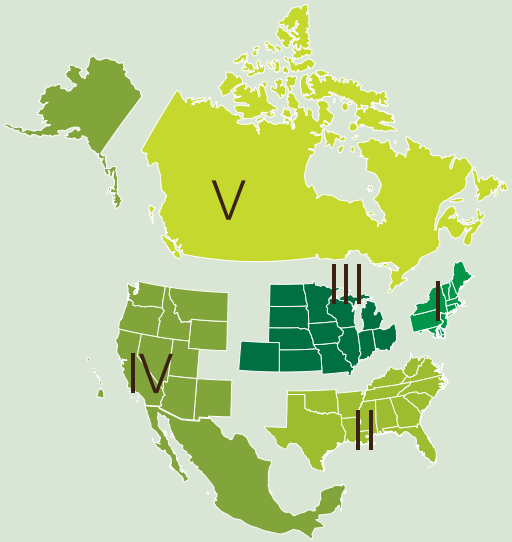
In all, FTA members conducted 29 commercial motor vehicle inspections and CVE members conducted seven CVSA inspections to document Federal Motor Carrier Safety Regulation violations.

This event highlights the strong relationship between the Florida Highway Patrol and the Florida Trucking Association and our collaborative efforts to promote the safe operation and maintenance of commercial motor vehicles to further our goal to reduce traffic crashes involving commercial motor vehicles to create a safer driving environment for all travelers on Florida roadways. ■









REGIONAL MAP

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

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

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

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

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

North Carolina State Highway Patrol Commercial Vehicle Enforcement Updates

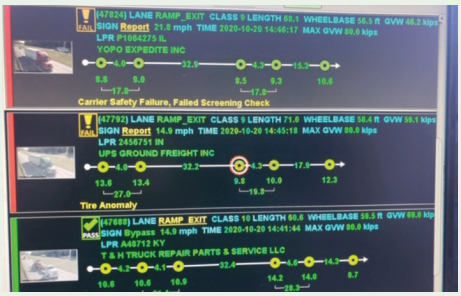
*By **Monica Y. Greiss**, Staff Development Specialist II, Motor Carrier Enforcement Administration, North Carolina State Highway Patrol, North Carolina Department of Public Safety*

Mount Airy Weigh Station Innovative Technology Deployment

The North Carolina State Highway Patrol Commercial Vehicle Enforcement Section Size and Weight Division conducted advanced technology training Oct. 20-21, 2020, for commercial motor vehicle enforcement members in Troop E. A tire anomaly and classification system was installed at the Mount Airy weigh station northbound.

Tire anomalies and flat tires decrease directional control, increase the risk of commercial vehicle crashes, reduce tire life, and decrease fuel economy. The installation and training of this advanced equipment is projected to improve safety on heavy commercial motor vehicle routes within North Carolina. The addition of the proposed equipment will improve efficiency by allowing enforcement members to identify vehicles with tire anomalies and flat tires.

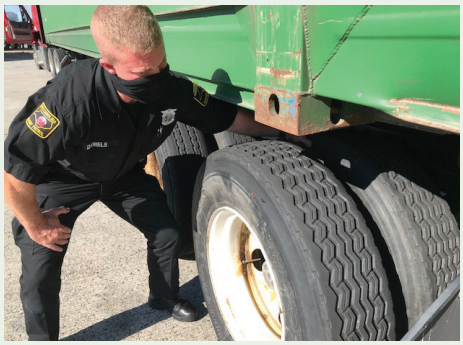
First Sgt. K. E. Jackson with the North Carolina State Highway Patrol and Eric Hooks with International Road Dynamics (IRD) provided the in-depth training. Within one hour of the implementation of the tire anomaly and classification system, Troop E commercial motor vehicle enforcement members found six tire violations.



Screening for tire violations using tire anomaly and classification system


Tpr. Brent P. Daniels with the North Carolina State Highway Patrol

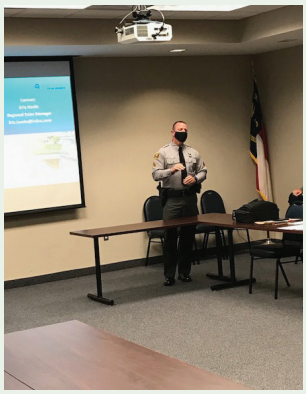

Tpr. Brent P. Daniels with the North Carolina State Highway Patrol


Tpr. Brent P. Daniels with the North Carolina State Highway Patrol

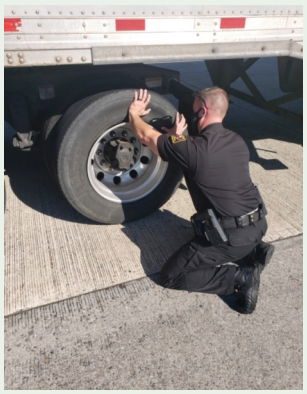

Mr. Eric Hooks with IRD


Mr. Eric Hooks (IRD) and First Sgt. K. E. Jackson (NCSHP)


Weigh Station Operator Ricky V. Blizzard of the North Carolina State Highway Patrol


First Sgt. Kendell E. Jackson of the North Carolina State Highway Patrol


Tpr. Howard A. Hiatt Jr. of the North Carolina State Highway Patrol


Tpr. Howard A. Hiatt Jr. of the North Carolina State Highway Patrol

Operation Fried Turkey

During the week of Thanksgiving 2020, commercial motor vehicle enforcement members and personnel with the North Carolina State Highway Patrol conducted the annual "Operation Fried Turkey." This operation focused on increased weight being moved for the holiday, as well as the increase in holiday travel.

As per the annual tradition, two weigh station operators and two troopers volunteered to work third shift to accommodate normal operating hours and provide 24-hour coverage. Weigh Station Operators C. A. Dabbs and J. R. Richardson and Troopers E. T. Badgett and R. C. Blackwell participated in this operation. 24-hour coverage of the Hillsborough weigh station started at midnight on Monday and continued until Wednesday.

This year, in addition to the 24-hour coverage, several troopers were assigned specifically to Alamance and Orange counties on Interstate 40/85 between Monday and Wednesday to focus on restricted lane violations by commercial motor vehicles and to provide a visible presence on the interstate for holiday travel in this heavily traveled corridor.

Ultimately, Operation Fried Turkey was a success. All participating members in the district worked hard, not only during this three-day period, but also by providing extra interstate coverage on the Sunday after Thanksgiving due to the increase in holiday traffic.



Weigh Station Operator Charles A. Dabbs with the North Carolina State Highway Patrol



Tpr. Richard C. Blackwell with the North Carolina State Highway Patrol



Weigh Station Operator Charles A. Dabbs with the North Carolina State Highway Patrol

Virtual Course Administration

The North Carolina State Highway Patrol Commercial Vehicle Enforcement Section has adapted to the recent changes in the way training is provided to its members. Training has primarily been provided in-person for the past several decades, but as new technology emerges, and due to the current need during the COVID-19 pandemic, the use of virtual resources has increased.

Master Instructors M. R. Herring and Tpr. J. D. Berrong II and Instructors Tpr. R. C. Rogers and Tpr. C. V. Barrett rose to the challenge of conducting an entirely virtual CVSA course. A North American Standard (NAS) Part B Course was conducted virtually the week of Nov. 16, 2020. The success of the NAS Part B Course ultimately led to the decision to conduct an entirely virtual NAS Part A and NAS Part B Course in December 2020.

Instructors worked quickly to adapt to new learning platforms and researched innovative methods and tools to clearly disseminate highly technical information. The students participated and provided valuable feedback throughout each of the courses.

Looking toward the future, we look forward to opportunities to conduct more training virtually. ■



Safely Providing Quality Instruction During a Global Pandemic

*By **Maj. Chris Nordloh**, Commercial Vehicle Enforcement, Texas Highway Patrol Division*

Little did we know when we celebrated the beginning of 2020 that our world would soon be turned upside down. The biggest change to our lives was caused by a new virus, something that isn't even considered living. I learned this fun fact assisting my son with one of his ninth-grade biology assignments while he was subjected to remote learning.

Throughout both last year and this year, a lot of recommendations and mandates have been issued by an untold number of departments, agencies, administrations, boards, units, etc. – everything from social distancing, mask wearing and frequent hand sanitizing, all the way to limitations on public gatherings, event cancellations, businesses being shut down and kids being forced to navigate remote learning.

Furthermore, every state, province, territory and nation began declaring disasters and emergencies in March 2020, triggering various exceptions that affected not only interstate and intrastate trucking operations, but the general public as well.

In Texas, suspension of vehicle registration requirements and extensions to commercial driver's licenses (CDL) and non-CDL expiration dates, something I had never seen before, caused a lot of confusion. In response, in May 2020, CVSA created its emergency declarations portal (www.cvsaemergencydeclarations.org), which allows each member state, province, territory and nation the ability to post their jurisdiction's emergency declarations in a manner that can easily be located by anyone with internet access.

As the premier training unit in the country, we too had to adapt our operations in order to continue providing the highest-quality instruction our students have come to expect and deserve. At first, we stopped providing in-person instruction in March 2020 when the country began shutting down and non-essential people were forced to work from home. Our agency's headquarters campus was shut down and most of our students were tasked with new duties, such as documenting incoming out-of-state travelers at airports and impromptu checkpoints on our highways at the Texas-Louisiana border.

Although policies changed rapidly and all types of certification requirements were extended, our agency's senior leadership decided that we should and could continue to operate as closely to normal as possible, including in-person learning.

Our agency created an Operational Medicine Unit (OMU) tasked with developing and implementing policies to safeguard our employees statewide. Our headquarters campus was reopened, with limited access, where the Texas State Guard operated wellness checkpoints at two controlled entry points to screen everyone daily before entering. In addition, each employee was initially tested monthly for COVID-19; now weekly.

As we began developing our plan to return to in-person learning, we had to develop and administer our annual in-service training to our certified inspectors. Our agency was initially hesitant to allow the use of Zoom, given its noted security issues, but began offering regularly scheduled online training on the use of Webex. Additionally, Adobe Presenter (an add-on to Microsoft's PowerPoint) and Adobe Captivate (think PowerPoint on steroids) both serve as excellent platforms to administer online learning content when used in conjunction with Adobe Connect. Leaning on Adobe Presenter, Adobe Captivate and Webex, we formulated a plan and successfully administered our annual in-service training (including instruction on the new hours-of-service rules) online, using the various platforms when and where each one worked best.



While online/virtual/remote learning has its place in our training curriculum, we felt it was not adequate for instructing the various National Training Center (NTC) courses. There is no substitute for instructors being in the same room with their students when they are trying to learn such a large amount of new and complex material. Not only did we recognize this indisputable fact, but so has almost every school district in America.

Currently, to accommodate social distancing requirements, our in-person learning class size is limited to a maximum of 15 students. With the number of NTC-certified instructors on our staff and two fully equipped classrooms (soon to be three), we have been able to hold classes concurrently. In the past, our training unit would run one North American Standard (NAS) Part A course with up to 30 students. Now, we hold two NAS Part A courses, simultaneously, in two separate classrooms, for a total of 30 students.

Face masks are a requirement for everyone in the classroom, except for the presenter who is actively presenting course material in front of the classroom, and hand sanitizer is abundant. Prior to the course beginning on the first day, each student and instructor is subjected to a BinaxNOW COVID-19 rapid antigen test. Those who test negative remain in the class and those who test positive are sent home.

Also, each day, when students arrive, they are subjected to non-contact temperature readings, which are logged, and asked a series of questions regarding their current state of wellness. Any student whose temperature is above normal, who exhibits any signs of illness or who declares they are not feeling well is referred to our OMU for further screening before being allowed to continue. At the end of each day, each student takes their course materials with them so the tables can be wiped down with disinfectant.

Since our return to in-person learning, there have been no confirmed cases of COVID-19 transfer among our students or instructors. Safe, quality, in-person learning is currently thriving in Texas. ■

REGION II

Oklahoma Department of Public Safety Receives Its First Commerical Vehicle Enforcement Trailer

*By **Matt G. Ingham**, POE Program Administrator, Oklahoma Department of Transportation*

Freight in Oklahoma is expected to grow by nearly 50% over the next 30 years. Most of this growth is projected to be in longer trips that have either an origin or destination point, or both, outside of the state. Through traffic is expected to see the greatest growth at 63%.

At the same time, enforcement resources are causing authorities to rethink strategies, including the deployment of innovative technologies that improve enforcement efficiency and effectiveness. Virtual commercial vehicle enforcement (VCVE) can assist in ensuring safety, preserving infrastructure and collecting fees. By empowering enforcement officers through technology, we can have a profound effect on public safety, highway preservation, homeland security and the capture of revenue due to state and local authorities.

In November 2020, Kapsch delivered its commercial vehicle enforcement (CVE) trailer to the Oklahoma Department of Transportation (ODOT) for deployment by the Department of Public Service (DPS) in the state of Oklahoma. This trailer may be the first of many distributed throughout the state and will allow patrol officers to use the Kapsch enforcement back office (EBO) to screen trucks for potential safety and credential issues on state roadways.

The VCVE system utilizes license plate readers and DOT-number-reading cameras to capture vehicle information from the truck on the mainline highway at highway speeds. The data is then automatically run through the Iteris® CVIEWplus platform to display vehicle information and potential violations – in near real time – to local officers via web-based access to the EBO.

Officers can link directly from the EBO to CVIEWplus for additional information, including permit verification and confiscation. The vehicle can also be placed in the queue for inspection from the vehicle detail screen, automatically completing inspection forms with the Iteris Inspect tool.

It should be noted that if a weigh-in-motion system (WIM) is available, the trailer can interface with the WIM and provide vehicle weight (gross, axle, bridge) as an additional screening metric. Hazmat placard detection and overheight vehicle detection features can also be added to the system.

Virtual locations with integrated screening protocols – whether permanent camera installations or movable trailers – can enhance the enforcement effort by identifying commercial motor vehicle traffic and potential violations 24/7/365. In addition to real-time screening, the system provides reporting and statistics for state planning, staffing and other state initiatives. ■

According to the Oklahoma freight transportation plan, ODOT is responsible for 12,255 highway miles while the Oklahoma turnpike authority system covers 597 miles – a combined total of 12,852 miles of highway network.



Pictured above from left to right: Matt Ingham (ODOT), Rob Welch (Kapsch), Ken Phillips (ODOT), Mitch Surrett (ODOT), Lt. Kirby Logan (DPS) and Terrance Custer (DPS).





Kapsch CVE Trailer

Nebraska State Patrol Uses Crash Data to Identify and Address Moving Violations

*By **Sgt. Jason Stahl**, MCSAP Coordinator, Carrier Enforcement Division, Nebraska State Patrol*

For more than 20 years, the Nebraska State Patrol has had a small group of highly trained troopers on the commercial vehicle enforcement (CVE) team. The team has recently doubled from its original three members. These troopers are certified to perform Part A and Part B (driver and vehicle), general hazmat, and cargo tank and other bulk packages inspections, and advanced post-crash investigations. They operate as a portable unit and enforce all laws and regulations pertaining to the operation of commercial motor vehicles (CMVs), with a focus on the enforcement of moving violations committed by or close to CMVs.

In July 2020, the team began utilizing one of our research analysts to gather information from the Nebraska Department of Transportation's crash records to look for patterns with CMV-involved crashes. These patterns took shape around the class of CMV involved, day of the week, time of day and construction zone influence. This information was presented to the coordinator of the CVE program who studied the trends and then disseminated the information to the CVE members with times and locations for enforcement efforts.

This fresh look at the data has proven to be very beneficial and the CVE team has been finding many driver out-of-service violations. Several recent inspections located drivers who were intoxicated, in possession of narcotics and/or in possession of alcohol. There is little doubt this reduced potential crashes involving CMVs.

The Nebraska State Patrol is also leveraging existing resources to help identify drivers committing moving violations that are precursors to crashes.

In September 2020, an unmarked vehicle was outfitted with a video recording system with one camera facing forward and a second camera facing out the passenger-side window. The vehicle is used in predetermined areas to covertly look for CMV drivers committing moving violations.

Once a violation is observed, the unmarked vehicle operator is able to record the violation then move alongside the vehicle (if able) to capture any improper behaviors the driver may be doing, such as using a handheld mobile device or other driver distractions. The operator then informs a nearby CVE member who will make the stop and conduct any needed enforcement.

An additional asset being implemented is the use of the Air Support Division. Many jurisdictions use this resource to observe speeding violations for passenger vehicles and this effort is no different. The Nebraska State Patrol is using the Air Support Division to work directly with the CVE team to fly in areas identified as high-crash zones to observe CMV moving violations and report them to the team. This method is very useful in construction zones where it can be difficult to safely stop the vehicle after a violation is observed.

Although some of these enforcement strategies are new, the team is projecting a decline in crashes in those high-crash areas, based on early results. In just the first two months, the CVE team conducted 156 inspections and noted 144 driver violations, placing 12 of them out of service for hours-of-service or drug- or alcohol-related offenses. 165 vehicle violations were noted with 22 of those meeting the out-of-service criteria. 105 violations were traffic-enforcement-related. Six hazardous material violations were identified and three of those were out of service.

With many different stakeholders gathering useful data, the time has come to take advantage of that information to help reduce the number of CMV-involved crashes. The days of simply being at the right place at the right time has taken on a new meaning for Nebraska's CVE team, who now proactively determine the right time and right place based on data from across the state. ■

With many different stakeholders gathering useful data, the time has come to take advantage of that information to help reduce the number of CMV-involved crashes.





REGION III

South Dakota Highway Patrol Participates in Workers on Wheels Rake the Town and the Special Olympics Plane Pull

*By **Capt. John Broers**, South Dakota Highway Patrol; CVSA Vice President*

South Dakota Highway Patrol's motor carrier troopers and inspectors assigned to the Sioux Falls area make it a priority to volunteer and serve their community. They participated in the Workers on Wheels Rake the Town Event and the 2020 Special Olympics Plane Pull.

The Workers on Wheels event serves individuals within the community who are elderly and/or disabled and unable to complete yard work on their own.

State troopers and inspectors raked several yards this fall. This was the fifth year participating in this event. The staff always looks forward to working this event as it gives them a break from inspecting brakes, and it always feels good to get outside, get some fresh air and serve your community.

The troopers and inspectors also enjoyed supporting the Special Olympics, and some friendly competition, as they competed in the 2020 plane pull event. Teams compete in this event to raise money for the South Dakota Special Olympics. This was an extreme man-versus-machine challenge where teams pulled a historic fighter plane from the Arizona Commemorative Air Force Museum. This unique event pits teams of 10, plus one Special Olympic athlete, against a 50,000-pound aircraft. The team with the fastest plane-pull time wins.

The South Dakota Highway Patrol participated in the event and took home the Grand Champion trophy. The trophy is now on display at the Sioux Falls port of entry. ■











South Dakota Highway Patrol troopers and inspectors pulled a 50,000-pound fighter plane to raise money for the Special Olympics.



South Dakota Highway Patrol troopers and inspectors complete yard work to help those who were unable.

Valley Springs South Dakota E-Screening Upgrades

*By **Roy Czinku**, Vice President, ITS Solutions and Maintenance Services, International Road Dynamics Inc.; and **Dave Huft**, Research Program Manager, South Dakota Department of Transportation*

South Dakota has had an electronic screening program since 2004 when the first facility was deployed on Interstate 29 at the Jefferson port of entry. The Valley Springs port of entry, located at the Minnesota border on Interstate 90, is the latest addition to South Dakota's e-screening program. A new 5,875-square-foot weigh station is equipped with a credential/safety screening system, truck scales, weigh-in-motion (WIM), tire safety screening and a thermal brake inspection system.

Operators registered in the program are given electronic transponders to mount on the inside windshield of their trucks. As a registered truck approaches the port of entry, a roadside automatic vehicle identifier (AVI) reads the transponder and the motor carrier's safety rating and credentials are checked. The vehicle is also weighed by the WIM sensors. If the vehicle is compliant, the transponder flashes a green light and the vehicle can usually proceed without stopping at the weigh station.

All commercially classed vehicles have digital images of their license plates captured and the license plate characters are extracted using optical character recognition technology. The AVI reader gets the windshield-mounted transponder's identification number.

Screening Criteria

To bypass the port of entry, vehicles and carriers must:

- Not be subject to an out-of-service order or revocation
- Have a valid registration
- Not have a suspended International Registration Plan or International Fuel Tax Agreement account
- Have a satisfactory Inspection Selection Score
- Be 80,000 pounds or under (or have an annual "Over 80" permit)
- have an actual weight not exceeding the registered gross vehicle weight by more than 5%
- have an actual weight legal for the vehicle's axle configuration

A Complex, Coordinated Commercial Vehicle Screening System

At the Valley Springs port of entry, commercial vehicles are weighed and measured on the mainline using a WIM system and over-height detector. Measurements from these devices are used to determine whether vehicles comply with their defined class/compliance schemes and vehicle dimension regulations. The vehicles are also checked for tire anomalies, such as flat, missing or underinflated tires, using an IRD Tire Anomaly and Classification System (TACS).

The AVI transponder number, license plate number and jurisdiction are used to look up the carrier's information in the Safety and Fitness Electronic Records (SAFER) database stored on an intelligent Roadside Operations Computer (iROC). The site includes an IRD iSINC® to provide WIM screening and an IRD iROC to provide e-screening. Inspectors use IRD's customized operator display software to view vehicle records and screening information.

All commercial vehicles that have a SAFER-recognized transponder will be signaled via the in-cab transponder. However, all commercial vehicles are also signaled to report or bypass via the changeable message signs located downstream of the Mainline WIM. Only recognized vehicles that pass credential, WIM and tire safety checks are permitted to bypass the station.

All e-screening is carried out within the State's data privacy guidelines. The purpose of the program is to improve the safety and efficiency of commercial motor vehicle operations, not to collect data. The system does not permanently retain individual vehicle or carrier data.

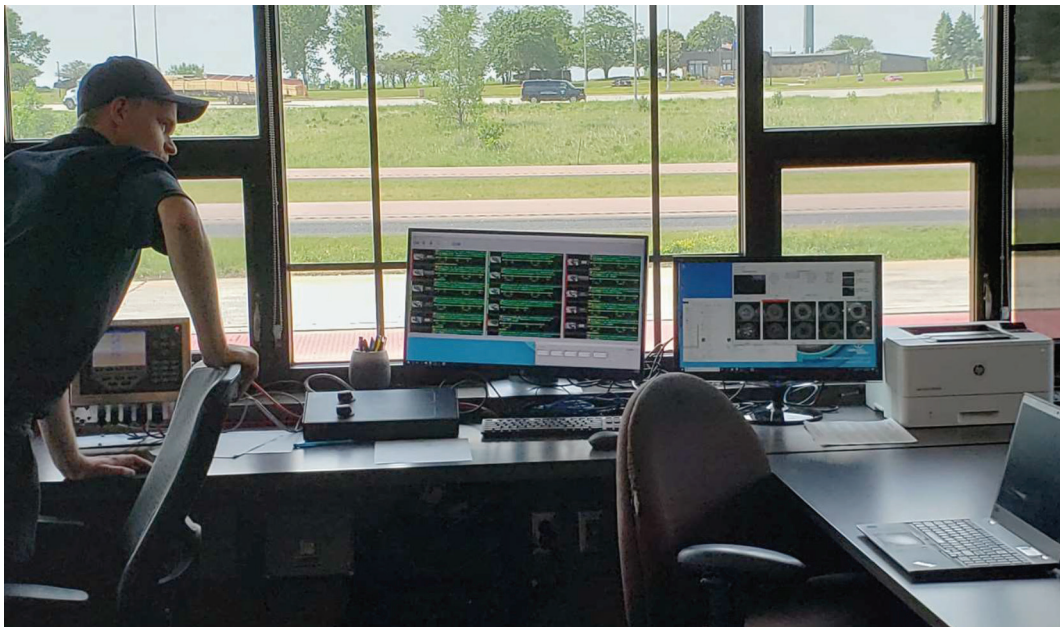
Report Lane Inspection

Vehicles directed to report to the ramp lane are expected to travel to the static scale report lane. Individual vehicle progression through the system is tracked, allowing the system to identify vehicles which do not obey directions given to them.

On the ramp lane, a Smart Infrared Inspection System (SIRIS™) uses thermal-camera technology to detect anomalies in brakes and tires. The SIRIS measures the temperature of each outside wheel on the left and right sides of the vehicle. Data is analyzed from three areas of the wheel: the hub, rim and tire. By looking at the rim, brake malfunctions can be detected. The hub is measured to determine the state of the wheel's bearings and the thermal data for the tire may indicate a range of issues. A tire that is too hot could indicate a problem, such as a flat, under- or over-inflation, an overweight or oversized vehicle, an unbalanced load, a suspension issue, a mechanical problem, or a tire tread condition.

The system is equipped with a queue detection feature to prevent a lineup of vehicles extending into traffic and creating an unsafe condition. When traffic backs up at the static scale, the system automatically alerts the operator and changes the mainline sorter mode to bypass. If traffic continues to back up, the system automatically closes the station.

Inspectors are able to override and make determinations on the validity of the automated checks within the ramp area. Based on visual review of the license plate image, the inspector may choose to correct a license plate read. If this is done, the system will rerun the e-screening compliance checks.



Operator Display for Vehicle Records and Tire/Brake Screening

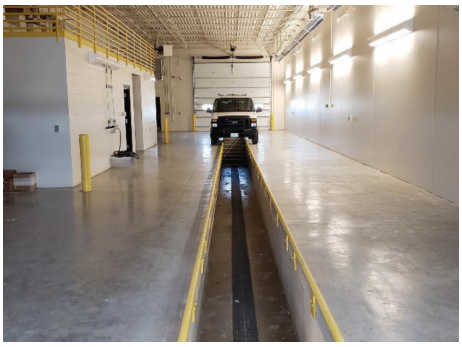
REGION III

Inspectors may also select vehicles flagged by the TACS or SIRIS systems for closer inspection within the facility.

Conclusion

The system has achieved some important goals for South Dakota DOT and the South Dakota Highway Patrol, enabling e-screening under the state's control and compliant with privacy guidelines. Vehicle inspections have become more efficient, putting valuable information on the inspector's screen before the truck reaches the station. In particular, the tire and wheel screening provided by the TACS and SIRIS systems identify more vehicles that warrant closer inspection against the out-of-service criteria. ■





The Valley Springs, South Dakota, Facility



Thermal Brake Inspection System



Vehicles Selected to Report on the Ramp

Greg Neylon: The Loss of a Hazmat Geek and More

*By **Rex Railsback**, Railsback HazMat Safety Professionals LLC*

On Jan. 31, 2021, the Cooperative Hazardous Materials Enforcement Development (COHMED) Program, CVSA, the trucking industry and I lost a great friend and safety advocate, Greg Neylon.

Greg and I met for the first time at none other than a COHMED Conference. My senior brain can't place which COHMED Conference exactly, but I'm remembering Kansas City in 1999. At that time, Greg was with YRC Freight and I was with the Kansas Highway Patrol. The love for hazardous materials (hazmat) safety and the atmosphere of cooperation between industry, enforcement and regulators that the COHMED Conference represents prevailed over the stereotypical industry versus enforcement mindset.

At that first COHMED Conference, Greg and I did what everyone does at the COHMED Conference – network and discuss different issues facing industry, enforcement and regulators in relation to the safe transportation of hazmat/dangerous goods (DG).

A short time after our first meeting, Greg called to ask about a roadside inspection and get some enforcement insight as to why a certain violation might have been cited. Well, one thing led to another and I invited Greg on a ride-along one day during International Roadcheck in the mid-2000s. As some of you know, a whole lot of storytelling and other general conversations occur when two people are in a vehicle for an eight-hour shift. Although there was a more than 15-year age gap between us, a comradery formed and our friendship grew.

From our first meeting to our last, Greg and I would always bounce questions off each other to help get the perspective of our respective fields. Greg even helped me out when I was tasked to present a training session during a COHMED Conference by volunteering to present the industry's view on the subject. No matter how our "debates" would go, we always knew that our number-one priority was the safe transportation of hazmat/DG and transportation safety, in general.

Greg's advocacy for hazmat/DG safety was always at the forefront before, during and after his stint as co-chair of the COHMED Program's industry members.

I don't know if Greg ever met a stranger or had a dislike for anyone, because I do not remember hearing Greg say a negative word about anyone or anything, and I remember him always greeting everyone with a smile.

As I move forward from this loss, I will honor Greg by continuing to keep him in my thoughts and continuing to advocate for the safe transportation of hazmat/DG throughout our transportation community. ■



Greg Neylon at a COHMED Conference.



Greg and Karen Rasmussen, of PrePass Safety Alliance, are all smiles.



Greg and Tom Fuller, formerly with the New York State Police, shake hands.

UPDATES FROM Mexico

New Director General of the Mexican Institute of Transportation

Dr. Carlos Lara-Esparza has been designated general director of the Mexican Institute of Transportation (IMT), replacing Dr. Roberto Aguerrebere.

The Secretary of Communications and Transport, Civil Engineer Jorge Arganis Díaz Leal, appointed Dr. Carlos Alfonso Lara-Esparza new general director of the IMT as part of the periodic renewal process of the different areas of Mexico's Ministry of Communications and Transportation (SCT) with the objective of providing new opportunities for technological innovation at the IMT.

Dr. Lara-Esparza has a doctorate in urban transportation from Paris East Créteil Val de Marne University, as well as an undergraduate degree in civil engineering from the National University of Mexico, where he also carries out active teaching work. Within his professional career, he has been general director of the Javier Barros Sierra Foundation, coordinator of Quality Systems and Sustainable Projects of the Secretariat of Construction at Mexico City government, and general director of the Mexican Fund for Education and Development.

At the same time, this renewal contributes to strengthening the services offered by the IMT, with the aim of making them available to as many users as possible, both in the public and private sectors.

At present, the IMT has an extensive reputation in the country's public institution system, as well as recognized worldwide prestige, as a promoter and adaptor of technologies applicable to diverse modes of transportation and in the spheres of logistics, safety and sustainability.



The Secretary of Communications and Transport, Civil Engineer Jorge Arganis Díaz Leal.





The Secretary of Communications and Transport, Civil Engineer Jorge Arganis Díaz Leal and his team.

New Head of the General Directorate of Protection and Preventive Medicine

On Jan. 1, 2021, the Secretary of Mexico's SCT Jorge Arganis Díaz-Leal appointed Dr. José Manuel Nogueira Fernández to serve as general director of Protection and Preventive Medicine in Transport.

This agency formulates and proposes policies, standards and programs in the matter of protection and preventive medicine in transport. Over the last decade, the agency has been facing challenges that demand effective and innovative operation of the different modes of transportation.

Dr. José Manuel Nogueira Fernández, a highly experienced medical practitioner in multiple aspects of medicine, aims to use his expertise to address the needs of Mexican federal transportation users.



President Andrés Manuel López Obrador is pictured on the right and General Director José Manuel Nogueira Fernández is on the left.

Safety Protocols in Mexican Motor Transport During COVID-19

After the General Health Council declared a sanitary emergency on March 30, 2020, in response to the SARS-CoV2 virus, Mexico's SCT began operations in the country's main passenger terminals. This included the four central passenger terminals in Mexico City, with 161 officials from the General Directorate of Federal Transportation (DGAF) and the SCT centers conducting inspection and verification functions in order to safeguard the health of users and personnel working in such facilities.

For that reason, these health safety measures were implemented:

- Prior to the departure and arrival of the buses, railings, handrails, knobs and all surfaces susceptible to transmitting infection are cleaned and disinfected.
- In central passenger terminal facilities, counters, lockers, turnstiles, toilets, toilet paper dispensers and all surfaces susceptible to transmitting contagion are constantly cleaned and disinfected.

In addition, the following complementary actions are performed:

- Patrols are conducted on the platforms to detect vehicles in poor physical-mechanical condition (NOM-068-SCT-2-2014). If one is detected, a report is drawn up and the replacement of the unit is requested.
- Attend to user complaints.
- Monitor that discounts are granted to students, teachers and senior citizens.
- Ensure that the rates and schedules are visible to the public.
- Ensure the bathrooms are in good condition and that there is free service.
- Ensure bus departures occur without delays.

These actions together aim to offer quality service, safety and virus prevention for Mexican citizens.





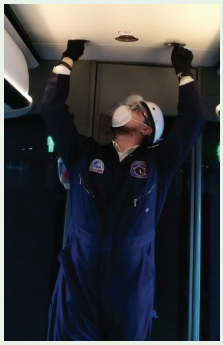














Mexico Extends the Validity of Federal Driver's Licenses

To protect drivers from the spread of COVID-19, Mexico's SCT published in the Official Journal of the Federation an extension on the validity of commercial driver's licenses, training certificates and medical certificates to June 30, 2021. Additionally, the validity of cross-border motor carrier permits was extended to March 31, 2021.

These actions have been made known by the Federal Motor Carrier Safety Administration (FMCSA) and published in CVSA's emergency declarations portal and involve a joint action of the public administration, industry organizations and drivers to safeguard the health of all citizens.

This information can be found in the Mexico section of the CVSA emergency declarations portal at www.cvsaemergencydeclarations.org. ■

Washington State Patrol Commercial Vehicle Division Loses Good Friend, Valued Employee and Commercial Motor Vehicle Law Enforcement Icon

*By **Lt. J.D. Closner**, Commercial Vehicle Division, Washington State Patrol*



Tpr. Steven K. Houle

On Feb. 8, 2021, Washington State Patrol Commercial Vehicle Division Tpr. Steven K. Houle #1168 was killed by an avalanche in the Cascade Mountains of Washington. At nearly 30 years of continuous service, with tours as both a Washington State Patrol commercial vehicle enforcement officer and a Commercial Vehicle Division trooper, Steven served as an employee who brought great value to our agency. Steven was loved by his coworkers, his community and members of industry.

He was assigned to Kittitas County in eastern Washington and worked Interstate 90 over Snoqualmie Pass, the busiest east-west interstate in Washington. Steven spent his entire career working an area locals refer to as "The Mountain." He spent countless hours conducting CVSA inspections, responding to calls for service and investigating collisions. Steven loved his work and was recognized many times throughout his career for his outstanding performance. He cared deeply for those he had sworn to protect and treated each contact as the most important thing he would do that day.

You never caught Steven without his trademark smile and "can do" attitude. He will be deeply missed by those who had the fortune of serving with him.

In loving memory of Washington State Patrol Commercial Vehicle Division Tpr. Steven K. Houle, rest in peace. ■

Oregon's Trucking Online Application Now Offers Online Inspection Certification

*By **Howard Russell**, Safety Enforcement Manager, Commercial Vehicle Safety Programs, Commerce and Compliance Division, Oregon Department of Transportation*

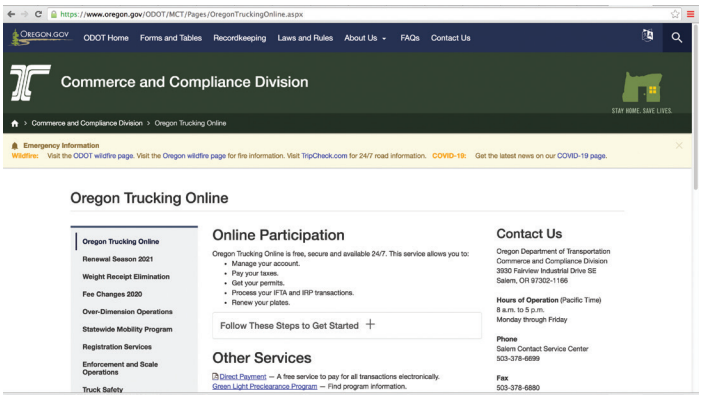
The Oregon Department of Transportation's Commerce and Compliance Division (CCD) provides motor carriers with 24/7 access to a safe and secure online account management system. That system is Oregon Trucking Online (TOL). Once carriers have registered accounts, they can handle nearly all of their needs online, including the ability to pay taxes, obtain permits, process International Fuel Tax Agreement (IFTA) and International Registration Plan (IRP) transactions, renew plates and more.

CCD is continuously improving TOL services by implementing new and better features and applications. To assist with safety compliance, one of TOL's newest features allows carriers to quickly view and self-certify truck inspection reports online.

In an effort to improve safety, Oregon seeks to ensure that motor carriers are working with their drivers to take corrective actions to address violations in a timely manner. Thus, Oregon has a long-running civil complaint program that penalizes motor carriers for failing to return certified inspection reports as required by Title 49 Code of Federal Regulations Part 396.9(d)(3). CCD has made the certification process quicker and easier for carriers. Inspection reports can now be viewed and self-certified online.

This free feature in TOL provides motor carriers with a receipt for the certification transaction, freeing them from any worry or hassle that may come with certification by fax or mail. With TOL, inspection reports are available for review and certification as soon as inspectors upload them, thus making the certification process quick, easy and worry-free. At the same time, motor carriers become immediately aware of any mechanical or driver safety issues needing attention.

For more information on TOL's features, including the new self-certification of safety inspections feature, visit CCD at www.oregon.gov/ODOT/MCT/Pages/OregonTruckingOnline.aspx or call 503-378-6699. ■



REGION IV

The Importance of Checking Size and Weight as Part of Roadside Inspections

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

I recently made a traffic stop to check an oversize load for permit and routing requirements. As I walked to the front of the combination, I noticed that the breakaway device did not have the cable from the trailer connecting it to the truck. During the inspection, I learned that the driver did not have a commercial driver's license or an electronic logging device. I also determined that the company did not have the operating authority required for a for-hire interstate movement. The vehicle and the driver were both placed out of service after being stopped for a routine permit check.

When dealing with size and weight issues, we must look at not only how infrastructure is affected, but also how the safety of the traveling public is impacted. Montana has restrictions for certain oversize vehicles requiring pilot vehicles, daylight travel, reduced speeds, and holiday and weekend prohibitions. Excessive weight may also require pilot vehicles, reduced speed and daylight-only travel. This may be confusing; however, these restrictions enable carriers to safely move large loads to their destination.

As inspectors, we have all seen the wear on the vehicles due to improper loading or overloaded equipment. Excess weight can be a safety issue that contributes to early failure in mechanical parts and increased stopping distances. Size, on the other hand, is much more obvious when things go wrong. Many have responded to a crash in which the configuration did not fit under or through a structure. If not, you have likely seen incidents on the news. With proper permitting, routes and structures are checked to ensure that the loads can safely travel. Inspectors and motor carriers need to work together to ensure these loads are on the correct route and the permits are accurate for the size and weight.

In 2020, Montana inspectors listed more than 600 weight violations in Aspen on safety inspections. Many of those inspections had more than the weight violation listed. A simple size and weight check can easily become much more. This helps ensure the safety of the commercial motor vehicles, our infrastructure and the traveling public. ■



Tires contacting each other. Photo by John Watkins.



Too much for the road. Photo by Mike Poole.



Too tall. Photo by Brian Dandrea.

REGION V

MARK YOUR CALENDAR

2021 ENFORCEMENT INITIATIVES

INTERNATIONAL ROADCHECK CVSA

INTERNATIONAL ROADCHECK
May 4-6, 2021

OPERATION SAFE DRIVER

OPERATION SAFE DRIVER WEEK
July 11-17, 2021

Operation Airbrake

BRAKE SAFETY WEEK
August 22-28, 2021



Yukon Inspection Photos





A super-B full of fuel had a steer axle disc wheel with two cracks. Photo by Ofr. Kevin Chaput, Watson Lake Scales, Yukon.

New 2021 Out-of-Service Criteria Available for Purchase

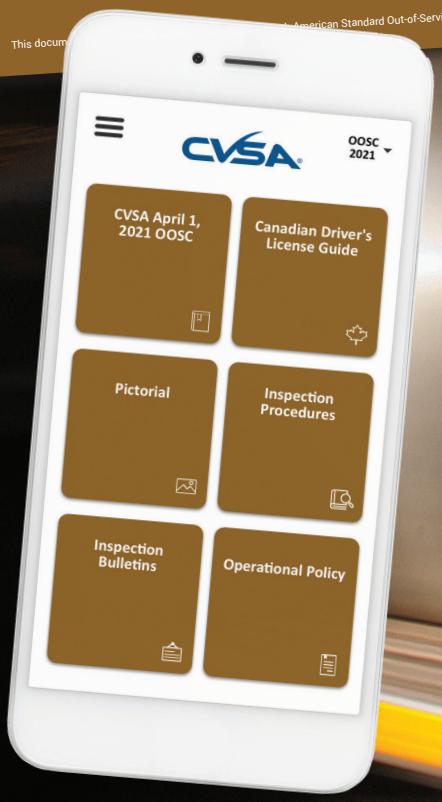
CVSA offers different formats of the new out-of-service criteria. Find the format that works best for you.

- Spiral-bound, hard-copy handbook
- Electronic PDF file with a restricted three device and/or web browser limit (cannot be printed or copy-and-pasted and is best viewed on a desktop computer)
- Spanish U.S. version (8.5" x 11")
- Bilingual English/Spanish U.S. version (8.5" x 11")
- French Canadian version (8.5" x 11")
- Bilingual English/French Canadian version (8.5" x 11")

If the app is more your style, it contains the out-of-service criteria, inspection bulletins, real-life photo examples of vehicle and hazardous materials/dangerous goods violations, access to the CVSA Learning portal for online training, inspection procedures, operational policies, inspection and educational videos, brochures and more.

To download the app, search for "CVSA Out-of-Service Criteria" in the App Store or Google Play. Once you've downloaded the app, set up your account with your first and last name and email address associated with your app account, not your CVSA member portal information. You'll then have the option to purchase the 2021 out-of-service criteria.





FIVE COMMON MYTHS ABOUT TRANSPORTING SPENT NUCLEAR FUEL

U.S. nuclear power plants generated a record 809 billion kilowatt hours of electricity in 2019. While our nation's reactors create massive amounts of clean energy, they also produce spent or used nuclear fuel that is securely stored at 76 reactor and storage sites across the U.S.

Despite being safely transported in the U.S. for more than half a century, many still believe spent nuclear fuel (SNF) is too dangerous to transport. But, in reality, it's a well-coordinated process with a great track record and there are facts to prove it.



Here are five common myths about transporting spent nuclear fuel:

MYTH: SNF can't be safely transported.

SNF is transported in the U.S. all the time. It's moved by road, rail and waterway, and shipped in durable containers designed to withstand extreme transportation accidents. More than 2,500 SNF shipments have been transported around the country without any radiological incidents over the past 55 years.

The U.S. Department of Energy (DOE) requires detailed preparations for SNF shipments. This covers everything from the containers, crew and drivers used for transport to identifying travel routes as well as coordinating with states and tribes along the way.

MYTH: SNF containers will explode in an accident.

It's virtually impossible for a SNF transportation container to explode. To meet DOE or Nuclear Regulatory Commission (NRC) transportation requirements, SNF must be placed in a robust transportation container (also known as a transportation cask) designed to protect against all possible releases of radioactive material. The container walls are made of steel, lead and other shielding materials that are 5 to 15 inches thick. The ends are encased in structures called impact limiters that absorb impact forces and protect the container from damage.

Transportation containers must pass a sequence of impact, puncture, fire and water immersion tests that cover more than 99.9% of all travel-related incidents. While it is highly unlikely a SNF transportation container will encounter these extreme situations, DOE has physically tested these packages and confirmed their performance.

MYTH: A SNF transportation incident could spill "glowing green radioactive goo."

Spent fuel containers won't spill "glowing goo," simply because commercial SNF is actually a solid. It is made of small, ceramic uranium fuel pellets stacked up inside metal fuel rods. The fuel is a solid when it goes into the reactor and remains a solid when it comes out of the reactor.

When transported, SNF containers are tightly sealed to contain the radioactive materials. The robust structure and thick shielding ensure that SNF is safely contained during normal conditions of transport and during a potential transport incident. So, SNF does not glow, isn't green and there is no goo.

MYTH: Local emergency services are not capable of responding to a SNF transport incident.

According to the NRC, the chances of a SNF container releasing radioactive material in a transportation accident is less than 1 in 1 billion. Despite these odds, DOE has created a Transportation Emergency Preparedness Program so that state, tribal and local responders have access to the training and technical assistance needed to handle a transportation incident involving DOE-owned radioactive materials. With this training, emergency responders are capable of promptly responding to most SNF transport incidents. For ongoing DOE shipping campaigns, the agency provides funds to states and tribes to support continued training for emergency officials along active DOE shipping routes.

Communication is also required throughout the entire shipment process. It is a coordinated effort among several government agencies including the U.S. Department of Transportation, NRC, U.S. Coast Guard, U.S. Department of Homeland Security, along with applicable state, tribal and local agencies. The SNF transportation containers are thoroughly inspected prior to departure and strictly monitored along the route using communications centers and telemetric monitoring technology for tracking.

MYTH: Transporting SNF exposes the public to high levels of radiation.

While it's impossible to block all radiation, the amount emitted from a SNF transportation container is very low and is lower than the background radiation that occurs naturally in the environment.

SNF transportation containers are designed to significantly limit radiation at the surface of the structure to low levels that meet regulatory requirements for safety. Even then, it is unlikely that an individual not associated with the transport of the SNF shipment would ever be close to the package for a long period of time.

Under Development

DOE is working with the U.S. Navy to design and test new cask, buffer and escort railcars specifically for future large-scale transport of SNF. The Atlas railcar has 12 axles to support the size and weight of SNF transportation containers. Two buffer cars are used as spacing to separate the cask cars from the train cars carrying rail crews or shipment security.

These railcars utilize the most advanced designs and technologies available to minimize the possibility of train derailment. DOE expects to receive the Association of American Railroads' approval for the Atlas railcar design in 2022. ■

This article was published in the U.S. DOE's Office of Nuclear Energy's webpage on May 26, 2020.
Source: www.energy.gov/ne/articles/5-common-myths-about-transporting-spent-nuclear-fuel

Allen Parker with Werner Enterprises is CVSA's 2021 International Driver Excellence Award Winner

CVSA is proud to announce that this year's International Driver Excellence Award (IDEA) recipient is professional driver Allen Parker with Werner Enterprises Inc. Parker has been with Werner Enterprises for more than 34 years and has safely driven more than four million accident-free miles.

CVSA recognizes the exceptional careers of professional commercial motor vehicle drivers and their commitment to public safety through its driver excellence award. The requirements to apply for this award are not easy to meet. Nominees must have at least 25 cumulative years of crash-free driving in a commercial motor vehicle with a clean driving record for the past three years, no felony convictions, no safety-related driving suspensions in the past three years and no driver violations in the past three years, excluding form and manner violations.

"My reaction upon hearing the fantastic news that I'd received the International Driver Excellence Award was to be humbled," said Parker. "To be acknowledged by CVSA is truly an honor."

"Whether it's his professional activities, like the Werner Road Team and the Truck Convoy® for Special Olympics, or his community involvement through his church and singing the national anthem at public events, Allen represents Werner Enterprises and the trucking industry as a caring professional," said Jaime Maus, vice president of safety and compliance for Werner Enterprises.

Werner Enterprises was founded in 1956, and in the history of the company, only six drivers have achieved four million accident-free miles.

In addition to his stellar safe-driving history, Parker also does his part for the community. He sings the national anthem before stock car races at the Jefferson County [Nebraska] Speedway and at minor league baseball games. In addition, Parker participates in the World's Largest Truck Convoy® for Special Olympics. The Truck Convoy is a one-day celebration of the trucking industry, its allied partners and law enforcement, all working together to raise funds for the Special Olympics.

"This year, especially, the Alliance is honored to award a commercial motor vehicle driver for his safe-driving record and contributions to the community and the trucking industry," said CVSA President Sgt. John Samis with the Delaware State Police. "We, in the commercial motor vehicle enforcement community, know how important commercial drivers are to the fabric of our society. But when the pandemic hit, the public quickly realized that almost everything we need is transported by truck, driven by a truck driver, at some point within the supply chain. Nominating Mr. Parker was Werner's way of saying thank you. And selecting and naming him as this year's IDEA recipient is CVSA's way of saying thank you."

With decades of driving experience and millions of accident-free miles driven safely on the road, Parker knows exactly what to do to ensure he is operating safely. "To achieve the miles I have driven is great, but they come one mile at a time," said Parker. "Focusing too far ahead or behind removes my focus from where I am now."

"Treat the motoring public around you as if it is your family in those cars and trucks," added Parker. "Try to anticipate the movements of others. And use common sense."

As you might expect from such an extraordinary driver, CVSA's IDEA isn't the only award Parker has received throughout his driving career. He has received multiple President's Safe Driving Awards from the Nebraska Trucking Association, Werner's Safe Driver Awards, and one, two, three and four million accident-free miles awards from his company.

When asked what he enjoys most about his profession, Parker said, "My job offers opportunities to meet new people every day and see new parts of the country. I enjoy being outdoors and not confined to an office with walls. The sunrise ahead of me and the sunset behind me are my only boundaries."

"I want to thank the Lord for His protection and care through the years," said Parker. "And a huge thank you to my wife, Connie, for putting up with my crazy job, and her love and support through two major cancer surgeries. Love ya, babe."

"I also want to thank Werner Enterprises for giving me a steady job for more than 34 years," he added. "Their support and strong company ethics have aided me in accomplishing my driving career."

When he has time away from driving, Parker travels with his wife, singing southern gospel music at churches and gospel music events. In fact, he and his wife have recorded four albums in Nashville.

"We also enjoy putting miles on our motorcycle and spending time with our grandkids and great-grandkids," added Parker.

Parker will receive his award at the 2021 CVSA Annual Conference and Exhibition, where he will be presented with a crystal trophy and a check for $2,500. At this time, the annual conference is still scheduled to be held in-person in Wilmington, Delaware.

PrePass Safety Alliance sponsored this year's IDEA. PrePass Safety Alliance's mission is to make highways safer and more efficient through innovative data-driven solutions. Its services help increase safety, reduce delays and costs, and enhance the economic and environmental benefits that the freight sector contributes to the nation.

The nomination period for the 2022 International Driver Excellence Award will open in September. ■

IDEA
INTERNATIONAL DRIVER EXCELLENCE AWARD



2021 IDEA Recipient Allen Parker is pictured with his wife, Connie.

Jake Elovirta Joins CVSA as Director of Enforcement Programs



Jake Elovirta joined CVSA as its new director of enforcement programs. He will be responsible for developing and managing the Alliance's traffic enforcement safety programs, projects and training.

Elovirta will apply his more than 30 years of transportation safety experience to provide leadership, guidance and direction to law enforcement personnel and the motor carrier industry on all aspects of commercial motor vehicle safety and traffic enforcement.

"We're pleased to welcome Jake to CVSA headquarters staff," said CVSA Executive Director Collin Mooney. "As we continue to advance the goals of the Alliance, we are devoting even more resources to traffic enforcement and public safety education initiatives. This new position further demonstrates our commitment to reducing roadway deaths and injuries attributable to driver behaviors, the leading cause of crashes."

In addition to coordinating and managing the Alliance's traffic enforcement safety initiatives, Elovirta will also manage CVSA's Human Trafficking Enforcement program and the Operation Safe Driver program and its associated traffic safety awareness and enforcement initiative, Operation Safe Driver Week. He will also develop and implement commercial motor vehicle traffic enforcement training programs and serve as the primary contact and resource regarding commercial motor vehicle traffic enforcement safety issues.

"I am happy to join the CVSA team," said Elovirta. "As the new director of enforcement programs, I will work to address the needs of the membership, advocate the positions of the Alliance, and advance CVSA's mission, goals and strategic plan. I've spent my entire professional career devoted to transportation safety and I plan to continue that lifelong commitment in this new role."

Prior to joining CVSA, Elovirta spent 22 years with the Vermont Department of Motor Vehicles' Enforcement and Safety Division. He served as safety chief of the department's Commercial Vehicle Enforcement Unit, then was appointed to colonel/director of the Enforcement and Safety Division. He retired in 2020 after a 32-year career in Vermont law enforcement.

Elovirta spent much of his law enforcement career focused on highway safety initiatives. He was Vermont's first laser speed operator/instructor/trainer and is credited with having the first case law at the Vermont Judicial Bureau and Superior Court levels to accept the scientific reliability of laser speed determination devices for speed enforcement in Vermont.

Elovirta was a Level I commercial motor vehicle inspector, certified through CVSA. He also held a number of CVSA leadership positions, serving as the Region I president and vice president, as well as chair of the Information Systems Committee.

Elovirta earned a bachelor of arts degree in criminal justice from Norwich University and is a graduate of the FBI National Academy. He also completed the International Association of Chiefs of Police Leadership in Police Organization training program. ■

Terry Kummer Joins CVSA as Director of Crash Data and Investigation Standards



Terry Kummer joined CVSA as its new director of crash data and investigation standards. He will be responsible for developing and managing a uniform standard for conducting commercial motor vehicle crash investigations and collecting and reporting crash data.

As director of crash data and investigation standards, Kummer will coordinate and manage the development of the Alliance's commercial motor vehicle crash investigation processes. He will also develop training materials to support crash investigations and reconstruction. Kummer will manage commercial motor vehicle crash data collection processes and systems, as well as the analysis and evaluation of crash statistics and data quality to identify and implement strategies that mitigate program deficiencies. He will also serve as the primary resource for the Alliance membership, staff and stakeholders on commercial motor vehicle crash reduction efforts, issues and programs.

Kummer joins CVSA with nearly 30 years of law enforcement service with the Kansas Highway Patrol. He was instrumental in the development of the Kansas Highway Patrol's crash reconstruction team and served as its director. He is an accredited crash reconstructionist through the Accreditation Commission for Traffic Accident Reconstructionists and has reconstructed hundreds of crashes throughout his career. Kummer responded to fatal and serious injury collisions to investigate and document scenes for reconstruction purposes. He also testified in state and federal courts as an expert witness in collision reconstruction, commercial motor vehicle reconstruction and commercial motor vehicle inspections.

As a lead instructor for the Kansas Highway Patrol, Kummer taught collision reconstruction courses and forensic mapping, including the use of global navigation satellite systems, robotic total stations and unmanned aerial vehicle systems. Kummer brings that extensive, specialized expertise to his role at the Alliance.

"Terry will respond to the needs of the membership by providing leadership and direction related to all aspects of the Alliance's crash data and investigation initiatives," said CVSA Executive Director Collin Mooney. "This is a newly created position and Terry is well qualified and experienced to step into this role. We're happy to have him on board and will utilize his guidance, advice and expertise as we grow our crash data collection and investigation procedures and training programs, a critical component of the Alliance's strategic plan."

Kummer was a certified Level I, hazardous materials, cargo tank and other bulk packaging inspector when he was with the Kansas Highway Patrol. He also served as the Region III voting member on CVSA's Crash Data and Investigation Standards Committee. Kummer has a bachelor of science degree in finance with an emphasis on statistics and mathematics.

"I am happy to join the CVSA headquarters team," said Kummer. "In this new role, I will leverage my years of relevant experience and applicable skills to successfully fulfill my responsibilities as CVSA's director of crash data and investigation standards." ■

Consider Sponsorship

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

- **Annual Sponsorship**
  Annual contributions are used to support the Alliance's mission and goals. All contributions are tabulated cumulatively and applied to the overall sponsorship level.
- **Event Sponsorship**
  Whether sponsoring a virtual or a live event, event sponsors receive increased visibility, networking and educational opportunities, and the opportunity to share ideas, feedback and perspectives.
- **E-newsletter Sponsorship**
  "Safety Exchange" is a biweekly e-newsletter sent to CVSA membership featuring links to relevant CVSA, government, association and industry news. Sponsorship opportunities are available for banner or sidebar placement.

For more information on sponsorship, visit www.cvsa.org/sponsorship.



Are You Up to Date with CVSA's Inspection Bulletins?

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

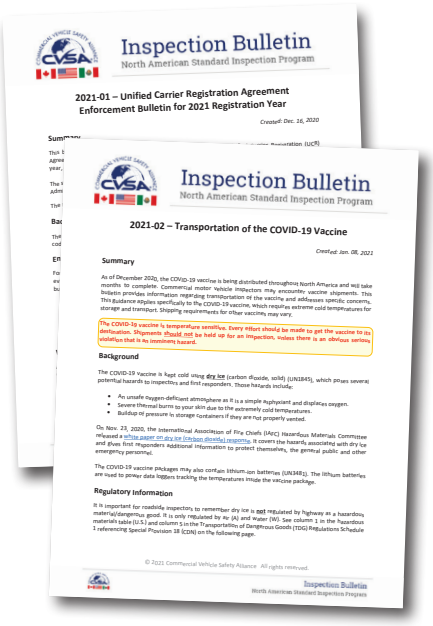
So far, two inspection bulletins have been posted for this year:

- **2021-01 – Unified Carrier Registration Agreement:** This bulletin provides guidance for verifying compliance with the Unified Carrier Registration Agreement during a roadside inspection and encourages roadside enforcement for the 2021 registration year, effective Jan. 1, 2021.
- **2021-02 – Transportation of the COVID-19 Vaccine:** This bulletin states that every effort should be made to get the COVID-19 vaccine to its destination. Shipments should not be held up for an inspection, unless there is an obvious serious violation that is an imminent hazard.

To view all inspection bulletins, visit www.cvsa.org/inspections/inspection-bulletins. They're also available in the CVSA Operations Manual in your CVSA member portal (www.cvsa.org/memberportal).

The CVSA website and the operations manual will always contain the current version of each bulletin, which should be used by CVSA-certified roadside enforcement personnel. Spanish and French versions are also available.

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


Inspection Bulletin
North American Standard Inspection Program

2021-01 – Unified Carrier Registration Agreement Enforcement Bulletin for 2021 Registration Year

Created: Dec. 16, 2020

Inspection Bulletin
North American Standard Inspection Program

2021-02 – Transportation of the COVID-19 Vaccine

Created: Jan. 08, 2021

Summary

Background

Regulatory Information

'CVSA Inspector Focus' Videos Provide Additional Inspection Bulletin Instruction

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



INSPECTOR'S CORNER

Pride Without the Fall

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

I have been fortunate in my life so far to have more than a few accomplishments of which I am proud. In fact, I have been fortunate and lucky enough to have accomplished some fairly large things, not the least of which was winning the North American Inspectors Championship (NAIC) in 2019 and our state inspector competitions leading up to that.

So, this begs the question: Is there a certain level of fame or amount of praise for which someone should take pride?

It's obviously easy to take pride when you win a competition, earn an award or receive praise. However, should we only be proud if someone else gives us praise or recognition? Furthermore, in the days of "everyone is a winner" and "all teams get a trophy," should we be proud of everything we do? It is also said that "pride is one of the seven deadly sins" and "pride comes before the fall." So, should we really be taking pride in anything at all? And, what does it mean to be proud? Does it only count if I tell someone of my accomplishments or somehow indicate how good I am? I think, like most things in life, somewhere in the middle is where we find the truth of the matter.

First, is pride a good or negative thing? I think, taken in the proper portions, it is a good thing. However, like chocolate, salt or even water, too much of it is not so good. Excessive pride or hubris is at best annoying and at worst dangerous. I say annoying because that type of pride will often manifest itself as vanity or boastfulness and, let's face it, those people just wear on you. It can be dangerous because foolish pride or overconfidence may lead you to make foolish decisions. If I think I'm the greatest driver ever, do I really need to slow down in a snowstorm?

So, should I only be proud when I am praised by others? I don't think so. I take pride in things not because others tell me I do well or because I crave that acknowledgement from others, but because it makes me feel good to know I'm performing the very best I can.

Now, that's not to say I don't appreciate being praised. Everyone likes hearing they've done well and to have their hard work recognized. In fact, we should all try harder to praise those around us and recognize others' work. But that is probably a topic for a whole other article.

Praise and recognition aside, the reason I take pride in things is because I know I put effort into everything that I do. Further, I put my best effort into everything I do because if I don't, I won't feel good about it.

I think everything you do is a reflection of yourself. The amount of effort and care you put into something shows. In addition, when you do something with effort and care, that shows your character. Hopefully, these things are also reflected in results, but not always. I can expend lots of effort into something, yet the end result is still not good enough. In these cases, it is not necessarily the outcome I am proud of, but the work I put into it. If I try as hard as I can and put all my effort into something, I can be proud of that.

Not everything you do is like Michelangelo painting the Sistine Chapel, but maybe you should approach it as if it is. Don't get me wrong. There is natural talent and other things that play into results. However, the effort and pride Michelangelo put into his work resulted in a masterpiece known by pretty much everyone, instead of just a painting some guy did on the ceiling of a church.

Pride to me means I am constantly striving to be better at everything I do. While I may not be Michelangelo, if I keep improving, maybe someday I will be. Even if I never achieve that level of performance, I will know I improved from where I started.

Taking pride in your work means you are always learning new and better ways of doing things. Taking pride as a commercial motor vehicle inspector means I strive to know the regulations, and to apply them fairly and

Continued on next page

Not everything you do is like Michelangelo painting the Sistine Chapel, but maybe you should approach it as if it is.



Sistine Chapel

CVSA RELEASES ITS 2020 ANNUAL REPORT



Check out CVSA's 2020 annual report, which contains financial information, notable statistics, and summaries of the Alliance's major initiatives, activities, accomplishments and achievements throughout the fiscal year.

www.cvsa.org/about-cvsa/annual-report

Continued from page 23

impartially. It means I never think I know everything, and I stay up to date with changes in regulations and the industry.

For commercial motor vehicle drivers, pride means striving to know and understand the regulations. It means constantly striving to improve your skills at operating your vehicle, so you always do it as safely and efficiently as possible.

Pride should not be dependent on prestige. I am fortunate to have a very good occupation in which I take great pride. However, if for some reason I could not do this tomorrow and had to find work at a fast-food chain flipping burgers, I would still take pride in that work too. I would put all my effort into flipping those burgers and I would strive to always improve how well I did it.

It was easy for me to be proud that I won NAIC, but I'm also proud of every inspection I complete. I can go home at night with the knowledge that I did the best I could that day to make roadways safer.

For commercial motor vehicle drivers, you should absolutely be proud of achievements, like going a year incident free or having one million miles incident free. You should also take pride in every mile you drive, every delivery you make and every day you operate your vehicle safely. When you log off each day, you should feel good that you did everything you could to supply society with all the things we need and that you did it as safely as possible.

So, how do I show my pride? My opinion is that the most impressive people are those who don't have to tell you how good they are or how dedicated they are. It should not be my mission to make sure everyone knows how good I am or, for that matter, even care if anyone else knows. Those around me will see the pride I take in my work and the effort I put into things and that is how they will form their opinion of me.

However, false modesty is not necessarily a good thing either. Going to a job interview and understating your abilities will not really work out too well for you. Again, somewhere in the middle lies the truth. Showing pride in your work and acting that way is one thing. Being overly proud and boastful of your work is something entirely different.

Now, my challenge for everyone is to take pride in what you do, no matter what that is. Be deliberate about your actions. Every occupation and everyone in those occupations has a role. When we discuss the transportation industry, those roles are all critical. Everyone needs to do their part to ensure not only that freight gets where it is going, but that we keep the highways as safe as possible while we do it. You may think your role is not as important as others are, but that is not the case. Every role, no matter how small, needs to be done, or else our transportation system does not work.

So, no matter what you do or how glamorous it may or may not be, take pride in it. Do it as if you are creating your own masterpiece every day. If each of us takes that much pride in the work we do every day, in every mile we drive, in every wheel and brake we inspect, just imagine the outcome. ■

FMCSA Announces 2021 Motor Carrier Advisory Committee Members

CVSA's Adrienne Gildea among the record number of women appointed this year

On Jan. 13, 2021, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced the 2021 members for its Motor Carrier Safety Advisory Committee (MCSAC). CVSA Deputy Executive Director Adrienne Gildea is among the individuals selected to serve on the committee. The membership of the committee draws from candidates across all motor carrier stakeholders.

"The MCSAC members provide invaluable insight into all parts of the motor carrier industry and are critical in shaping FMCSA's priorities and initiatives," said former FMCSA Deputy Administrator Wiley Deck. "The 2021 membership features a strong and diverse set of members from industry, safety, labor and enforcement. We are particularly proud of the committee's record number of female members for 2021. The agency looks forward to working with all committee members in the coming year and working to advance our shared safety goals."

FMCSA's MCSAC provides advice and recommendations to the FMCSA administrator on motor carrier safety programs and motor carrier safety regulations. Initially chartered by the secretary of transportation on Sept. 8, 2006, MCSAC membership is balanced and is composed of up to 25 experts from the motor carrier safety advocacy, safety enforcement, industry and labor sectors.

Recommended by the FMCSA administrator and appointed by the transportation secretary for two-year terms, members are chosen from a field of qualified candidates who possess a wide range of motor carrier experience and expertise.

The 2021 membership includes a record number of women – including Jennifer Hall, of the American Trucking Associations, who is the first female vice chair and is in line to assume the chairmanship in 2022.

To learn more about FMCSA's MCSAC, visit www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac. ■

THE 2021 MCSAC MEMBERS

CHAIR
Lamont Byrd
International Brotherhood of Teamsters

VICE CHAIR
Jennifer Hall
American Trucking Associations

Adrienne Gildea
Deputy Executive Director, Commercial Vehicle Safety Alliance

Michael Bray
Chief Commercial Officer, GM Commercial Transportation

Bruce Hamilton
International Vice President, Amalgamated Transit Union

David Heller
Vice President of Government Affairs, Truckload Carriers Association

David Huneryager
President and CEO, Tennessee Trucking Association

Dawn King
President, Truck Safety Coalition

Peter Kurdock
General Counsel, Advocates for Highway and Auto Safety

Jerrold (Jerry) Langer
Director of Sales and Marketing and Chief Commercial Officer, Langer Transport Corporation

John Lannen
Principal, Institute for Safer Trucking

Siddarth Mahant
Owner, Mahant Transportation LLC

Jane Mathis
Parents Against Tired Truckers

Jaime Maus
Vice President of Safety and Compliance, Werner Enterprises

Stephen C. Owings
Road Safe America

Peter Pantuso
American Bus Association

Capt. Travis Plotzer
Tennessee Highway Patrol

Danny Schnautz
Clark Freight Lines Inc.

Holly Skaar
Commercial Vehicle Safety, Idaho State Police

Todd Spencer
Owner-Operator Independent Drivers Association

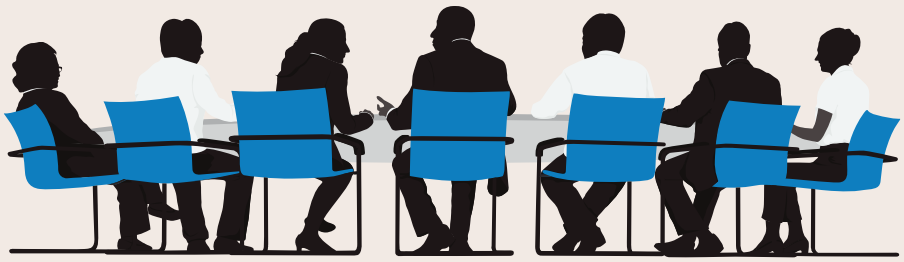
Tami Friedrich Trakh
Citizens for Reliable and Safe Highways

Christopher Treml
Director, Construction Training, International Union of Operating Engineers

Ellen Voie
President/CEO/Founder, Women in Trucking

Greer Woodruff
J.B. Hunt Transport

Andrew Young
Managing Partner, The Law Firm for Truck Safety



ORM-D Marking Phased-out as of Dec. 31, 2020

After Dec. 31, 2020, hazmat shippers will no longer be able to use the ORM-D consumer commodity marking on packages containing limited quantities of low-risk hazardous materials. Packages must be marked with the limited quantity marking in accordance with the Code of Federal Regulations, Title 49, Section 173.156.

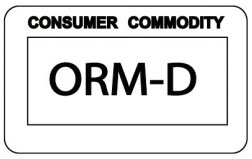
The Pipeline and Hazardous Materials Safety Administration published a final rule in January 2011 that revised the Hazardous Materials Regulations to align with various international standards regarding hazard communication, hazard classification, including packing group assignment, packaging authorization, air transport quantity limitations and other harmonization-related topics.

This final rule specified the phase-out of the marking for limited quantity materials reclassed as "other regulated material" (ORM-D).

For more information on the phase-out, visit www.phmsa.dot.gov/training/hazmat/ormd-phase-out. ■

ENDS 12/31/20

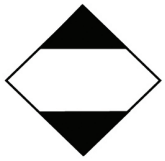
Hazmat shippers may ship **ORM-D** packages for highway transportation only until the year ends.



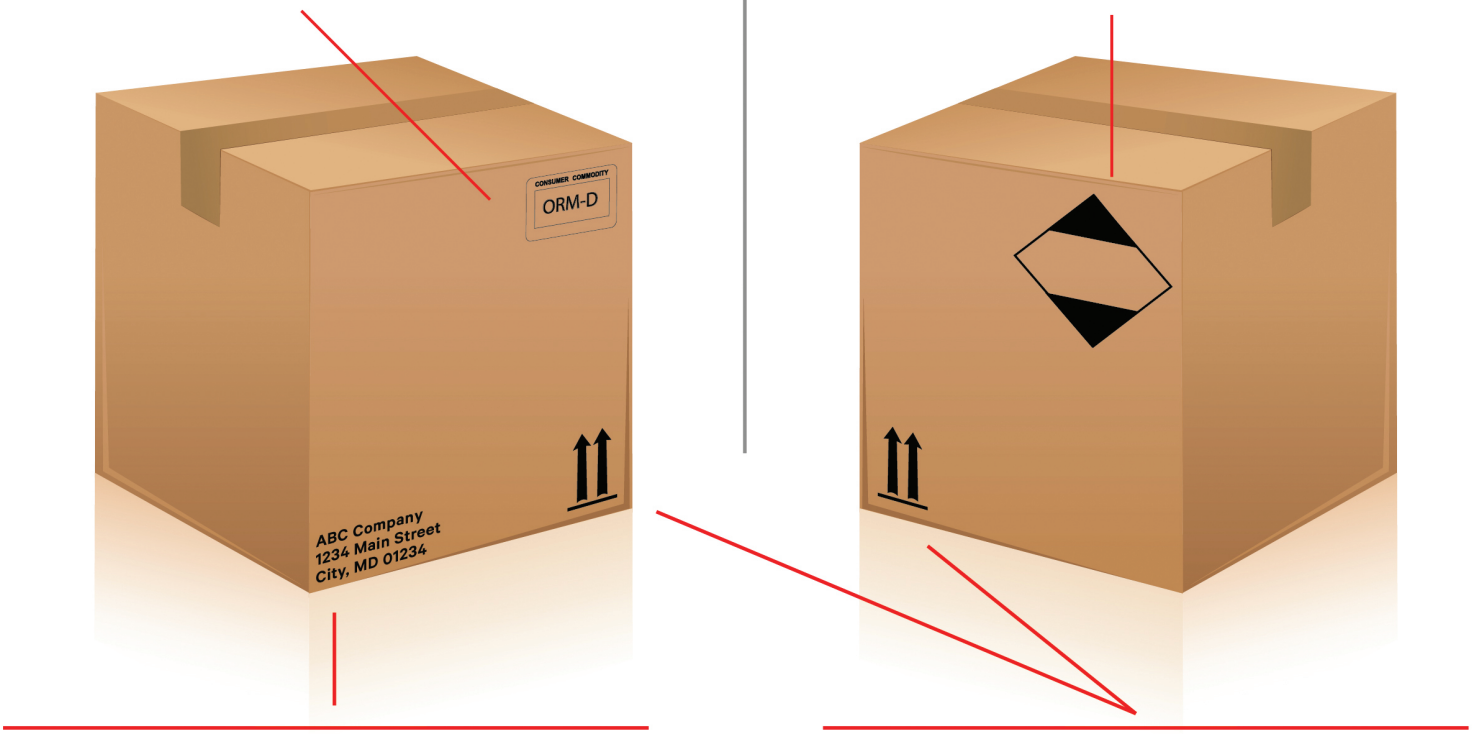
ORM-D Mark
and Proper Shipping Name
("Consumer Commodity")

01/01/21 & AFTER

From 01/01/21 and on, these packages must be offered as **limited quantity** shipments (49 CFR § 173.156).



Limited Quantity Mark



Shipper/Receiver Name and Address

Orientation Arrows
Required for liquids



The mission of the Safe Operating Speed Alliance is to save lives and prevent injuries through the adoption of technology, policies, regulations and behavioral strategies to eliminate speeding.

New Partnership to Eliminate Speeding Announced

The Safe Operating Speed Alliance to Focus on Technology, Policies and Behavior

*By **Gary Catapano**, Chief Strategy and Safety Advisor, MAGTEC Products Inc.*

Three leading safety-focused organizations – Institute for Safer Trucking, Aubrey Daniels International and MAGTEC Products Inc. – announced the formation of a new safety organization, the Safe Operating Speed Alliance. Its mission is to save lives and prevent injuries through the adoption of technology, policies, regulations and behavioral strategies to eliminate speeding.

Speeding is one of the biggest causes of crashes on our roads and highways and the situation has only gotten worse over time and during the pandemic.

The new partnership's primary advocacy goals are:

- Require speed limiters on Class 7 and Class 8 trucks (Cullum Owings Large Truck Safe Operating Speed Act).
- Encourage insurance companies to factor usage of speed-limiter technology in underwriting and recognition by the Federal Motor Carrier Safety Administration for beyond compliance.
- Promote investment to address infrastructure needs and support research of speed limiters and methodology for setting and adjusting limits.
- Encourage transportation companies to address organizational systems that encourage risky behavior and speeding (pay-by-the-mile, on-time incentives, etc.) and broader safety leadership and safety culture issues.

"We are pleased to launch this new partnership of consulting, technology and safety organizations that will move the needle on addressing our nation's speed-related crashes and to focus on data-driven methods to save lives and prevent injuries," said John Lannen, principal at the Institute for Safer Trucking. "Trucks not utilizing speed limiters have twice the rate of high-speed crashes as those that do, and the general public overwhelmingly, 79% in favor, supports required speed limiter use."

"The data are clear," said Dr. Judy Agnew, senior vice president of safety solutions at Aubrey Daniels International. "Despite good intentions, governmental and organizational policies and practices have failed to reduce speeding. With a more scientific understanding of the root causes of this deadly behavior, the Safe Operating Speed Alliance will promote targeted strategies to address this deadly behavior more effectively. ADI is excited to partner with these other accomplished organizations to save lives."

"Speeding has been the cause of nearly 10,000 deaths every year on our highways for decades now," said Gary Catapano, chief strategy and safety advisor for MAGTEC Products Inc. "Unlike other roadway safety issues which we have tackled and helped drive prevention, the same cannot be said about speeding. Even with the speeding problem being called out by the National Transportation Safety Board and other safety advocates over the years, we still lack a comprehensive strategy and focus to reduce speeding-related crashes. This has resulted in us becoming a speed-tolerant culture. We will bring together various stakeholders with new ideas, approaches and suggestions to help immediately gain traction in the prevention of speeding and the often-tragic crashes resulting from it. Real solutions are available now and we need to consider and implement them."

For more information on the alliance, visit https://alliance.safeoperatingspeed.org. ■

A Whole New Level: AMTA's CTSP Program Redefines Safety Training Roles in Industry

*By **Kelsey Hipkin**, Communications Specialist, Alberta Motor Transport Association*

One of the newer additions to the Alberta Motor Transport Association's (AMTA) safety training repertoire is the Certified Transportation Safety Professional (CTSP) Program, taking safety and compliance to a whole new level.

The program was developed by the AMTA, with support from industry, as a personal designation to recognize the career progression of safety and compliance professionals in the commercial transportation industry.

"The AMTA Injury Reduction and Training department, along with stakeholders and course developers, worked tirelessly to ensure this program would be a success for industry," said AMTA Manager of Education Michelle Spacil. "Among a number of other skills, these highly trained specialists can design and implement programs to aid in the prevention of workplace illness and injury."

In its first full year of operation, the program has seen CTSP grads and certified transportation safety coordinator (CTSC) grads. CTSC is an entry-level designation, granted to safety and compliance coordinators who have met the minimum standards of experience and knowledge.

In order to sit for the CTSP exam, students must complete eight mandatory courses, three elective courses and eight hours of seminars/conferences.

Once a CTSP has graduated, their core responsibilities can include creating and reviewing safety plans, providing ongoing training for all employees, documenting work observations, analyzing safety statistics and key performance indicators, managing incidents and associated reporting, and more.

"Obtaining a CTSP has helped me have a greater understanding of daily, weekly, monthly and yearly expectations of the organizational commitments as well as the understanding of how to accomplish those commitments," said CTSC and CTSP grad Tony Evans.

Evans, who works for the city of Airdrie, explained his role as safety and equipment training coordinator shifted to transportation officer/training coordinator: "With far more emphasis on transportation legislation, this has allowed us to obtain a third position in the training department."

In Alberta alone, there are more than 4,000 pieces of legislation, regulations and acts that apply to transportation and it is the responsibility of organizations to be aware of this information in order to ensure compliance.

"There are also a number of various permits, bylaws and variances that exist that attach conditions or modifiers to the original legalisation," explained AMTA CTSP instructor Michael Mooney. "Now include federal, provincial and U.S./state departments of transportation, occupational health and safety, and other related regulations, acts, bylaws and permits. You can get a sense of the importance of this role in an organization's quest for operational excellence and financial sustainability."

Spacil explained every day holds something different for the CTSP and their team members. One day might start and end with the same audit, inspection or training, while other days may be filled with a combination of incident management, reporting, safety planning and observing.

"In some cases, the safety role is incorporated into many other roles in smaller companies," said Spacil. "So, you may wear several hats, but safety should always be a priority in every decision or action you and your organization undertake."

The designation is also important to a prospective employee's potential workplace.

"CTSP/CTSC is one of the key credentials we look for within our operations, safety, risk and compliance teams to support and simplify validating the professionalism and skillset candidates bring to the table," said Jude Groves, AMTA chair and Rosenau Transport director of safety and training. "The program is great as a recruitment and retention tool or a method to verify that prospective team members have the knowledge and skill to support our organization's needs."

The designation is not just for those new to the commercial transportation industry. For those who may have had a lengthy career in the field, CTSP grad Carl Cave, director of risk and compliance with Rosenau Transport, had this advice:

"Someone considering the CTSP courses may think they know most everything transportation related, and I was pretty sure I knew most course content. I didn't," he explained. "The courses in the program will give more knowledge, context and application to their roles like it did with mine. I think the CTSP designation shows a commitment to education as well as to a higher level of safety within the transportation industry and that will make a graduate more sought after in a tight job market."

For more information on becoming a CTSP or to learn more about the dozens of course offerings the association offers, visit www.amta.ca. ■



FROM THE DRIVER'S SEAT

Join the Fight to End Human Trafficking

*By **Ron Vandermark**, Professional Driver, UPS Freight; America's Road Team Captain*

I have been a professional truck driver for 23 years and I am part of a group of safety professionals whose commitment to safety runs deep. Not only am I an American Trucking Associations (ATA) America's Road Team Captain, but I am also an ambassador for Truckers Against Trafficking (TAT).

I chose to be an ambassador because I am a father of six, a grandfather, an uncle, a brother and a husband, and I would never want to see someone I love involved in human trafficking.

I am one of the 3.7 million professional truck drivers that travel up and down our highways every day. Human traffickers use the same highways, train stations, bus stops and airports as we do.

I was trained as an ambassador for TAT in 2019 and have committed myself to fighting human trafficking. I have received Human Trafficking 101 training, I took a group of my fellow captains to training hosted by Covenant House Philadelphia, and I attended training by Alexis Krieger (FBI), a human trafficking victim specialist.

I first witnessed human trafficking while volunteering with Covenant House Philadelphia, a youth homeless shelter, in 2019, after I had received my TAT training. My fellow volunteers and I were driving around the streets of Philadelphia in a marked Covenant House van offering food and drinks to homeless children, when we met a group of 15- and 16-year-old kids selling sex. We gave them food and drinks and told them our doors were always open. It was important to treat the children like victims, not criminals, and develop a trusting relationship with them.

I remember conversing with my friend, Natalie, after meeting those kids and being upset that they were in that position. She told me they just need to know someone cares about them and that we have to remember they are not in that position because they want to be. We just have to try to help them find their way out. Since then, I have tried to get as much education and training on human trafficking as I can.

I had the opportunity to work with TAT's Freedom Driver's Program, a mobile exhibit on human trafficking, at the New Jersey Anti-Human Trafficking Coalition for New Jersey law enforcement. There, fellow America's Road Team Captain John McKown and I spoke to the New Jersey State Police, the FBI, members of the New Jersey prosecutors office and local law enforcement. As individuals walked through the exhibit, I asked them to give me five minutes so I could change their life. Then I escorted them through the exhibit, sharing stories and educating them on the signs of human trafficking.



We need training like this in order to stop this horrific crime. Organizations, such as TAT, are training law enforcement around the country. I encourage you to get training as soon as you can. If you have already been trained, encourage your colleagues to do the same. In addition to teaching the signs of trafficking, training can give you the skills to build trust with victims, letting them know you are there to help them rather than judge them.

I especially encourage our friends in law enforcement to join TAT. As professional truck drivers, we look to law enforcement officers to help us in need. When we, as civilians, are running away from danger, you have taken an oath to run toward that same danger. According to TAT, more than one million professional truck drivers have been trained to recognize and report instances of human trafficking. Join us in the fight to combat human trafficking. ■

Here are some signs of human trafficking from the United Nations Office on Drugs and Crime.

Look for somebody who:

- **Appears malnourished or not dressed adequately**
- **Appears injured or having signs of physical abuse**
- **Has tattoos or other marks indicating "ownership"**
- **Avoids eye contact, social interaction and law enforcement**
- **Responds in ways that seem rehearsed or scripted**
- **Allows others to speak for them**

If you have any suspicions of human trafficking, call the human trafficking hotline at 1-888-373-7888.

Castlegar Collaboration: Enforcement and Industry Solving a Problem

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

What could have turned into a significant problem turned into a great example of collaboration between industry and enforcement.

On Sept. 10, 2020, I received a phone call from one of our drivers. He told me he was at the Castlegar, British Columbia, vehicle inspection station and had been pulled in by a mobile patrol officer for bypassing the open scale.

There was no ticket issued, just a warning. Our driver told me the officer asked him to tell his safety manager (me) that he had stopped another Caveman truck for the same illegal bypass of the scale earlier that week and I should contact him for details. Our driver told me the officer said that if this pattern of non-compliance continues, the tickets will start.

Not wanting to ignore such a report, I thanked our driver and called the Castlegar inspection station to speak to the officer. Ofc. Graham Toews answered the phone and he did a great job explaining our recent pattern of non-compliance.

Given the challenges in building roads in the lower Kootenay mountains, the Castlegar scale is not set up like an inspection station on a divided freeway. Through honest error, non-regional trucks are more likely to miss the turn and bypass the scale than they would at other places. Ofc. Toews and I discussed the specific rules for that scale, and I did a Castlegar-specific write-up in a safety newsletter that I had him review before I sent it out to the fleet.

What could have turned into a significant problem turned into a great example of collaboration between industry and enforcement. I am happy to report that there have been no more illegal scale bypass instances for us at Castlegar.

I cannot take full credit. Ofc. Toews' approach to handling this situation and willingness to take on the role of educator helped us improve.

There are two system dynamics at play in this story that I will briefly discuss below: proactivity from enforcement and receptivity from the motor carrier. Together, these dynamics led to a situation where we gained compliance through mutual respect and collaboration.

Proactivity in Enforcement

Tickets and inspection violations are fair tools law enforcement can use to keep the highways safe. Even if a motor carrier does nothing to correct its behavior, tracking these violations can assist government agencies in identifying problem carriers and focusing their efforts. However, I don't believe these reactive measures are the best tools for all situations.

In the story I shared above, Ofc. Toews chose to allow us an opportunity to correct our behavior before issuing fines and violations. While I do not know precisely why he decided to give our drivers a break and reach out to me first, I greatly appreciated his approach.

Reaching out to the carrier in this manner allowed us to address the issue. In this case, we collaborated on a communicated solution to our drivers and it worked. I feel this was a win-win. Safety records (corporate and driver) were spared and compliance was obtained.

Receptivity from the Motor Carrier

Ofc. Toews' approach would not have worked with a motor carrier that was not receptive to his educational, proactive approach. If I had not responded to his request for a call (or, even worse, had listened to him then done nothing), compliance would not have been attained except, perhaps, by those drivers he had spoken to directly.

Proactive education attempts by law enforcement only work when the target audience is willing to listen and act. A non-receptive motor carrier would not have been able to benefit from Ofc. Toews' approach. Such a carrier may then have needed tickets and violations to correct their behavior.

Summary

I greatly appreciated Ofc. Toews' willingness to work with me that day. Our drivers were doing nothing malicious but were simply a bit confused over the inspection station instructions. His guidance allowed us to address the problem and quickly see positive results.

CVSA officers are within their rights to use more robust measures, like tickets and recorded violations, as they see fit. However, a driver's driving record/abstract is one of their most critical marketable commodities, so I do not think the decision should be made lightly to issue documents that can damage this record. If enforcement senses that the driver and carrier are likely to be receptive to feedback, I believe the effort in this approach is worth it.

On the other side, motor carriers need to understand CVSA's role in maintaining highway safety. If awareness campaigns alone solved safety problems, there would be no need for tickets and further intervention. But unfortunately, some operators require stiffer measures before they pay attention.

Simply put, Ofc. Toews' approach to my company's compliance problem that day was ultimately a pleasant experience. I have to do my job anyway. But when potentially unpleasant things turn out pleasant, I get to go home with a smile on my face and a nice story to tell. ■

Mandatory Hair Testing of Truckers Takes a Step Forward

*By **Steve Vaughn**, Vice President of Field Operations, PrePass Safety Alliance*

The Substance Abuse and Mental Health Services Administration (SAMHSA) of the U.S. Department of Health and Human Services recently proposed new hair testing guidelines. This move follows the agency's release of technical standards for hair and oral fluid drug testing of safety-sensitive workers.

Since federal drug testing of truck drivers began in 1991, SAMHSA has set the technical protocols for drug tests. This includes driver urine tests as required by Federal Motor Carrier Safety Administration (FMCSA) regulations.

Once SAMHSA finalizes this proposal and introduces it into federal regulations, U.S. Department of Transportation (DOT) agencies, including the FMCSA, will need to develop their own rules for implementing mandatory hair drug testing.

Many contend that hair testing provides more accurate results than current urinalysis tests. While urinalysis can reveal drugs used in the past one to three days, hair testing can uncover repeated drug use up to 90 days prior. For that reason, several motor carriers already use hair testing, even though it comes at added expense.

However, until the DOT accepts hair tests, motor carriers cannot share hair test results with other carriers or with the FMCSA Drug and Alcohol Clearinghouse. That means carriers that use hair tests must also continue to conduct urinalysis tests to meet DOT requirements.

This latest SAMHSA proposal does not meet the outcome desired by some motor carriers. The proposal still requires pairing a hair test with a second test via urinalysis (or possibly an oral fluids test if adopted by the agency) to confirm results.

SAMHSA chose the two-test approach to overcome legal issues raised in hair testing lawsuits. Hair is subject to external contamination, including personal grooming, hair coloring and hygiene practices. Those factors could influence hair test results, though washing, rinsing and decontamination techniques developed by drug testing labs may address them.

A more complex legal issue concerns natural hair color or pigmentation. Studies show that hair color can affect the absorption and retention of certain drugs. Black hair and brown hair more readily retain evidence of drug use than red and blonde hair. The prevalence of black and brown natural hair color in certain ethnic groups has raised concern over effective discrimination in hair testing results.

Because of possible external contamination and the effect of natural hair color, SAMHSA proposes the second urinalysis test to confirm results. The only exception is testing for marijuana use, which does not appear to raise these concerns according to scientific research. In this case, SAMHSA would allow a hair test showing marijuana use to stand by itself.

Finally, SAMHSA wants to allow hair testing only for pre-employment and random drug tests. SAMHSA officials say that drugs require five to seven days to become evident in hair, so hair tests may not reveal current or very recent drug use. Hair testing would, therefore, not be effective for post-crash or reasonable suspicion circumstances.

Critics say the SAMHSA proposal effectively negates the value of hair testing to uncover the "lifestyle" drug user. Urinalysis and oral fluid testing only reveal recent drug use. Drivers who take a urinalysis or oral fluids test to confirm hair test results would fail only if they recently used drugs. That result is no different than today, where urinalysis is the only test given. But a urinalysis or oral fluids test will not confirm evidence of long-term drug use.

SAMHSA offered a public comment period on its proposal, while emphasizing its reliance on scientific research. ■

An alternative to mandatory urine drug tests of truck drivers took another step closer toward becoming reality.



About 'RAD Inspection News'

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

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

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



PHMSA Updates Definition of Class 7 Reportable Quantity

*By **Juel Leuis**, Federal Motor Carrier Safety Administration, CVSA Level VI National Instructor, and **Tom Fuller**, CVSA Level VI Emeritus*

For years, we were all taught to calculate reportable quantities utilizing the following information:

Title 49 Code of Federal Regulation (CFR) Part 171.8 as "Reportable quantity (RQ) for the purposes of this subchapter means the quantity specified in column 2 of the appendix to § 172.101 for any material identified in column 1 of the appendix."

49 CFR Part 172.101 Appendix A identifies the following paragraph:

> *2. This appendix is divided into two tables, which are titled "Table 1 – Hazardous Substances Other Than Radionuclides" and "Table 2 – Radionuclides." A material listed in this appendix is regulated as a hazardous material and a hazardous substance under this subchapter if it meets the definition of a hazardous substance in § 171.8 of this subchapter.*

By using the definition of RQs and the 172.101 Appendix we would calculate the RQ for "Hazardous Substance Other than Radionuclides" as follows:

> *Column 1 of Table 1, titled "Hazardous substance," contains the names of elements and compounds that are hazardous substances.*
>
> *Column 2 of Table 1, titled "Reportable quantity (RQ)," contains the RQ in pounds and kilograms for each hazardous substance listed in Column 1 of Table 1.*

Herein lies the problem. Table 2 "Radionuclides" has three columns. Column 1 is the Radionuclide, Column 2 is the Atomic Number and Column 3 is the RQ Value, which is expressed in units of curies and terabecquerels. Using the direction defined in 49 CFR Part 171.8 for RQ, there is technically no RQ value for Radionuclides.

With the release of "PHMSA Final Rule Publication: HM-260A Hazardous Materials: Editorial Corrections and Clarifications" effective Jan. 20, 2021, RQ is now defined as:

> *Reportable quantity (RQ) for the purposes of this subchapter means the quantity specified in Column 2 of Table 1 or Column 3 of Table 2 of Appendix A to § 172.101 for any material identified in Column 1 of the tables.*

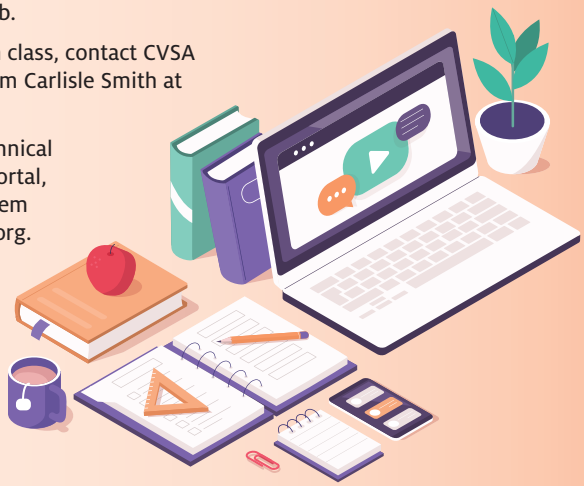
With this correction, there should be no doubt on how to figure RQ for Radionuclides. ■

Level VI Certification Classes Go Virtual for 2021

Due to the ongoing COVID-19 pandemic, CVSA's Level VI Inspection certification classes will be virtual for 2021. The CVSA Learning portal has been updated to accommodate virtual Level VI Inspection certification classes. Furthermore, Level VI Train the Trainer instructors may use the CVSA Learning portal to facilitate their 24-month recertification classes.

- To access the CVSA Learning portal, visit www.cvsa.org/memberportal, log in, then click on the CVSA Learning tab.
- To schedule a virtual Level VI certification class, contact CVSA Director of the Level VI Inspection Program Carlisle Smith at carlisles@cvsa.org.
- For state Train the Trainers who have technical questions regarding the CVSA Learning portal, contact CVSA Learning Management System Specialist Wendy Smith at wendys@cvsa.org.

Once it is safe to do so, CVSA will return to in-person Level VI Inspection certification class training. ■



Learn About the Transport Security Unified Stakeholders Group

The Transport Security Unified Stakeholders Group (TSUSG) aims to strengthen the transport security process in the U.S. to reduce potential risk associated with the movement of radioactive sources.

The group provides a forum for stakeholders to identify transport security concerns, and exchange and develop best practices. The TSUSG focuses specifically on transport security for Category 1 and 2 radioactive sources as identified in 10 Code of Federal Regulations Part 37, Appendix A. Other categories may be given consideration.

Stakeholders include state governments and local governing bodies (as applicable), law enforcement, carriers, forwarders, source and equipment producers, and associations with a vested interest. These stakeholders share a primary operational goal: to ensure the safe and secure transport of these materials into, through and out of the U.S. In this way, the structure, goals, operating process and even membership of TSUSG and CVSA are similar. With CVSA represented on TSUSG (through CVSA's Director of Level VI Inspection Program Carlisle Smith), the issues identified and the actions resulting from broad-based discussions will be of benefit to both organizations.

Participants are involved on a voluntary basis to represent their organizations. The TSUSG establishes open forums and working groups to prioritize issues in transport security as identified by stakeholders. The group's operating approach is to identify issues; facilitate a common understanding; and develop, implement and monitor enhancements to mitigate or resolve these transport security issues.

Each stakeholder has the responsibility to implement or encourage implementation of best practices in their respective functional area. All activities are supported by Oak Ridge National Laboratory.

Other expected outcomes include improved collective understanding of issues that affect stakeholders, expanded and more effective working relationships, and long-term integration through open dialog. TSUSG anticipates that its broad and diverse membership and the resultant discussions of issues and jointly developed practices will provide valuable outcomes. ■

To learn more about TSUSG or if you are interested in becoming a member, contact tsusg@ornl.gov.

If you have specific questions, contact Industry and Association Liaison Paul Gray at graypa@ornl.gov or Government and NGO Liaison Mark Yeager at yeagerma@ornl.gov.

Level VI Inspectors Have Received Their 2021 Level VI Handbooks

The 2021 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook has been mailed to all certified Level VI inspectors via their jurisdiction's Level VI coordinator. If you're a Level VI inspector who hasn't yet received a handbook, contact your Level VI coordinator.

If you don't know who your Level VI coordinator is or if you are a coordinator but haven't yet received the handbooks, contact CVSA Director of Level VI Inspection Program Carlisle Smith at carlisles@cvsa.org or at 301-830-6147. ■



Level VI Inspection Program Leadership and National Instructor Team for 2021

Level VI Inspection Program Chair
Todd Armstrong, Illinois State Police

Level VI Inspection Program Vice Chair
Rion Stann, Pennsylvania State Police

Level VI Inspection Program Secretary
John Hahn, Colorado State Patrol

Level VI Inspection National Instructors

- Reggie Bunner, West Virginia Public Service Commission
- Rion Stann, Pennsylvania State Police
- Juel Leuis, Federal Motor Carrier Safety Administration
- Kelly Horn, Illinois Emergency Management Agency
- Artez Lester, Florida Highway Patrol
- Scott Maguire, Massachusetts State Police
- Carlisle Smith, Director of Level VI Inspection Program, CVSA
- Kerri Wirachowsky, Director of Roadside Inspection Program, CVSA

Level VI Roadside Inspections (2021 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	124	124	100%
Point of Origin	0	74	74	59.68%
En Route	0	50	50	40.32%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	121	121	97.58%
Level VI Inspections with Violations	0	3	3	2.42%
Level VI Inspections with Out-of-Service Conditions	0	2	2	1.61%

Level VI Roadside Inspection Violations (2021 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.75A3	Tire—Flat and/or Audible Air Leak	2	2	66.67%	2	100%
393.67	Fuel Tank Requirement Violations	1	1	33.33%	0	0%

MARK YOUR CALENDAR

Level VI Certification Refresher Course

JANUARY 24, 2022 | SAN DIEGO, CALIFORNIA

Offered at the 2022 COHMED Conference, the Level VI Inspection Program is providing its eight-hour refresher course to certified Level VI inspectors. This course refresher meets the requirements of CVSA Operational Policy 4 for maintenance of certification for Level VI inspectors. ■



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Thank You

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Yes, it's on. We're planning to gather in person again for the 2021 CVSA Annual Conference and Exhibition in Wilmington, Delaware, Aug. 29-Sept. 2. We hope you're looking forward to meeting in person as much as we are. Event registration, sponsorship and exhibit space reservations will open in June.

For more information, visit www.cvsa.org/events/cvsa-annual-conference-and-exhibition.