

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 24, Issue 2
2nd Quarter 2017



**DON'T BRING
HAZMAT
HOME WITH YOU**

Plus...

.....
**CVSA's Brake Safety
Day is Sept. 7**
.....

**Read About CVSA
Secretary Nominees**

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GUARDIAN

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PRESIDENT'S MESSAGE

The Case for NAIC

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

I hope you had a chance to read the last edition of “Guardian” magazine, which featured an in-depth cover story on the history of the North American Inspectors Championship; a formidable sounding name, shortened most often to NAIC. After reading that article, I became inspired to share my own thoughts on NAIC.

Unlike many other members of our leadership team, I have never had the opportunity to represent my jurisdiction as a NAIC competitor. However, I have worked the event often enough in various roles and, as a consequence of those experiences, I developed very strong views. I would like to share some of them with you today.

I am sure you have heard it mentioned that NAIC brings together the “best of the best” inspectors to compete against each other. That is not just an empty phrase. If you have never been to NAIC, if you have never seen the fierce competition and the immense pride participants show in their accomplishments, then you have short-changed yourself.

Yet, NAIC is more than just a competition. It offers those who compete an opportunity to broaden their horizons and to learn not only from each other, but also from knowledgeable instructors and industry representatives. Who could argue that this is not a good concept?

In my campaign speech in Buffalo, New York, in 2015, I mentioned that I was concerned about inconsistencies in uniformity among the jurisdictions. While CVSA jurisdictions strive for and achieve consistency, there is always room for improvement. You know and I know that those inconsistencies exist, and it is often that fact which leads to complaints from industry. Inconsistency causes confusion. We must change that.

One way of continuing to improve our consistency is by watching and learning from each other. Short of joint inspection initiatives, which some jurisdictions carry out rather successfully on a regular basis, one of the best ways of doing that is by sending inspectors to participate in or volunteer at NAIC.

I have heard some people criticize NAIC as just a big party, an event at which participants spend more time playing than working. These people will not send inspectors to NAIC because they think it is a waste of money and resources. Interestingly, most, if not all, of these critics have never been to NAIC and simply repeat something they heard through the grapevine.

The truth of the matter is that everyone at NAIC works hard, whether they are there as a participant or as a “worker bee,” as I like to call the volunteers in their many roles. Yes, the odd evening will see fun and laughter and a party-like atmosphere since it is important to alleviate some of the stress and let off a bit of steam. Overall though, I can assure you that staff members, volunteers and participants put in long hours each day that have nothing to do with frolicking. In fact, planning for the next year’s event starts right after the current year’s NAIC is finished, and unless you have been involved in-depth with NAIC planning and preparation, it is hard to understand just how time-consuming and wearisome planning and putting the event together can be and usually is. Those of you who organize a Challenge competition in your home jurisdiction will know this only too well – and remember, you are doing it on a much smaller scale than NAIC.

If you get the feeling that I am quite passionate about NAIC, you are certainly correct. I have met very interesting people at NAIC, shed the odd drop of sweat and learned an awful lot from those I had the honour of working with at the competitions I attended.

That is why I wish more jurisdictions would take part and send competitors each year. Of course, I know that is easier said than done in times of fiscal cutbacks and uncertainty, but do not give up too easily.

If you want to find out what NAIC is really like before making the commitment of having one of your inspectors compete, come to the next NAIC in Orlando, Florida, as a judge, an instructor, as part of the set-up team, to pack

bags or to just help out wherever you can. Staff will find work for you.

Do not just volunteer for one thing. You get a much better understanding if you work in various roles or even follow people around as an observer. I guarantee that you will be quite tired after that week, you will no longer think NAIC is just one big party and you will have learned a lot. In fact, it might well convince you to start running your own Challenge competition to find out who will represent your jurisdiction at NAIC next year. If you are not certain how to go about doing that, help is but a phone call away to CVSA headquarters (301-830-6143) and there is excellent information in the video “Organizing a Successful Challenge in Your Jurisdiction” which is available in your CVSA online portal. Visit www.cvsa.org/memberlogin to log in and select “My Video & Webinar Library.” Click on “Webinars” and you’ll find the video under “Information/Training for Enforcement.”

Many jurisdictions send people to NAIC every time, yet some jurisdictions are never represented. As your president and an indisputable, unabashed fan of NAIC, I urge you and your jurisdiction to take part. I want to see more participants not only from the United States, but also from Canada and Mexico.

We are all in the business of making our roadways safer. Some of us have just joined this quest, while others have been at it for a long time. But no matter what level of experience you bring to the table, believe me, there is always more you can learn. NAIC offers a great opportunity to do just that. Don’t ignore it.

Visit www.cvsa.org/eventpage/naic to learn more about 2017 NAIC and to register to attend as a competitor or a volunteer.

See you in Orlando in August. ■



EXECUTIVE DIRECTOR'S MESSAGE

The Value of CVSA

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

As CVSA celebrates its 35th year, I wanted to take the opportunity to explore the value the Alliance provides to individuals, member jurisdictions, industry stakeholders and the broader commercial motor vehicle (CMV) safety community.

Continued Improvement of Enforcement and Inspection Processes

As the roadside North American Standard Inspection (NASI) Program continues to evolve, it requires dedication and attention to the ongoing challenges facing roadside enforcement and inspection practices. The North American Standard Out-of-Service Criteria, Inspection Procedures, Inspection Bulletins, Operational Policies, training materials, inspection tools and equipment, CVSA decals, data quality and uniformity initiatives – all require ongoing maintenance and improvements to keep current, applicable and relevant.

However, even though the roadside NASI Program continues to be our most successful endeavor, the Alliance has so much more to offer.

Elevating the Importance of CMV Safety

All of our programs and activities have been designed to highlight and elevate the importance of CMV safety throughout North America. The Alliance provides a forum for the motor carrier industry and the CMV enforcement community to come together and work collaboratively to improve CMV safety. CVSA's committees and programs provide the opportunity to share ideas and perspectives on a variety of issues surrounding legislative direction, regulatory applicability, cross-border challenges, roadside inspection data quality, industry and stakeholder concerns, technological advancements and much more.

Being involved with and participating in CVSA's committees and programs gives you firsthand information that can be channeled back to your jurisdiction in the pursuit of quality, uniform in-service training and professional development. By embracing timely insight into the changes impacting CMV safety, you can take that knowledge and apply it to improving your jurisdiction's safety and enforcement programs and day-to-day operations.

Powerful Legislative Voice

On the legislative front, CVSA gives our jurisdictional members a powerful voice on Capitol Hill. Members of Congress on both sides of the aisle value the enforcement community's input regarding CMV safety issues. Although individual states can go through a request process to have an issue raised within the federal government, running issues up the chain of command, gaining approval and briefing state government affairs liaisons can be a slow, time-consuming and onerous process.

CVSA, on the other hand, can respond more quickly when a legislative or regulatory issue arises, and time is often of the essence in fighting poor legislation or getting buy-in from policymakers. CVSA is also able to coordinate member advocacy priorities and leverage its relationships on Capitol Hill.

CVSA strives to be a strong unified voice of the CMV enforcement community to ensure that all legislation and regulations demonstrate clear applicability and enforceability. Uniting through CVSA elevates awareness and prioritizes your issues.

Forum for Regulatory Development and Improvement

The Alliance serves as a coordinating function for regulatory development and improvement. By leveraging the expertise of the roadside inspector, the Alliance is well positioned to petition for changes to the regulatory framework in an effort to have clear, enforceable regulations. In addition, the Alliance is on top of emerging CMV safety concerns and issues through the timely monitoring and reporting of regulatory developments.

CVSA also offers members a more global view of regulatory development issues, allowing Canadian, Mexican and U.S. jurisdictions to share best practices and to see how problems arise and are resolved elsewhere.

For example, the proposed speed limiter rule is currently undergoing rulemaking in the U.S. but has already been implemented in parts of Canada. Hearing about the benefits and challenges associated with its implementation within Ontario helps U.S. jurisdictions as they, along with CVSA, provide guidance on the

formulation of U.S. policy. These opportunities for information sharing are important and may not take place without CVSA providing a forum.

Another example would be the regulatory efforts and stakeholder engagement through the North American Cargo Securement Harmonization Public Forum and the development and maintenance of a standardized and uniform North American Cargo Securement Model Regulation.

Networking Benefits

Another key value of the Alliance is the network of contacts it offers and sustains. It is invaluable to be able to contact someone in another jurisdiction – someone you connected with at a CVSA event – for information regarding state, provincial or territorial laws, regulations, inspection reports, driver and/or motor carrier domicile issues, etc. Many CVSA members have leveraged this web of contacts to obtain information regarding issues that would have proved challenging without that direct professional contact.

Personal and Professional Connections

Lastly, the value of the personal and professional relationships that CVSA fosters cannot be overstated. Throughout the years, I've seen evidence of this sense of community at CVSA meetings and events. CVSA members are not only professional colleagues, but friends, and this is an intangible benefit that can only be realized through active CVSA membership and engagement in our committees, programs, events and conferences.

The value of CVSA has a lot to do with what you put into it. Simply put, in order to have an impact and make a difference, you need to recognize your individual strengths, look for opportunities to contribute "your footprint" within the organization and be a part of the front line of change in this ever-changing environment of CMV safety improvement. ■



IIHS Study Finds Strong Correlation Between Commercial Motor Vehicle Violations and Crash Risk

In September 2016, the Insurance Institute for Highway Safety (IIHS) released a study that found that commercial motor vehicle (CMV) violations, particularly out-of-service (OOS) violations, are strongly correlated to crash risk. These findings reinforce the critical role that the North American Standard Inspection Program plays in CMV safety.

The report, titled “Crash Risk Factors for Interstate Large Trucks in North Carolina,” found that CMVs with out-of-service violations for any type of defect were more than four times as likely to be in a crash as CMVs without such violations, and nearly three-quarters of the crash-involved CMVs had vehicle defects identified during a post-crash inspection. Having vehicle defects of any type raised crash risk.

“This IIHS study found that the presence of vehicle defects on a commercial motor vehicle increases the vehicle’s crash risk, and vehicles with out-of-service violations saw an even greater increase in crash risk,” said CVSA Executive Director Collin Mooney. “This correlation confirms that commercial motor vehicle inspectors using the North American Standard Out-of-Service Criteria, developed by CVSA and its partners, are correctly identifying violations that present an imminent hazard.”

The results listed below were found to be statistically significant, according to the study results:

- The presence of **any vehicle violations** on a CMV increases crash risk by **210 percent**.
- The presence of **any out-of-service violation** increases crash risk by **362 percent**.
- The presence of **an out-of-service brake violation** increases crash risk by **214 percent**.
- The presence of **any tire violation** increases crash risk by **238 percent**.
- The presence of **any lighting violation** increases crash risk by **125 percent**.

This report helps underscore the importance of ensuring that jurisdictions continue to bring a thorough, robust and balanced approach to CMV enforcement, with programs that include attention to both driver behavior and the safety of the vehicle.

According to the IIHS report, “An important, yet unsurprising, finding of the current study is that problems uncovered by inspecting large trucks, especially those serious enough to put the truck out of service, predict crash risk. These findings reinforce the importance of conducting such inspections and other enforcement activities. Another important finding is that carriers’ recent historical crash rates are predictive of

future crash risk, whether considering fatal, injury or all crashes.”

The study was conducted by IIHS, the University of North Carolina Highway Safety Research Center and the North Carolina State Highway Patrol Motor Carrier Enforcement Division. Inspectors provided researchers with vehicle inspection and crash report data associated with CMV-related crashes in North Carolina. In addition, to help normalize the data, inspectors conducted inspections on control vehicles. Inspectors were asked to complete a form, designed specifically for the study, for inspections conducted on vehicles involved in crashes as well as the control vehicles. Violation data for the crash vehicles were then compared to the violation data for the control vehicles.

Understanding the causes of crashes is critical to developing a comprehensive strategy for reducing CMV crashes and the fatalities and injuries that are associated with them.

To find out more about IIHS’s findings, download the Vol. 51, No. 10, Dec. 8, 2016 edition of “IIHS Highway Loss Data Institute Status Report” at www.iihs.org/externaldata/srdata/docs/sr5110.pdf.

To learn more about CVSA and its indispensable North American Standard Inspection Program, visit www.cvsa.org/inspections/inspections. ■

Safety Begins and Ends with You: Instilling Individual Safety Accountability and Responsibility

Submitted posthumously by Trans-Bridge Lines Inc. on behalf of **Jerry Burns**, *Training and Safety Supervisor, Trans-Bridge Lines Inc., Bethlehem, Pennsylvania*



Jerry Burns, Training and Safety Supervisor,
Trans-Bridge Lines Inc.

We must reach for new and personal ways to connect with our employees and get our most valuable assets to decide on their own that their safety begins and ends with them.

"Are we instilling safety as our foundation or just training it?" We asked ourselves that question; I'll share what it meant to us.

We all knew keeping safety directly in front of our employees is a must for any company wanting to succeed. Looking at our own tried-and-true safety program, we began a new discussion with "What's not good?" about our safety program. With that question, we set out for answers.

We listened and looked on as companies approached safety training from a book. They researched every Occupational Safety and Health Administration (OSHA) regulation and Department of Transportation (DOT) rule, set up meetings, watched videos, posted memos and posters, and shouted "Safety Is Our #1 Priority" and "We Put Safety First." You're probably thinking, "Okay, what's wrong with that?" Honestly, nothing is wrong with it. But, we asked another tough question: "Is that model really going to change anyone's behavior toward safety for the long term?" We all agreed, probably not.

Within our own safety meetings, we preached all things safety and our employees left our meetings feeling good, bellies full of pizza and maybe, just maybe, they thought about safety; that is, until they got home. Tomorrow, they will look at the posters, read the latest memo and be safe again, but only for the next few hours.

The flaw we noticed was the "our" and "we" in slogans, posters and memos; it's too collective.

Where is the individual ownership and accountability of each employee to put their safety first and make it their main priority, in everything they do?

We began to think just a little differently, on how we could instill a total safety mindset into every employee; one they would keep throughout the day, from the moment they

woke up until the time they went to bed. We realized that we were collectively training rather than instilling individual accountability for one's actions. We noticed our employees didn't want to be preached to. What they wanted was ownership and empowerment.

So we began, along with regular training, a real dialogue. Safety meetings now start with conversations, not videos. We decided instead of preaching, we would ask them personally why their safety should matter to them or their families. What reasons do they have to work safely? Who is ultimately responsible for their safety? We took safety down to a personal, individual level.

We asked them to make a decision each day on how they will approach their work. We brought awareness to the accountability of their actions and that actions do come with consequences. We empowered our employees to make safety the first part of every thought in every job they do. They had to come to the conclusion that it's not the safety poster's or memo's or meeting's responsibility to keep them safe – it's ultimately their responsibility. When the moment comes, only they can make the decision to work safely. We knew that when this shift in thinking begins to happen, the safety mindset will take root and behavior can begin to change.

I encourage us to get out of our boxes, to enhance our mandatory and required thinking. In addition to covering all processes, we must reach for new and personal ways to connect with our employees and get our most valuable assets to decide on their own that their safety begins and ends with them.

When we can get everyone on board to take real ownership of his or her safety, then we can truly begin to build a safer work environment through our training programs; but the safety mindset has to be the foundation. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

Hill Update

With the 115th Congress in full swing, CVSA has been actively meeting with members of the Senate and House committees with jurisdiction over surface transportation. Over the past few months, CVSA staff have conducted more than 40 meetings with congressional staff, the administration and the Federal Motor Carrier Safety Administration (FMCSA) on issues related to commercial motor vehicle (CMV) enforcement and the funding needs of the states to conduct such activities.

We have also started the process of alerting Hill staff to CVSA policy priorities and issues that must be strengthened in the next reauthorization cycle as well as beginning to build support from coalition partners on important legislative priorities.

While the fiscal 2017 appropriations bill has been on the forefront of advocacy efforts, CVSA has also been monitoring bills related to human trafficking, passenger carriers and implementation of the FAST Act.

Fiscal 2017 Appropriations and MCSAP Funding

On May 4, 2017, Congress passed a \$1.1 trillion omnibus spending bill funding the government through the end of September that includes full FAST level funding for the Motor Carrier Safety Assistance Program (MCSAP), including \$292,600,000 for the basic grant program and \$42,200,000 for the high-priority grant program. The bill corrects the funding issue in the December 2016 continuing resolution by not only recognizing the FAST Act's grant reorganization, but implementing the higher funding levels envisioned in the reauthorization bill as well. CVSA worked with appropriators in both chambers as well as the Office of Management and Budget (OMB) and FMCSA to ensure the inclusion of FAST-authorized funding for MCSAP.

CVSA Appearance Before Senate Commerce Committee

On March 14, 2017, CVSA Vice President Capt. Christopher Turner with the Kansas Highway Patrol testified before the Senate Commerce Committee's Subcommittee on Surface Transportation on "Continuing to Improve Truck Safety on Our Nation's Highways." Capt. Turner's testimony focused on advocating for full FAST Act authorized funding for state safety and enforcement programs. Using the Kansas Highway Patrol as an example, he cited lost jobs and cuts to outreach and educational programs as indicative of potential consequences facing all states should less MCSAP funding be allocated in fiscal 2017. Other issues highlighted in Capt. Turner's testimony included CVSA's opposition to legislative exemptions and the need for enhanced motorcoach safety.

CVSA Requests Guidance on Electronic Instructions

On March 7, 2017, CVSA submitted a letter to FMCSA requesting guidance on allowing the use of an electronic instruction sheet or user manual as part of drivers' requirement to keep instructions on how electronic data may be retrieved from electronic logging devices (ELDs). In response, FMCSA indicated that in accordance with guidance published in the "Federal Register," ELD instruction sheets and manuals can be kept electronically. The clarification will also appear in the next agency update of the ELD FAQ.

CVSA Submits Comments to FMCSA Opposing ELD Exemption

On May 19, 2017, CVSA submitted comments to FMCSA opposing a request for exemption from the ELD requirement from G4S Secure Solutions (G4S). As a government contractor, G4S requested an exemption from ELD compliance for its vehicles when they are government-owned. CVSA opposed this request due to the potential of exemptions to undermine safety and uniformity in the enforcement process. Moreover, granting an exemption to G4S could open the door to additional challenges to the ELD rulemaking from other segments of industry. ■

CVSA Offers Active Exemptions Tracker to Its Membership

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

CVSA's exemptions tracker is a list of all active FMCSA exemptions for the following: hours of service (HOS), parts and accessories necessary for safe operation, qualification of drivers and qualification of driver's license standards.

Every exemption is accompanied by a brief summary. A full explanation of the exemption in the "Federal Register" can be found by clicking on the exemption title. The list does not include exemptions for specific individuals or short-term exemptions, such as those issued to the fireworks industry prior to the Independence Day holiday.

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

New Border Inspection Facilities in Laredo, Texas

By **Joe Cortez**, Border Safety Inspector Supervisor, Texas Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

On Jan. 10, 2017, new state-of-the-art commercial motor vehicle inspection facilities were officially declared open for business at the World Trade Bridge and the Colombia Solidarity Bridge in Laredo, Texas.

These modern, safe, efficient, sun- and rain-protected USDOT/FMCSA facilities feature four rows of double-length inspection pits, permitting the undercarriage safety inspections of eight commercial motor vehicles to be conducted simultaneously. A modern, new processing building was also opened to replace temporary/mobile trailers that had long served as office space.

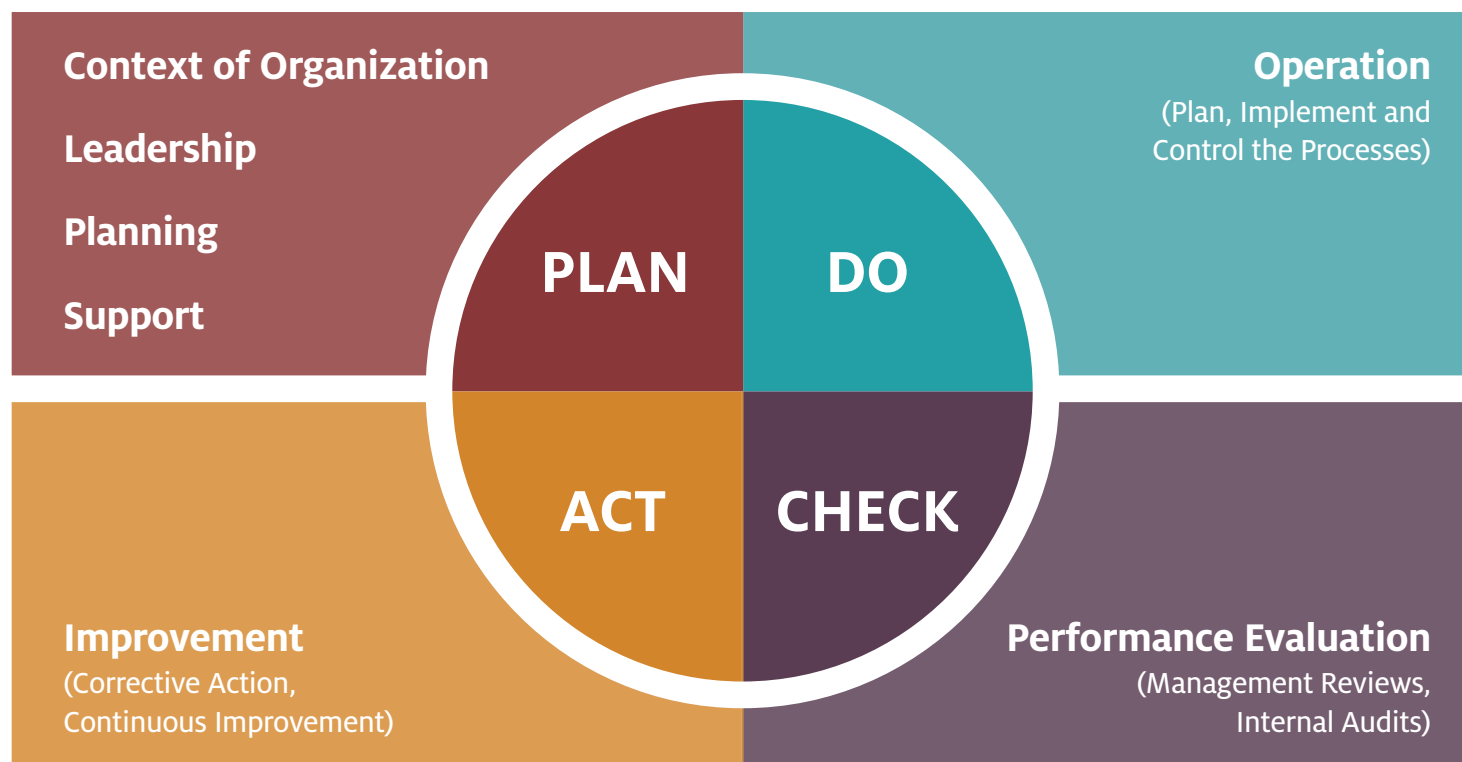
The ribbon-cutting ceremonies were led by FMCSA Associate Administrator for Field Operations Annie Collins and by Texas Department of Public Safety Capt. Steven McQuagge. They were joined by representatives of the U.S. Customs and Border Protection, the General Services Administration, the facilities' architects, engineers and builders, along with other local, state and federal officials. ■



Jan. 10, 2017, ribbon-cutting ceremony for new border inspection facilities in Laredo, Texas.

PHMSA's Quality Management System Enables Better Data and Enhanced Safety – Our Vision for the Future

By **Suzette Paes**, Senior Transportation Specialist, Office of Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation



Over the past year, the Pipeline and Hazardous Materials Safety Administration's (PHMSA) Office of Hazardous Materials Safety Data Operations undertook a rigorous review of our data collection program to optimize operational performance and, in turn, support PHMSA's safety goals and vision for the future.

Our goal was to improve how we manage internal processes and the stakeholder experience. Specifically, we sought to provide more timely and meaningful hazardous materials (hazmat) incident data, and to increase safety awareness across the hazmat transportation community.

The foundation of our continuous improvement effort was the implementation of a quality management system (QMS), in accordance with the requirements of ISO 9001:2015. A QMS is a collection of policies, processes and procedures focused on effective planning, operation and control of business processes to achieve quality objectives. The international standard for quality management provided guidance and tools for us to ensure our services consistently meet stakeholder

expectations, and that quality is constantly measured and improved.

PHMSA engaged ABS Group (ABSG) to conduct an independent and objective analysis of the current data collection processes, and provide process improvement support services to define, establish and maintain the QMS. ABSG has long helped organizations reduce exposure to risk, increase productivity, improve safety and ultimately enhance business performance.

Beginning in 2016, we worked steadily toward achieving ISO certification for the data collection program. The process began with a gap analysis to analyze existing processes, and identify gaps and areas for improvements. We developed standard operating procedures that outlined how to perform a process and the responsibilities of the personnel that perform them.

Next, we established key performance indicators to measure the effectiveness of the QMS internal audit to ensure they were effectively implemented. The results of the audit identified management system

deficiencies and opportunities for improvement. We are currently working with ABSG to address corrective actions and foster an environment for continuous improvement.

With a certified system in place, we can save time, money and resources while optimizing operational performance with fewer errors. As the QMS develops, we have recognized improvement in direction through defined expectations and actions, and consistency with our standardized processes and procedures. The QMS also helps identify internal process efficiencies and motivate our staff.

PHMSA is one of the few government agencies that has voluntarily implemented a quality management system. This system provides the foundation for better customer satisfaction, staff motivation and continual improvement, and supports PHMSA's 2021 safety goals.

If you would like more information about the ISO Certification process and our data collection system, please contact MPA OHMS Data Operations Coordinator Yolanda Braxton at Yolanda.braxton@dot.gov. ■

Thirteen Students Take Newly Redesigned Master Instructor Development Course

By **Todd L. Frantz**, Senior Instructional Systems Designer, National Training Center, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

Instructor John Smoot, Motor Carrier Safety Assistance Program (MCSAP) and federal training coordinator with the Kentucky State Police, and Instructor Sgt. Chuck Longfellow with the Texas Department of Public Safety Highway Patrol taught 13 students the newly redesigned Master Instructor Development Course (MIDC) in San Antonio, Texas, Jan. 30-Feb. 2, 2017.

MIDC's goal is to ensure all candidates who participate in course activities and are given assignments will be able to effectively evaluate the approximately 350 National Training Center (NTC) instructors and presenter competencies in the conduct of NTC courses in accordance with NTC policy. Graduates will also be able to assist with the professional development of NTC instructors and presenters.

This four-day, 37-hour course consisted of 10 modules and a final practical exercise that required each candidate to observe, document and evaluate a role-play/simulation-based presentation. Afterward, each candidate received private feedback and a coaching session with MIDC Instructors John Smoot and Chuck Longfellow who evaluated each candidate's performance.

The main difference between MIDC and the basic Instructor Development Course (IDC) is that this course focuses on the roles and responsibilities of the master instructor related to evaluation of instructor and presenter performance.

Instructor John Smoot stated, "We had a good week. It is nice to know that we have this many quality people and quality instructors that are prepared and willing to raise their commitment to the NTC, to help develop better instructors and better inspectors in the interest of public safety and the reduction of commercial motor vehicle crashes on our nation's highways." ■

2017 MIDC Students

- Carlos Saucedo (FMCSA) – Arizona
- Jeremy Disbrow – Arizona
- Kenneth Duke – California
- Larry Brooks – Colorado
- Jeremy Guddat – Colorado
- Nicholas Wright – Kansas
- Eric Sundby – Minnesota
- Scott Dorrlar – New Jersey
- Brian Carpenter – Pennsylvania
- Brad Gibson – Texas
- David M. Alvarado – Texas
- John Cottle – Texas
- Garland (Peter) Sponburgh – Washington

2017 MIDC Instructors

- John Smoot – Kentucky
- Chuck Longfellow – Texas



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FMCSA Works with Partners to Keep Bus Passengers Safe

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

Every day, millions of people travel by bus throughout the United States. The Federal Motor Carrier Safety Administration (FMCSA) wants to ensure that all of those passengers arrive safely to their destinations and travel safely back home.

FMCSA – along with federal, state and local partners across the country – is conducting the 2017 National Passenger Safety Initiative. The objectives of this coordinated enforcement effort are to:

- Remove unsafe buses and drivers from our roadways
- Improve passenger carrier safety compliance
- Increase public awareness of commercial motor vehicle safety

Here in Washington, DC, I have witnessed firsthand how strategic and collaborative safety partnerships can improve our nation's roads. Motorcoach inspectors and law

enforcement officials from the United States Park Police, Metropolitan Police Department Motor Carrier Unit, Virginia State Police, Fairfax County (Virginia) Police and Loudoun County (Virginia) Sheriff's Office joined FMCSA's Eastern Service Center, Virginia Division, Maryland Division, District of Columbia Division and several FMCSA Arizona border inspectors as part of a multi-agency task force.

Both at East Potomac Park and Maryland Avenue – just steps from the U.S. Capitol – and away from passengers, FMCSA and its safety partners conducted bus inspections on March 20-23 and April 3-5, 2017. Buses found to have significant safety defects were placed out of service and those bus operators had to repair the affected vehicles before passengers could safely continue on their journey.

I salute the dedicated FMCSA staff across the country, as well as our federal, state and local partners, for their collective efforts and

tireless work toward saving lives on our nation's roads. We also appreciate the bus operators and drivers who are responsible and committed to transporting their passengers safely. All of them are true champions for safety.

FMCSA offers online resources that potential bus passengers can use to quickly learn if a bus company under consideration is authorized to operate and whether it has a history of safe performance. FMCSA's website also provides bus passengers with safety tips on how to identify emergency equipment, get familiar with using emergency exits and be prepared in the event of an emergency.

Visit FMCSA's Look Before You Book consumer website for more information:
www.fmcsa.dot.gov/safety/look-you-book/look-you-book. ■



FROM THE DRIVER'S SEAT

Coaching Programs and Teamwork Lead to Safer Highways

By **David Livingston**, TCW, America's Road Team Captain

As a newly named America's Road Team captain, I'm looking forward to speaking to a wide array of audiences about the importance of professionalism and safety in the trucking industry. One of the topics I'm most excited to discuss with other industry stakeholders is the role that mentoring can play at a trucking terminal.

Truck driving can often be seen as an individual job – solitary hours of driving with limited face-to-face interactions. And while I would challenge that assessment of a driver's daily job, I do think trucking companies have to make an intentional effort to create a team environment for drivers.

A team approach to safety can pay huge dividends for the motoring public, trucking companies and the truck drivers themselves. At my company, TCW, I'm pleased to report that we established a Master Coach Program and are already seeing benefits in the form of improved safety performance and fuel efficiency. In conversations with management, the one reason they always point to for our recent improvements is the Master Coach Program, so let me explain what it entails. The mission of TCW's Master Coach Program is to build a better team of safety-focused drivers through positive reinforcement. What do I mean by that exactly?

Master coaches are selected because of their commitment to safety and the company's overall success. We have to have excellent driving and safety records because we serve as coaches to other drivers in the fleet.

My daily duty simply entails talking to other drivers, getting a feel for their engagement in our team and leaving them with encouraging messages. Sometimes, I serve as a liaison between my fellow drivers and management, offering ideas for how to improve operations or promoting a new safety focus for the week, like following distance. Other times, I'm helping introduce new drivers to the TCW team and emphasizing reception and integration.

Integrating new drivers is one of the keys to our teambuilding success. We want them to be engaged during safety meetings, willing to ask questions and offer their perspectives. At the end of the day, it's important that new hires understand that our company is excited to hire them and committed to providing the tools and information they need to be successful within the company. Safety, profitability and personal job satisfaction can all be tied to an environment of teamwork, but it takes buy-in from every piece of the puzzle. Should a driver feel like he or she is not part of a larger team, that driver may not pay attention to the small safety details crucial to driving a truck, leaving the motoring public and company potentially vulnerable. It's one thing to say that teambuilding and collaboration are important, but how do we know the Master Coach Program is working? We have objective proof.

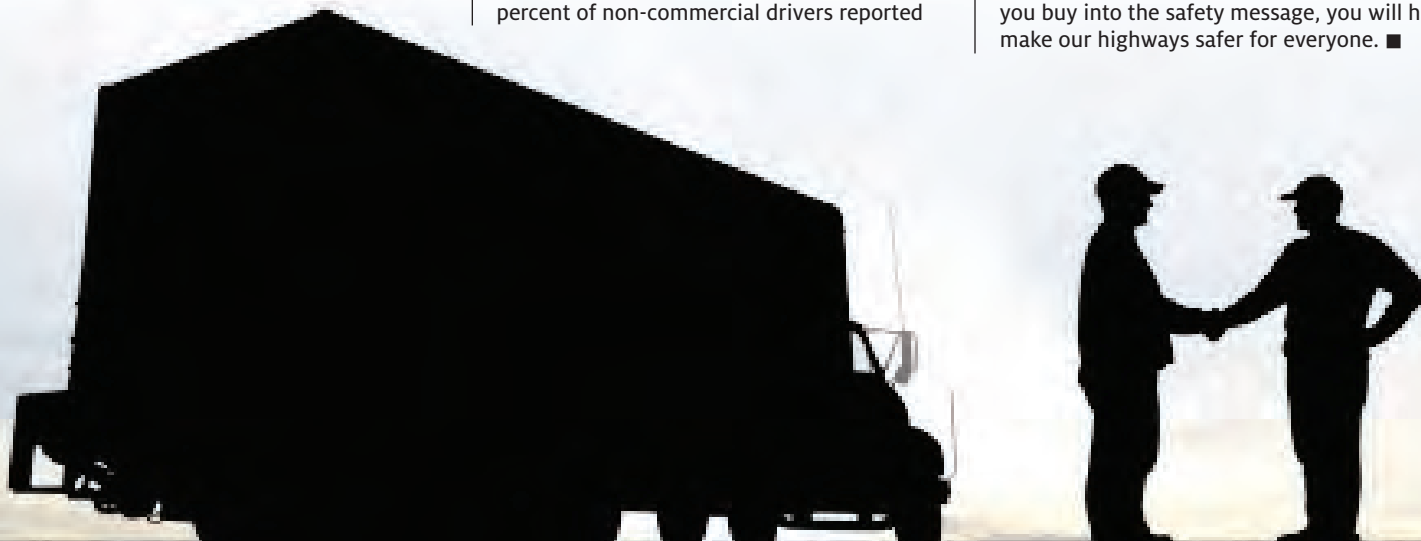
TCW uses a service called SpeedGauge, which monitors the truck's speed and tracks speeding frequency. TCW's overall goal is for every driver to speed less than 1 percent of the time he or she is driving. To put that in perspective, a 2011 NHTSA study stated that 9 percent of non-commercial drivers reported

being pulled over for speeding in the previous 12 months, so we're doing better than the general public but want to keep improving.

Each month, we publicly post the SpeedGauge numbers for drivers to compare their performance to the rest of the fleet. This gives me an opportunity to look at trends. If I see a driver's number creeping up, I know that I can address that and reiterate our goal as a company or ask a driver why he or she might be speeding. If I see a driver is meeting his or her goal, I can turn to that driver and thank him or her for contributing to our overall success. In either case, I have something tangible to take to a driver and provide positive reinforcement.

Since 2014, when the Master Coach Program was implemented and I was selected as a master coach, I've seen these numbers decline and I know that my colleagues are taking the coaching seriously. Because we track and explain coaching events on a tablet device, we are becoming even more data-driven and strategic with our coaching decisions.

From here, I'd like to see our Master Coach Program grow in internal company visibility. I want to make sure that all new hires know what the program does, why it exists and who the master coaches are. I'd also like to see other trucking companies adopt similar programs. Now that I'll be attending industry events with America's Road Team, I'll be able to testify to the masses about the power of coaching programs. The message is simple: We are truck drivers with an important responsibility to move America's freight and if you buy into the safety message, you will help make our highways safer for everyone. ■





DON'T BRING HAZMAT HOME WITH YOU

By **Tpr. Scott Maguire**, *Commercial Vehicle Enforcement Section, Massachusetts State Police*



There are plenty of things in life that you would like to take home, such as a winning lottery ticket, good news or a pay raise. And there are some things that you absolutely do not want to take home; hazardous materials (hazmat) being high on that list.

The hidden and potentially dangerous aspects of conducting hazmat inspections are exposure and contamination. It's easy to go about the hazmat inspection procedure and unknowingly contaminate your shoes, uniform and/or gloves. And, if you are not wearing gloves on every inspection, shame on you.

It is also easy to become exposed via one of the four ways hazmat can enter your body. Even a routine Level I or II Inspection can become a contamination or exposure threat to you. Even if there is no hazmat on the truck you inspect today, who's to say a load of 6.1 poison wasn't leaking all over that cargo floor yesterday? This defensive mindset is absolutely essential to preventing exposure and contamination.

Continued on next page

We're Here for You

CVSA staff exists to assist you, our members. We have two staff members committed exclusively to the specialized area of hazardous materials/dangerous goods.



Carlisle Smith is CVSA's director of Level VI Inspection Program. He is available to assist motor carriers, drivers, Level VI inspectors and others, and answer your questions about hazardous materials/dangerous goods. Carlisle

joined CVSA in 2012 and has more than 27 years of experience in commercial motor vehicle safety and enforcement. He is responsible for CVSA's Level VI Training Program, which offers Level VI training throughout the year, throughout the country. Carlisle also heads the Level VI Public Outreach Program, which sends Level VI experts to trade shows and conferences to represent the program at information booths and educational sessions. To learn more about Level VI Inspections or if you are interested in Level VI training or hosting a Level VI training session, contact Carlisle at carlisle@cvsa.org.



Bill Reese is CVSA's director of Cooperative Hazardous Materials Enforcement Development (COHMED) Program. Bill has more than 26

years of experience with

hazardous materials and hazmat inspections and was a former major with the Idaho State Police, before joining CVSA earlier this year. In addition to helping plan the COHMED Conference every year, as part of a new PHMSA grant, Bill will also develop and deliver new regional training and outreach programs throughout the country to assist state and local personnel with enforcing hazmat regulations and preparing for and responding to hazmat incidents. If you have questions or ideas about hazmat training, the COHMED Conference or want to discuss the future of the COHMED Program, you can reach Bill at billr@cvsa.org.

Continued from page 11

How can hazmat enter your body? Well, here are four ways:

Absorption

The skin acts as a barrier against entry of foreign materials into the body. If this protective barrier is weakened or compromised, toxic chemicals can enter. That barrier is greatly diminished by lacerations and/or abrasions. Also, many organic solvents greatly increase the permeability of the skin to materials that would otherwise not pass through it. The skin provides a large surface area for contact with toxic agents.

Inhalation

Inhalation is the most rapid route into the body, immediately introducing toxic chemicals into the respiratory tissues and the blood stream. Once admitted to the blood through the lungs, these chemicals are quickly transported throughout the body to contact all organs. In many cases, chemicals accumulate in a target organ.

Ingestion

Ingestible materials get into the mouth through hand-to-mouth contact and through coughing when inhaled particulate material is removed from the lungs to the throat and then swallowed. Since there are acids, alkalis and enzymes in the gastrointestinal tract, the toxic nature of a compound may be enhanced or diminished.

Injection

Injection can occur by stepping on or bumping into a sharp object that is contaminated by a hazardous material.*

This information may seem obvious; however, when an inspector is conducting a roadside inspection and focused on shipping papers, placards, labels, package authorization, etc., it is easy to become complacent regarding your own life safety.

Hazmat personnel life safety education does not end with the disclosures made in the National Training Center (NTC) and CVSA training classes. Just like any other aspect of your life, nobody is going to look out for your interests like you. When you conduct a hazmat inspection in a roadside environment, your personal safety should be the overriding concern, always. There is no inspection worth getting hurt or dying for. Hazmat becomes dangerous when it follows one of the above routes and gets **INSIDE** of you.

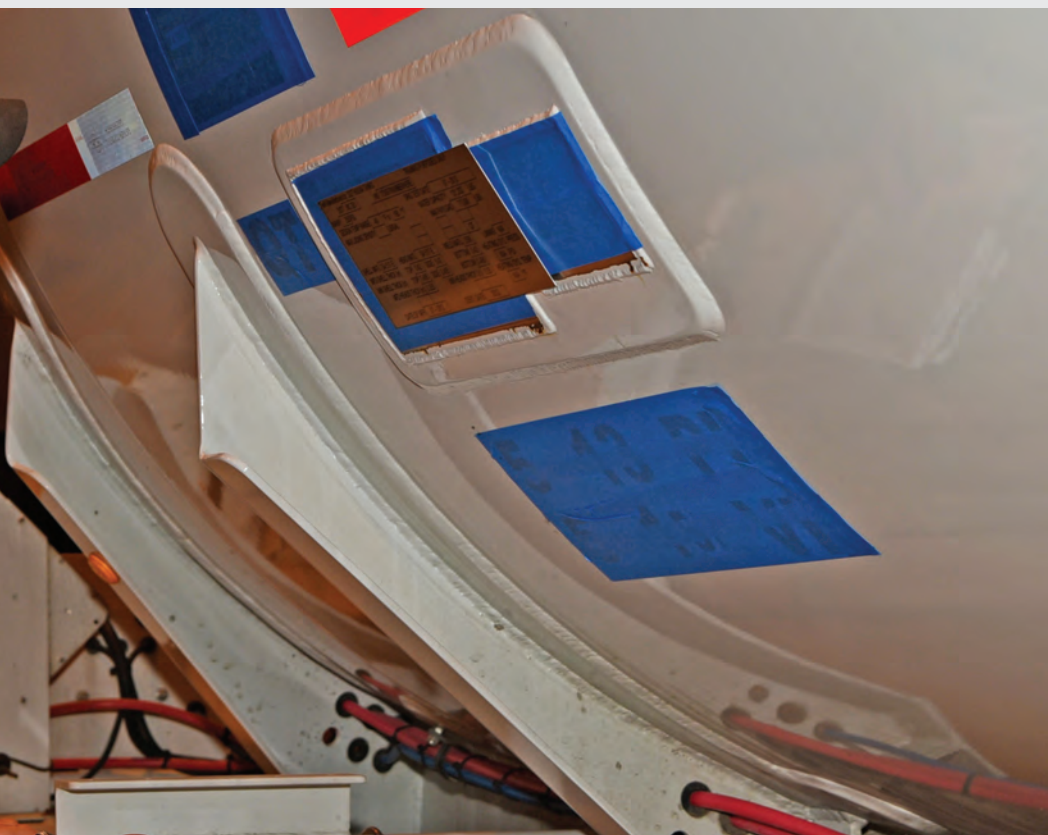


Gloves

Do not even consider doing any inspections without gloves. There are materials and residue of materials adhered to the outside of packages that can and will be absorbed into your skin. The effects may run the gamut from an irritant, to chronic skin condition, to carcinogen. Also, use wipes to clean your hands, steering wheel, radio mic, cellphone and anything else you routinely come into contact with. The goal is to keep the hazmat outside, not inside, of you.

Boots

Many of us have been to crash scenes where it is nearly impossible to avoid walking in dangerous materials. Keep in mind that in cold weather when you return to your vehicle, the lower heating vent that warms your feet can also vaporize any materials on your shoes, causing you to inhale them. This may be exacerbated by having all your vehicle windows closed. When you get home, these shoes should never be worn inside the living areas of your home.



Uniform

It is routine that an inspector may unknowingly brush against contaminated surfaces. The inspection uniform should never be tossed into the family wash with other clothing. Use a uniform service or wash it separately. There are plenty of things you want to share with your family. Hazmat is not one of them.

Ventilation

Avoid jumping right into enclosed box trucks or trailers. Consider having the driver open the rear doors near the beginning of the inspection. This allows fresh air to circulate in the cargo area and potentially dangerous fumes to dissipate. This is particularly important in warmer weather when vapors tend to generate at a greater rate.



There is training available which can greatly enhance inspector safety. At the 2016 COHMED Conference in San Antonio, Texas, there was a class which was an introduction to the National Institute for Occupational Safety and Health (NIOSH) "Pocket Guide to Chemical Hazards." This book should be in every hazmat inspector's gear bag. Another very useful training class is "Hazmat IQ Above the Line, Below the Line," an elementary chemistry class focused on the life safety of first responders.

Inspectors, and for that matter any hazmat employees, need to take the initiative to increase their own hazmat awareness to increase life safety. Minimizing contamination will also serve to minimize exposures. Remember, the goal is to keep the hazardous materials on the outside of you and avoid bringing it back into your home. ■

**Handbook of Emergency Response to Toxic Chemical Releases: A Guide to Compliance by Nicholas P. Cheremisinoff.*

About the North American Standard Level VI Inspection Program

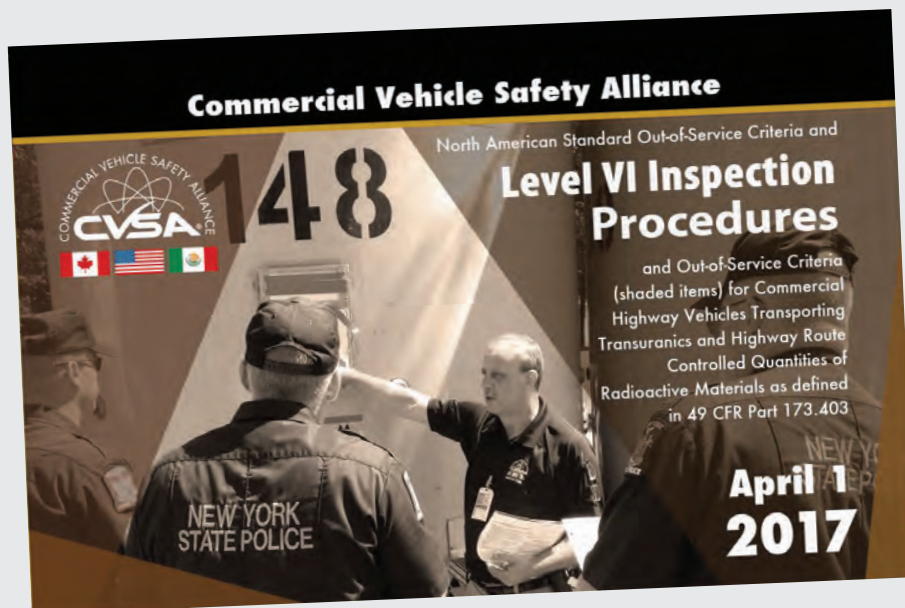
A Level VI Inspection is an inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements, and the out-of-service criteria for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material.

All vehicles and carriers transporting HRCQ of radioactive material are regulated by the U.S. Department of Transportation and required to pass the North American Standard Level VI Inspection. Vehicles, drivers and cargo must be defect-free by the Level VI Inspection standard before they may leave their point of origin. Vehicles that meet the Level VI Inspection criteria receive a special Level VI decal which is affixed at the point of origin of the shipment and removed at the point of destination.

To learn more about the North American Standard Level VI Inspection Program, the procedures, the training schedule and much more, visit www.cvsa.org/inspections/inspections and click on "Level VI Inspection" on the left-hand navigation column.

GET YOUR COPY OF THE 2017

LEVEL VI INSPECTION PROCEDURES AND OUT-OF- SERVICE CRITERIA HANDBOOK



CVSA offers its 2017 North American Standard Out-of-Service Criteria and Level VI Inspection Procedures Handbook outlining the out-of-service criteria for commercial motor vehicles transporting transuranics and highway route controlled quantities of radioactive materials as defined in 49 CFR Part 173.403. The book includes information on hazardous materials inspection standards such as shipping paper requirements, placarding, labeling, radiation dose survey limits, safety permits, security seals and much more.

To request your complimentary copy of the Level VI Handbook,
email carlises@cvsa.org.

CVSA's Brake Safety Day is Sept. 7, 2017



Thursday, Sept. 7, 2017, is Brake Safety Day, an enforcement and compliance campaign where law enforcement agencies across North America will conduct inspections on large trucks and buses to identify out-of-adjustment brakes, and brake-system and antilock braking system (ABS) violations as part of CVSA's Operation Airbrake Program.

The goal of Brake Safety Day is to reduce the number of crashes caused by faulty braking systems on commercial motor vehicles (CMVs) by conducting roadside inspections, and identifying and removing vehicles with critical brake violations from our roadways.

In addition, outreach and educational efforts by CMV inspectors, motor carriers and others are integral to the success of the campaign.

Brake Safety Day serves as a reminder of the importance of properly functioning brake systems and provides an opportunity to educate drivers, mechanics, owner operators and others on the importance of proper brake maintenance, operation and performance.

Properly functioning brake systems are crucial to safe CMV operation. CMV brakes are designed to hold up under tough conditions,

but they must be routinely inspected and maintained carefully and consistently so they operate and perform properly throughout the vehicle's life. Improperly installed or poorly maintained brake systems can reduce braking efficiency and increase the stopping distance of trucks and buses, posing serious risks to driver and public safety. Antilock brake systems help the vehicle, and thus the driver, maintain control in certain situations, which reduces the risk of some types of crashes.

Brake-related violations comprised the largest percentage (representing 45.7 percent) of all out-of-service violations cited during Operation Airbrake's companion International Roadcheck campaign in 2016, which focused on inspections of both vehicles and drivers.

On Brake Safety Day, inspectors will primarily conduct the North American Standard Level I Inspection, which is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical fitness. Inspections conducted will include inspection of brake-system components to identify loose or missing parts, air or hydraulic fluid leaks, worn linings, pads, drums or rotors, and other faulty brake-system components. ABS malfunction indicator lamps are also checked.

Inspectors will measure pushrod stroke, where applicable. Vehicles with defective or out-of-adjustment brakes will be placed out of service.

Furthermore, in the 10 jurisdictions using performance-based brake testing (PBBT) equipment, vehicle braking efficiency will be measured. PBBT systems include a slow speed roller dynamometer that measures total vehicle weight and total brake force from which braking efficiency is determined. The minimum braking efficiency for trucks is 43.5 percent, required by U.S. federal regulation and the CVSA out-of-service criteria.

This year's Sept. 7 Brake Safety Day follows up on CVSA's May 3, 2017, unannounced Brake Safety Day and replaces the seven-day Brake Safety Week campaign from previous years.

More than 3.4 million brakes have been inspected since the program's inception in 1998.

Brake Safety Day is part of the Operation Airbrake Program sponsored by CVSA in partnership with the Canadian Council of Motor Transport Administrators (CCMTA) and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA). ■

Commercial Motor Vehicle Law Enforcement, Government and Industry Members Work Together at 2017 CVSA Workshop

More than 500 enforcement personnel, government officials and industry representatives attended this year's CVSA Workshop to work together toward the shared goal of improving commercial motor vehicle safety and inspection uniformity throughout North America.

The CVSA Workshop provides attendees with the opportunity to continue their efforts to advance commercial motor vehicle and driver safety, regulatory compliance and enforcement throughout Canada, Mexico and the United States. The CVSA Workshop took place on April 23-27, 2017, in Atlanta, Georgia.

Participants collaborated at the CVSA Workshop to affect meaningful changes to the overall culture of transportation safety. They attended various committee, membership, region and

program meetings aimed at the ongoing progression of CVSA's mission to promote commercial motor vehicle safety and achieve common goals of uniformity, compatibility and reciprocity.

The CVSA Workshop also featured these informative and collaborative sessions:

- The Federal Motor Carrier Safety Administration (FMCSA) offered a public listening session on highly automated commercial vehicles.
- At the PPBT Meeting, jurisdictions currently using or interested in potentially using performance-based brake testers (PBBTs) shared their PPBT experiences and worked to refine procedures and training materials for future PPBT use.
- At the North American Cargo Securement Harmonization Public Forum, attendees discussed cargo securement regulatory issues and differences; identified inconsistencies in the application of cargo securement enforcement policies; reviewed reports on research findings and securement equipment; and examined new technologies related to cargo securement.
- FMCSA's Post-Accident Reporting Advisory Committee held a public meeting to review post-accident reports, make recommendations and provide suggestions on implementation.
- The International Fuel Tax Agreement (IFTA) and the International Registration Plan (IRP) training session featured updates on both programs and interactive discussions.



Col. Mark McDonough, commissioner for the Georgia Department of Public Safety, welcomed attendees to the general session with a lively hello and plenty of laughter.



CVSA Board of Directors meetings are open to all CVSA Workshop registrants. There were two board meetings in Atlanta; one at the beginning of the workshop (April 23) and one at the end (April 27).



On the first morning of the CVSA Workshop, an orientation session was held for first-time attendees.



CVSA Executive Director Collin Mooney provided the State of the Alliance during the general session, highlighting new CVSA staff members, outlining improvements to the CVSA decal program and detailing the enforcement events scheduled for the rest of the year.



Charles Endorf with Werner Enterprises is CVSA's 2017 International Driver Excellence Award winner and was presented with his award during the general session of the CVSA Workshop.

During the general session, CVSA presented Charles Endorf of Werner Enterprises with the 2017 International Driver Excellence Award (IDEA). In its third year, IDEA is CVSA's industry-wide driver excellence award program. Endorf was selected for the award based on his 45-year history of safe driving, his long-term commitment to the trucking industry, his dedication to projecting a positive image and his willingness to assist and coach other drivers. Read more about Charles Endorf on pages 20-21.

Also of importance, two Class I Members were nominated for the international leadership position of CVSA secretary.

- Sgt. John Samis with the Delaware State Police
- Capt. Brian Preston with the Arizona Department of Public Safety

Find out more about the two nominees on pages 18-19.

The secretary election will take place in September at the CVSA Annual Conference and Exhibition in Whitehorse, Yukon, Canada.

"The discussions and decisions made by our informed membership at the CVSA Workshop help guide the Alliance throughout the year as we continue to further our commitment to transportation safety," said CVSA Executive Director Collin Mooney. "We appreciate that so many of our members gather at this event each year to work together to discuss, develop, implement and improve transportation safety standards and best practices."

Next year's CVSA Workshop is scheduled for April 8-12, 2018, in Portland, Oregon. ■



The Enforcement and Industry Modernization Committee Meeting included a field trip outside of the hotel to check out Otto's autonomous truck. Last year, that same truck made the world's first autonomous truck delivery – traveling along Colorado's Interstate 25 to deliver 50,000 cans of beer.



CVSA Secretary and Election Committee Chair Capt. Scott Carnegie with the Mississippi Highway Patrol went over the procedure for secretary nomination.



CVSA President Julius Debuschewitz reminded the membership that the CVSA Annual Conference and Exhibition in September will take place in his home city of Whitehorse in Yukon, Canada.



The CVSA Workshop provides an opportunity for regions to gather to discuss issues and topics affecting their jurisdictions. It's also a networking opportunity and provides an open and collaborative environment where best practices can be shared.



CVSA would like to thank the Georgia Department of Public Safety for hosting us in Atlanta and for helping to check in the hundreds of registrants at this year's CVSA Workshop.

Learn More About the Nominees for CVSA Secretary from the Nominees Themselves

Nominations for the CVSA secretary were announced and accepted at the CVSA Workshop on April 24, 2017, in Atlanta, Georgia.

The CVSA secretary serves one year in the secretary position, one year as vice president, one year as president and three years as a past president. The nominees for the secretary position are:

- Sgt. John Samis with the Delaware State Police (Region I)
- Capt. Brian Preston with the Arizona Department of Public Safety (Region IV)

Class I Members will vote to elect the next secretary at the 2017 CVSA Annual Conference and Exhibition, Sept. 17-21, 2017, in Whitehorse, Yukon, Canada.

On this page and the next, you'll find articles submitted by each of the nominees. Get to know your nominees and cast your vote in September at the conference. ■



CVSA Secretary Nominee — Region I

Sgt. John Samis

Commercial Motor Vehicle Enforcement Unit, Delaware State Police

I am Sgt. John Samis of the Delaware State Police and I am running for the position of secretary of the Alliance. I have been serving my department for more than 23 years and I am currently the Motor Carrier Safety Assistance Program (MCSAP) supervisor of the Commercial Motor Vehicle Enforcement Unit.

I have been attending CVSA events for more than six years and during that time I have had the honor of serving Region I as their region vice president for two years and region president for the last 18 months. My two-year term of Region I president will be completed this September.

During last year's elections, I contemplated running for secretary but three reasons kept me from running. The first was that I wanted the region vice president to have sufficient time to feel comfortable running a region meeting. Second, I didn't want to be a burden to my region by causing the region to select an interim region vice president after the region vice president was elevated to the region president position. And third, and the most important, was that I felt that when I make a commitment I should stick with it. When I ran for the region position, I made the commitment to serve the full four years of the region positions, so I decided not to run for CVSA secretary until this year. I am fully aware that running for the position of secretary is a six-year commitment and I am ready, willing and able, both personally and professionally, to fulfill that commitment if I am elected.

During my time as a member of CVSA's Board of Directors, I have represented both the region and the Alliance during meetings with members of Congress and during press conferences on program events, such as Operation Safe Driver and International Roadcheck. Also, as a member of the CVSA Board of Directors, I was chosen to be part of the team to select a new executive director of the Alliance. It was an honor to be picked for such an important task, the outcome of which will set the future direction of our great Alliance.

If elected I would like to see advances in the following areas:

Data

In today's age of technology, we should be able to share all our safety data through technology with all of our jurisdictions. Safety has no border, so why does our safety data have borders? We should be able to see all the safety data, no matter which side of a border it occurs. This way, we can mold

our safety plans around an even greater amount of supporting data. In addition, some jurisdictions may have already tried something that we may be thinking of doing. By accessing their data, we can reduce the amount of time, effort and expense we put into our plans. If another jurisdiction has tried it already, we can use their information and data to see if it works. Because of geographical differences in some jurisdictions, it may or may not work, but we can adjust some things to make it work for us without added expenses. We must also continue to advance our goals of having more accurate data to supply to our inspectors. Years ago, the Alliance put an incredible amount of effort into organizing data in a manner that would be fair to all parties involved: carriers, shippers and drivers. This project has seemed to hit a wall. We need to reinvigorate this project and move forward with assigning our data to the proper responsible parties.

Technology

The Alliance is participating in researching electronic inspections and autonomous vehicles. We should continue our efforts to be the lead organization when it comes to new technology that will make our roads safer for all those who travel our highways. The creation of the new Enforcement and Industry Modernization Committee is a step in the right direction; but with the pace of new technology, this committee must keep up with all types of technology dealing with safer roads and partner with other organizations that share our same goals and values. These partnerships will not only increase the value of our Alliance but will increase our voice with the regulators of all the countries we represent.

Partnerships

As you all know, we are an Alliance of enforcement, industry and regulators that together can make a difference. Each one of us alone can make some small impact on the safety of our roads; but together, our knowledge, drive and influence will make our small impact increase tenfold. Enforcement must continue to work cooperatively with industry and help our regulators to make informed decisions on what needs to be done to move passengers and freight along our highways in the most efficient means possible without sacrificing safety.

We all have the same goals when it comes to safety on our roads and, hopefully, you will allow me the honor of helping the Alliance achieve those goals by electing me as your next CVSA secretary.

Thank you for your time. ■

CVSA Secretary Nominee — Region IV

Capt. Brian Preston

Highway Patrol Division, Special Enforcement Bureau, Arizona Department of Public Safety



It is a privilege to be a candidate for CVSA secretary. The Alliance's mission to improve commercial motor vehicle (CMV) safety and uniformity throughout the U.S., Canada and Mexico by providing guidance and education to enforcement, industry and policy makers understates what CVSA accomplishes. CVSA is a truly remarkable organization, comprised of truly remarkable people. I am constantly impressed by the drive, creativity and capability of those whom I've come to know in CVSA. To even be considered to represent you all is a tremendous honor.

I grew up on a farm and ranch in southeastern Arizona as the fourth generation of Arizona pioneers; but thanks to my mother, an avid genealogist, the connections I've made at CVSA have special significance to me. I can't travel to the jurisdictions that have hosted us, or work alongside the gifted folks who share our endeavors, without being reminded of my own life story. It's a story that began in the 1600s and progressed west to its final locale from the eastern and southern United States – passing through nearly every state (or regions which would eventually become states) in between, with stops in Canada and Mexico along the way. One branch even overshot and ended up in California before, presumably, they realized the Pacific would prevent any further oxen-powered westward expansion. You may not recognize it, but whenever you introduce yourself and your jurisdiction, I enjoy a personal moment of reflection as I contemplate how your story might intersect with mine.

CVSA has its own genealogy, beginning in 1980 as an informal gathering of western state agencies and Canadian provinces and growing to encompass all of North America. It is a dynamic association of individual jurisdictions brought together under a common goal, and while each retains its individual identity and objectives, there is a remarkable unity of purpose. Working to establish and maintain such environments is my desire, my background and the experience I will bring as CVSA secretary.

I've been in law enforcement for more than 20 years, with the past 14 in leadership positions within the Arizona Department of Public Safety (DPS). I hold the rank of captain and serve as

the Motor Carrier Safety Assistance Program (MCSAP) manager. I oversee Arizona's household goods (HHG), student transportation and tow truck regulation/enforcement programs, while also commanding all DPS commercial motor vehicle enforcement activities outside of the border zone. I have extensive experience in the interpretation, adoption and implementation of a wide range of complex state/federal regulatory and funding requirements. Most importantly, I understand that success can't be effectively achieved in a vacuum or in a silo – it must be done in cooperation with others.

Working collaboratively has afforded me opportunities to serve in ways which have direct correlation to a role in CVSA leadership. I have been selected to participate in a wide range of panels and committees, which have included a working group to improve statewide communication interoperability, a Governor's Blue Ribbon Panel to address dust-related crashes in central Arizona, a multi-agency committee to review/improve inspection procedures at the state's international ports of entry, and a task force to plan for weather events affecting interstate travel in the eastern Arizona-New Mexico-western Texas region. I have participated in crafting the Arizona State Highway Safety Plan and was even assigned as an interim chief of police for a local municipality.

It was my honor to be appointed to the MCSAP Formula Working Group. In cooperation with many remarkable individuals, both working group members and those who participated in our regional discussions, I helped prepare recommendations to move the program forward for years to come. The task, though challenging, highlighted the success that can accompany any endeavor which draws upon the diversity of skills and abilities such groups bring together. For me, it was a deeply rewarding experience, but it also illustrated my commitment to achieving a collective goal, even when individual interests might suffer, as was the case with my state and its projected reduction in border funding.

I have experience in the rule-making process and have been called to testify in committee on pending legislation, including bills I participated

in crafting. I serve on a statewide leadership committee for Special Olympics, as well as the Arizona Trucking Association Safety Awards Committee, and am a current Scout committee member and past varsity scout coach for the Boy Scouts of America. I had the honor of serving two terms as president of a regional law enforcement association, until an assignment to the FBI National Academy prevented me from accepting a nomination to a third term. If all of this wasn't enough evidence of a background in teamwork and conflict management, know that I am also the married father of four daughters, ages eight to 18.

I welcome the prospect of maintaining the foundation laid by the Alliance's members and leadership, while continuing to move it forward. Specifically, I look forward to helping lead the Alliance through changes brought on by the FAST Act, such as consolidated grants, multi-year commercial vehicle safety plans (CVSPs) and a new MCSAP formula. I equally desire to strengthen "the basics" by influencing productive committee dialogue, maintaining core programs and putting the Alliance back in control of inspector training.

As my state's MCSAP manager and lead commercial vehicle enforcement commander, I am intimately aware of the opportunities and challenges that accompany the states' CMV safety efforts, and can draw the parallels to our Alliance members in Canada and Mexico. As a long-time peace officer and certified CMV inspector, I can relate to how the plans made on the top floor affect the work on the street level. As an experienced working group and committee member, I can work collaboratively to obtain the best outcome. As secretary, I will apply this experience to represent the whole of the Alliance. I thank you for the opportunity to continue to serve. ■



Charles Endorf of Werner Enterprises is CVSA's 2017 International Driver Excellence Award Winner

On April 24, 2017, at the CVSA Workshop in Atlanta, Georgia, CVSA presented Charles Endorf of Werner Enterprises with the Alliance's third annual International Driver Excellence Award (IDEA).

During the award presentation, IDEA Committee Chair Don Egli with the Iowa Motor Truck Association told the more than 500 law enforcement, government, industry and association members in attendance about Endorf's many accomplishments.

"We are so impressed by Charley's 45-year history of safe driving, his long-term commitment to the trucking industry, his dedication to projecting a positive image and his willingness to assist and coach other drivers," said Egli before presenting Endorf with a monetary prize and a crystal trophy honoring him for his 5.5 million crash-free miles over 40 years with Werner.

Launched in 2015, IDEA recognizes individuals who go above and beyond the performance of their duties as a commercial motor vehicle driver, distinguishing themselves conspicuously and beyond the normal call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time.

"I'd like to thank CVSA and I'm absolutely honored to receive this award," said Endorf during his acceptance speech. "I look at this as the Heisman Trophy of trucking. Together, between your push for safety and our business of hauling freight, we serve millions and millions of people across this great country."

Endorf admits that when he first found out that he was chosen as the 2017 IDEA winner, his first reaction was shock; followed by feeling honored. "To me, this is a very prestigious award because it's handed out by CVSA, a safety organization," said Endorf. "It's a total honor that CVSA thought that highly of my experience over the years on the highway to pick me."

"The most important person I have to thank is my wife, Kay," said Endorf during his acceptance remarks. "Everybody knows a truck driver's wife has a different life than everybody else." Endorf credits the unwavering support of his wife of 43 years for his long-term success. "Her support gives me peace of mind so that I'm able to concentrate on my job."

During the award ceremony, Endorf also thanked members of CVSA staff, Werner's Vice President of Safety Jaime Maus (who nominated Endorf for the award) and Associate Vice President of Operations Angelo Gibson. Both

Maus and Gibson were in attendance at the IDEA presentation in Atlanta. "They have been very supportive of me throughout my career," said Endorf.

In submitting Endorf's nomination, Jaime Maus had this to say: "Charley's dedication and willingness to help means that we can always rely on him to assist other drivers who need a little coaching. Charley never hesitates to offer his time to help others. His commitment to the trucking industry means he wants to help others succeed as well. Charley is patient, professional and thorough, and helps drivers build their confidence."

Maus' description of Endorf and the qualities that make him an exceptional driver were quite astute, because when asked about his many years and miles of safe, collision-free driving, Endorf cited two main reasons – confidence and patience. He humbly added that a bit of luck helps too.

"Confidence is such a big factor. On every trip I've ever taken, I was always confident in my abilities and that I could make the trip safely." He adds, "And always be patient. It doesn't hurt to come in second. If you're at an intersection and there's somebody else there who seems to be in a rush, let the four-wheeler go first. That just gives you more room to go."

With decades of driving experience and millions of miles driven safely on the road, Endorf knows exactly what to do to ensure he is operating safely. He shares the following tips: "Remember to keep your distance from other vehicles, be aware of your surroundings, keep your equipment in order, do your inspections and manage your speed and your time. If you don't manage your clock, you're putting yourself in a position where your patience gets short and that's when mistakes are made."

Endorf adds, "Know when to stop, whether it be for rest or for weather. When you're a person who is very motivated to work – and I'm that way – you just want to go. You want to make the delivery because that means you get to go home. It's hard to stop. You have to force yourself to stop. Get off the road and take that nap if you need to. Same thing with the weather. It's difficult sometimes to park it when the weather is bad, but you need to know your limits."

Of course, CVSA's driver award isn't the only award Endorf has received throughout his impressive 45-year career. He was Werner's Driver of the Year in 1981 and received the 5 Million Accident-Free Miles Award in 2010. He was also a Nebraska Motor Carriers Association (NMCA) Driver of the Month in 1995, Overdrive Magazine's 1996 Safe Driver Award recipient and he received the Citizen Driver Award from TravelCenters of America/Petro Stopping Centers in 2014. In fact, the Petro stopping center in York, Nebraska is named the Petro York/Charley Endorf York Stopping Center after him.

Endorf adds, "It helps that Werner has been a very safety-conscious company from day one. When I started at Werner, we were a 65-truck company. Today, we're in the thousands. Safety has been at the top of their list for years and years."

During his acceptance speech, Endorf said, "I'd like to give credit to the man who gave me my start at Werner Enterprises when I bought my first truck in 1976. He took me in as a 27-year-old owner-operator who'd never owned a truck and he supported me and stayed with me and helped me when I needed it, and that was C.L. Werner, the founder of Werner Enterprises, the greatest company in America."

"With more than 40 years traveling our nation's highways, Charley is an unsung hero among his peers," said Derek J. Leathers, president and chief executive officer of Werner Enterprises. "It is truly inspiring how one person can make a significant impact on an entire company. Charley has demonstrated throughout his career that he cares about the safety of all professional drivers and all motorists."

"Charley doesn't just watch out for himself, he cares about everyone's safety, the safety of all commercial motor vehicle drivers and the motorists they share America's highways with," said Duane Henn, corporate consultant and a former member of the Nebraska State Patrol.

Endorf reflected on safety. "Most of us in this industry take this seriously, we want to do the right thing and we want to service this country in a very safe manner. It's the driver who is in the public eye. That's who the public sees. I challenge all drivers, let's get our act together. Let's show the world who we really are. We can do that on the highway and off the highway."

He also wanted to give thanks for the safe blessings he has received from God. "Without God, I have nothing," said Endorf. "Somebody once told me 'If you think God is your copilot, you're sitting in the wrong seat.' The good Lord gave me the talent to do this job professionally and I'm extremely thankful for that."

"Whether you're a professional driver, a mechanic, an office worker or in enforcement, it's up to every industry representative to do their job and represent this industry and keep America moving safe. As long as we can do that, we're in good shape."

CVSA established IDEA to recognize and officially acknowledge the exceptional careers of professional commercial motor vehicle drivers and their commitment to public safety. As a company dedicated to creating a safer, stronger future, AIG joined with CVSA to sponsor the Alliance's 2017 International Driver Excellence Award. Brad Allen, assistant vice president of AIG Truck Group, presented Endorf with a check for \$2,500 during the ceremony in Atlanta as part of his award.

When he's not on the road, Endorf enjoys watching Nebraska sports, playing golf, attending his grandchild's sporting events, and he is a regular contributor to various radio shows. He's also a Vietnam army veteran, a Lutheran Early Disaster Response Team first responder, he serves on the Grace Lutheran Church Council, he is a Fairbury Cemetery Association board member and he is active with the city council leaders in Fairbury, Nebraska.

The 2018 IDEA nomination form will be posted in the fall of 2017.

To learn more about IDEA, visit www.cvsa.org/program/programs/idea. ■



Charles Endorf received a crystal trophy and a check as the winner of the 2017 International Driver Excellence Award. Pictured left to right: IDEA Committee Chair Don Egli with the Iowa Motor Truck Association; CVSA Executive Director Collin Mooney; CVSA President Julius Debuschewitz with Yukon Highways and Public Works; Brad Allen, Assistant Vice President, AIG Truck Group; and Charles Endorf with Werner Enterprises, winner of the 2017 International Driver Excellence Award.



During his acceptance remarks, Endorf thanked CVSA, Werner Enterprises and his wife, Kay.



Charles is pictured here with his biggest supporters, his wife and Werner Enterprises staff members. Pictured left to right: Kay Endorf, Charles Endorf, Werner's Vice President of Safety Jaime Maus and Associate Vice President of Operations Angelo Gibson.

CVSA to Kick Off New COHMED Regional Training Program in Denver, Colorado

Thanks to a community safety grant from the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA), CVSA is expanding its COHMED training to include full-scale regional training opportunities around the country – giving hazmat specialists who are unable to attend the annual COHMED Conference an opportunity to receive the same high-level hazmat training, closer to home.

CVSA will hold its first COHMED Regional Training Course at the Colorado State Patrol Academy in Golden, Colorado, on Aug. 29-30, 2017. The next class will be held in Albany, New York. Those dates will be announced when finalized. Two additional classes will be offered in fiscal 2018 – one class will be held in the southeast; the other, in the central or southcentral part of the country.

Training is offered to Class I Members, Class II Local Members and Class IV Federal Members.

As part of the PHMSA safety grant, CVSA will be able to cover limited travel costs for eligible Class I Members and Class II Local Members who attend regional training. The Alliance will be able to assist with airfare or mileage, lodging and per diem for meals not provided.

Visit www.cvsa.org and select "Training" for more information about future COHMED training courses.

If you have any questions or would like to learn more about COHMED regional training opportunities, contact Director of COHMED Program Bill Reese at 301-830-6148 or billr@cvsa.org. ■



CVSA Offers Two New Videos for Enforcement

CVSA is proud to announce that two new streaming videos are now available online in your member portal.

Check out our updated training video for enforcement titled "The North American Standard Inspection." This 2017 training video reflects current out-of-service criteria revisions and demonstrates the 37-step North American Standard (NAS) Level I Inspection Procedure with an emphasis on mechanical inspection steps 13 through 37. This official CVSA training video was developed for the NAS Part B course. The video's running time is 30 minutes.

The second new video available to our members, "NAIC: The Pursuit of Excellence," produced during the 2016 North American Inspectors Championship (NAIC), features commercial motor vehicle inspectors from across North America discussing the positive impact their enforcement efforts make on a daily basis in regards to transportation safety. The running time for this video is six minutes.

Both videos are available online at no cost; however, if you would like a DVD of either video, they are available in the CVSA store (www.cvsa.org) for a reproduction fee of \$10 per copy.

Remember, CVSA also has a number of training, educational and informational videos currently available online for our members. Also available for streaming through CVSA's member portal:

- Inspecting Antilock Brake Systems During a Roadside Inspection
- Performing the Driveline/Driveshaft Inspection
- Inspecting Hydraulic Brake Systems
- The North American Standard Level III Driver-Only Inspection
- Automatic On-Board Recording Devices

To view CVSA's videos, visit www.cvsa.org/memberlogin, log in to your CVSA member portal and click on the "My Video & Webinar Library" tab at the top of the page to gain access to our full video catalogue and webinar archives. ■



CVSA Updates Inspection Bulletins, Operational Policies and Inspection Procedures

On April 27, 2017, at the CVSA Workshop in Atlanta, Georgia, the CVSA Board of Directors voted to approve updates to four Inspection Bulletins, repealed three Inspection Bulletins and created one new Inspection Bulletin. Operational Policies 5, 14 and 15 were also updated and several Inspection Procedures were amended.

CVSA is asking all certified roadside inspectors to visit the CVSA website (www.cvsa.org) to download the latest versions of the Inspection Bulletins. We want to ensure all inspectors are conducting roadside inspections using the most up-to-date version of each bulletin. The CVSA website will always contain the current version of each Inspection Bulletin which should be in use by all CVSA-certified roadside enforcement personnel. Updated Inspection Procedures and Operational Policies are downloadable from your online member portal (www.cvsa.org/memberlogin).

A new Inspection Bulletin was created:

- 2017-02 – Securement of an Intermodal Container on Container Chassis Vehicle

There were changes/updates to the following Inspection Bulletins:

- 2014-02 – Identification of Long Stroke Brake Chambers
- 2013-02 – Antilock Brake System (ABS) Inspections and Flowchart
- 2012-04 – Hydraulic Brake Inspection and Trailer Inspection Procedures
- 2010-02 – Inspection of Vehicles Equipped with 2007 or Later EPA-Certified Engines

The following Inspection Bulletins were repealed:

- 2011-03 – Securement of Intermodal Container on a Container Chassis Vehicle
- 2007-01 – Express Brake International Inc. – Segmented Brake Linings
- 2005-01 – Trailer Brake Controller (TBC) 2005 Super Duty Vehicle

About Inspection Bulletins

To assist the thousands of CVSA-certified commercial motor vehicle (CMV) enforcement officials who conduct CMV inspections every day throughout North America, CVSA provides Inspection Bulletins to its membership to help clarify specific items within the roadside North American Standard Inspection Program.

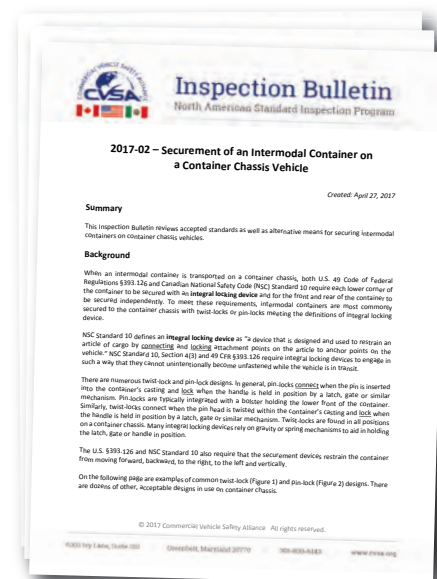
Occasionally, certain aspects of a specific regulation may need further definition, clarity or instruction to ensure inspectors are fully informed and the enforcement of that regulation is consistent and uniform throughout the jurisdictions. CVSA's Inspection Bulletins are designed to provide additional guidance to CVSA-certified roadside enforcement personnel to help clarify or further detail the application of specific regulatory requirements.

Visit www.cvsa.org/inspections/inspections/inspection-bulletins to view the full archive of active Inspection Bulletins.

Additional Resources

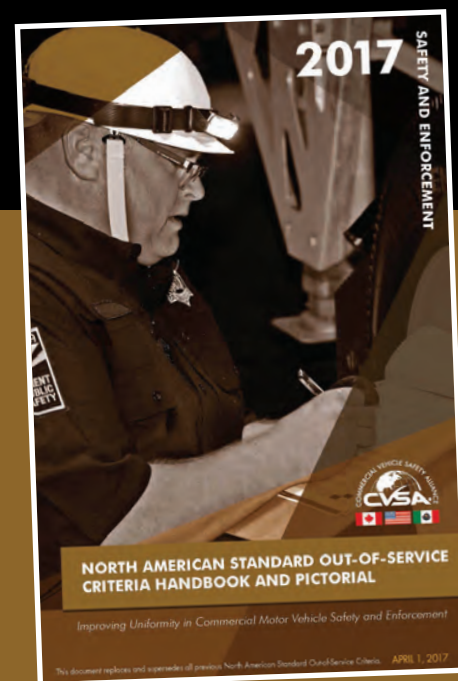
In May 2017, CVSA held a webinar detailing the recent updates, additions and amendments to the Inspection Bulletins, Operational Policies and Inspection Procedures. The webinar provided an understanding of the changes for easier training instruction and implementation into existing inspection programs.

To view the webinar at any time, log in to your member portal (www.cvsa.org/memberlogin), click on the "My Video & Webinar Library" tab toward the top of the page and select "Webinars" from the left-hand navigation column to view webinar archives. ■



ORDER YOUR COPY OF THE

2017 NORTH AMERICAN STANDARD OUT-OF-SERVICE CRITERIA



Updated out-of-service criteria went into effect on April 1, 2017, replacing all previous editions. If you do not have this edition of the handbook, you will be operating using outdated information.

Visit www.cvsa.org and select "Store" to purchase your print or electronic copy of the new edition of the CVSA "North American Standard Out-of-Service Criteria Handbook and Pictorial." Spanish, French Canadian and bilingual versions of the out-of-service criteria are also available.



INSPECTOR'S CORNER

Traffic Collisions

By Daniel Voelker

Earlier this year, I had the pleasure of attending a course at the COHMED Conference in Savannah, Georgia. The course was titled "Top DataQ Violations" and, as the name would suggest, it focused on DataQ violations. This class was taught by Scott Valentine from the Federal Motor Carrier Safety Administration (FMCSA) and it was just one example of the great training opportunities offered at the COHMED Conference.

One of the interesting facts that was confirmed during the class is how the industry receives points for being involved in a collision. I had heard in the past that carriers are charged with the points of a collision regardless of fault. I thought this practice was so unfair that it was inconceivable to think it was the standard practice. Well, the DataQ class confirmed that carriers are charged with points for each and every collision in which they are involved. With the shock and awe of this discovery, it became a talking point during the end of the class and it continued with carriers after the class was over.

During the discussion I had with the carriers in the room, I discovered that some of them had less than five collisions in the last three years. One of the carriers said he had one collision that was his driver's fault, then he had two times where his vehicle was legally stopped at a stop sign or traffic light and was rear ended, one time where an intoxicated motorist crossed the center lane and struck one of his trucks, and a legally parked truck was hit by a vehicle that veered off of the roadway because the driver was trying to catch the computer she dropped.

With the collisions above, I totally understand the company receiving points on their record for one of the collisions; however, they are currently receiving points for all five. I was also told that all of the points are included because past collisions correlate to future crash probability. It is my opinion that we collect collision data so we can target carriers that are causing collisions. With the current data we are collecting, there is no rhyme or reason for targeted enforcement.

In my state, Arizona, there are collisions where someone runs into a guardrail. Based on our current data collection, that would tell law enforcement to go out and check the guardrail because it is involved in so many collisions. There must be a better way to capture the data of who causes the crashes and then target the group that causes the crashes so that future crashes can be reduced.

I asked if it would be possible to include in state-issued crash reports a line that simply asks if the commercial motor vehicle was at fault, yes or no. I was told this would force enforcement into the courtroom more often than they are now and several states wouldn't want to include this information.

So my next question would be: Can we add a line that states if the commercial motor vehicle driver was issued a citation related to the cause of the collision or, if deceased,

would the driver have received a citation related to the cause of the collision, yes or no. This way, the states would be answering facts about collisions they are likely going to court for anyway. Then we would only take the points from the collisions where the collision form had a "yes" answer. This would greatly reduce the burden placed on carriers that are not at fault and law enforcement would have a clearer picture of which carriers are causing collisions so our efforts can be focused on them.

I know this is not a perfect system, but I would argue it would be moving in the right direction. ■



REGION I

New Jersey State Police Awards Tpr. I James Agens With Its Highest Honor – Trooper of the Year

By Lt. Stephen Albanese, Assistant Bureau Chief, Transportation Safety Bureau, New Jersey State Police

On March 3, 2017, the New Jersey State Police awarded a commercial motor vehicle safety inspector with their highest honor, the 2016 Trooper of the Year Award. Tpr. I James Agens of the Mobile Safe Freight Unit within the Transportation Safety Bureau was bestowed with this award for his diligence in criminal patrol while conducting safety inspections.

During the 2016 calendar year, Tpr. I Agens conducted close to 700 safety inspections where he seized over 79 kilograms of heroin and 10 kilograms of cocaine, which were being transported by commercial motor vehicles and concealed within legitimate produce loads headed to market and within the trailer's rear tandem axles.

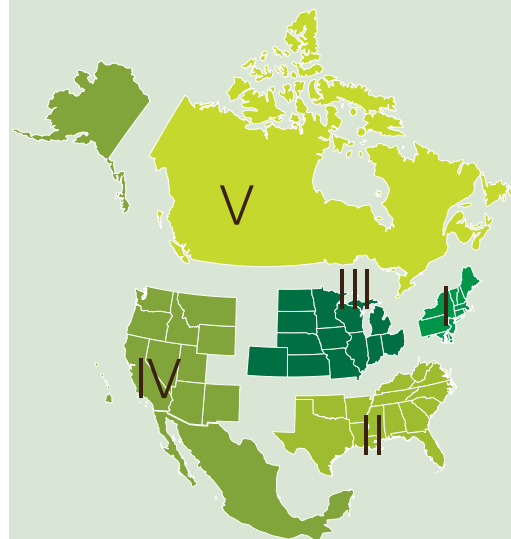
Along with these seizures, Tpr. I Agens' arrests of commercial motor vehicle drivers using the industry for criminal means led to the initiation of several multi-national investigations which resulted in the seizure of an additional 98 kilograms of heroin, 52.4 kilograms of cocaine, 51 pounds of methamphetamine and more than \$1.5 million in U.S. currency.

The Trooper of the Year Award (a solid red service ribbon outlined in a gold frame) is known as the honor above all honors and is only given to New Jersey troopers who distinguish themselves with year-long outstanding performances.

Through his efforts as a safety inspector, Tpr. I Agens not only exemplified the finest traditions and highest standards of the New Jersey State Police, but also one of which CVSA and "Guardian" magazine stand for – saving lives through commercial motor vehicle safety. ■



Pictured left to right: Col. Joseph R. Fuentes, superintendent of the New Jersey State Police; Tpr. I James Agens of the Mobile Safe Freight Unit; Lt. Col. Patrick Callahan, deputy superintendent of operations; Rebecca Ricigliano, first assistant, New Jersey attorney general.



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

Officers, Agents and Deputies Receive Drug Interdiction Assistance Program Training

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



On March 13-17, 2017, the Troop J Fort Myers District hosted a weeklong Commercial Motor Vehicle Drug Interdiction Assistance Program (DIAP). Forty-eight Florida Highway Patrol members from commercial motor vehicle enforcement and contraband interdiction attended the training and enforcement operation. The Florida Department of Law Enforcement (FDLE), the Drug Enforcement Administration (DEA) and the Charlotte County Sheriff's Office also provided agents and deputies to attend the training and enforcement wave.

DIAP is a specialized program of the Federal Motor Carrier Safety Administration (FMCSA) established in 1988. The program was established to assist law enforcement officials in the detection and apprehension of transporters and/or users of illicit contraband engaged in commercial motor vehicle operations. DIAP focuses on the development and distribution of criminal interdiction techniques to rapidly identify in-transit commercial motor vehicles and drivers engaged in criminal activity. The department's goal is to provide enhanced training techniques followed immediately by an enforcement operation to reinforce classroom exercises.

The first three days of classroom training were led by FMCSA-certified instructors Florida Highway Patrol Master Sgt. Dan Hinton, Kentucky State Police Ofc. Jeremy Duvall, South Carolina Department of Public Safety Cpl. Joseph Hand and FMCSA's James "Cody" Smid.

Immediately following classroom training, participants engaged in field practical traffic stops within the surrounding counties of Lee, Collier, Charlotte, Hendry and Glades. The enforcement operation was identified as "Operation Ground Up."

Operation Ground Up resulted in 327 traffic stops, 138 vehicles searched, 100 citations issued and 100 commercial motor vehicle inspections conducted. The operation also resulted in the seizure of 6.8 grams of crack cocaine, 7.2 grams of heroin, 73 grams of bath salts, 422 grams of marijuana, 13 doses of OxyContin, seven doses of Adderall and one dose of clonazepam. ■



REGION II

Florida Highway Patrol Offers Post-Crash Inspection Training

By **Maj. Derek D. Barrs**, Troop Commander, Troop J, Office of Commercial Vehicle Enforcement, Florida Highway Patrol

The Florida Highway Patrol's Office of Commercial Vehicle Enforcement (CVE) is re-implementing its commercial motor vehicle (CMV) post-crash inspection training course.

Florida CVE hosted the original post-crash course between 1999 and 2003. The course was created by the late Howie Steele and retired Wesley Pemble of the Minnesota State Patrol Commercial Vehicle Section. During those four years, Florida CVE offered the post-crash training to other states and, once again, Florida will offer this new post-crash training to other states as well.

Capt. Bryant Gay, CVE training coordinator, who was one of the original Florida post-crash instructors who successfully completed Train the Trainer training in Minnesota, is the lead instructor and coordinator of Florida's new post-crash course. Capt. Gay has 30 years of industry experience, 25 years of CVE experience, completed hundreds of post-crash inspections and attended many CMV crash reconstruction courses. Capt. Gay is a National Training Center (NTC) master instructor who began instructing for NTC in 1998.

Other CVE members assisting with the post-crash training are Sgt. Steve Brown, Sgt. Erick McGuire, Tpr. Matthew Chaffin, Tpr. Bill Henderson and Tpr. David Morrison, who are NTC instructors with a combined 70 years of CVE and post-crash inspection experience.

This two-week (80 hours) course instructs participants on how to perform a North American Standard Level I Inspection on a commercial motor vehicle that was involved in a serious crash. Due to the severity of CMV crashes, it requires an inspector to sometimes modify vehicle components to enable the inspector to accurately perform a vehicle and brake inspection. This training will enhance an inspector's knowledge and give him or her the ability to inspect a damaged CMV.

As a part of this post-crash training, participants receive 16 hours of extensive air, hydraulic and electric trailer brakes training inside the classroom utilizing our classroom brake boards. This allows participants to get a better understanding of medium- and heavy-duty trucks' braking systems. Participants will also get a chance to disassemble a service brake chamber to become knowledgeable of replacing a brake diaphragm on burned vehicles. After discussing the below topics in the classroom, participants test their knowledge by performing an inspection on a CMV by using auxiliary air source.

The training session includes the following components:

- Hours-of-Service (HOS) Review
- Driver Fatigue
- Impaired Drivers
- Traumatic Events
- Automatic On-board Recording Device/Electronic Logging Device (AOBRD/ELD)
- ECU Download
- Paper Trail
- Air Brakes
- Tire Inspections
- Hydraulic Brakes
- Electric Trailer Brakes
- Cargo Securement
- Policy/Reports
- Report Writing
- Courtroom Testimony

If you have questions or would like information on attending CMV post-crash training, contact Capt. Bryant Gay at bryantgay@flhsmv.gov or 904-695-4156. ■



Mark Your Calendar

Aug. 8-10, 2017

Every other year, CVSA holds a workshop for data quality personnel. This year, a three-day CVSA Data Management, Quality and FMCSA Systems Workshop will take place Aug. 8-10, 2017, in Orlando, Florida, in conjunction with CVSA's North American Inspectors Championship (NAIC).

Open to state and federal government personnel, the workshop will include data quality management and uniformity standards, an overview of FMCSA's systems, an in-depth focus on reports and ad hoc queries, and one-on-one training and information sessions.

For more information and to register, visit www.cvsa.org/events/events and select "CVSA Data Management, Quality and FMCSA Systems Workshop."

North Carolina Trucking Association Board Member John Pope to Represent NCDOT's Division 12 on its Board of Transportation

On Feb. 24, 2017, North Carolina Gov. Roy Cooper nominated North Carolina Trucking Association (NCTA) Board Member John R. Pope of Catawba County to become one of the new members of the North Carolina Department of Transportation Board. Pope will represent the 12th Division (Alexander, Catawba, Cleveland, Gaston, Iredell, Lincoln) in North Carolina. Members of the board serve for a term of four years, representing statewide transportation industry needs and supervising the state highway trust fund for new road construction.

Pope, a veteran of the trucking industry, began his career at Cargo Transporters in 1985 and brings a wealth of transportation industry knowledge along with his nomination. The nomination by Gov. Cooper points to the industry commitment to improve highway safety and highway infrastructure that Pope and Cargo Transporters have made, and continue to make, to North Carolina.

"Mr. Pope's dedication, integrity, compassion and sound business judgment will allow him to be a valuable contributor in leading the future of North Carolina's infrastructure," says NCTA President Crystal Collins. "He has a commitment to the betterment of his company, his employees, as well as the motoring public, which can be seen by his membership to both the American Trucking Associations and NCTA."

With over 86 percent of North Carolina's communities relying on trucks to deliver goods to their community, Pope's voice serves as an important addition to the board of transportation and his commitment will serve the position and state in the years to come. Due to his leadership and industry knowledge, Pope is a strong nomination to help direct improvements to North Carolina's infrastructure and serve as the voice of the 12th Division of North Carolina. The first meeting of the board was held on March 9, 2017.

NCTA is the voice of the trucking industry in North Carolina, advocating for safety, education and awareness. Since 1929, NCTA has worked with state and federal regulatory agencies and law enforcement to protect the interests of the industry and is dedicated to promoting a safe and sustainable trucking industry.

For more information about NCTA, visit www.nctrucking.com. ■



REGION II

Uniformity, Compatibility and Reciprocity

By **A.D. Crockett**, *Commercial Vehicle Enforcement, Traffic Unit, Garland Police Department, Texas*

Uniformity, compatibility and reciprocity. These are the tenets of CVSA by which we, as inspectors, abide and a carrier's expectations are based when they receive a roadside inspection. We've all heard stories of drivers being inspected by one agency and then being stopped by another agency and re-inspected on the same day – lack of reciprocity. Or what may be seen as a violation by one inspector isn't by another – lacking compatibility. We've also heard stories of drivers or safety officials asking questions regarding inspections and getting answers that are totally opposite from one another – lacking uniformity. These are issues we, as inspectors, need to always strive to "get it right."

Recently, Centuri Construction Group held a safety conference for their regional fleet managers. The Garland Police Department and the Texas Department of Public Safety were both asked to participate as speakers/demonstrators during the conference. Ofc. Alexis Crockett and Tpr. Anthony Davis were assigned this task. Their focus was on the three tenets of CVSA and how to relay that message to the fleet managers in regards to training and roadside inspections.

The inspectors' portion of the conference was a two-part presentation. The first portion was classroom instruction on standardization of inspector training and a Level II Inspection (a walk-around inspection). When it came to training, many of the fleet managers did not realize that inspectors, no matter which agency they are from, all receive the same training, and that training is conducted by each state's lead agency. They were surprised to know that Ofc. Crockett and Tpr. Davis had the same training. In Texas, the Texas Department of Public Safety is tasked with training all inspectors within the state. Inspectors from other states have also attended training conducted by the Texas Department of Public Safety.

As the classroom portion continued, both local officer and state trooper were able to work and speak in conjunction with one another. Many of the managers were a little surprised to know that absent of an obvious safety violation, an inspection conducted by one agency would be accepted by another within a reasonable amount of time. The fleet managers soon realized that two inspectors from two different agencies could be on the same page.

The second portion was a demonstration of a Level II Inspection. Only a quarter of the managers in attendance had ever witnessed a Level II Inspection. One of the subsidiary companies (Northern Pipeline Construction) supplied two of their vehicles and drivers for the demonstration. As the demonstration proceeded, the managers were able to witness firsthand how an inspector would conduct the inspection at roadside – from the greeting of the driver and preparation for inspection, to the inspection itself.

As Ofc. Crockett and Tpr. Davis demonstrated and explained what steps they were taking, the fleet managers observed firsthand that the steps taken by two inspectors were very similar to one another. By conducting this multi-agency briefing, the fleet managers saw that standardization between agencies is a reality, and that uniformity, compatibility and reciprocity are the tenets that we, as inspectors, are constantly working toward.

We all have our quirks and like doing things a certain way. However, when it comes to roadside inspections and educating those who routinely deal with commercial motor vehicle safety, our quirks shouldn't be so far off that uniformity, compatibility and reciprocity are jeopardized. ■



Mark Your Calendar

Sept. 17-21, 2017

This year's CVSA Annual Conference and Exhibition will take place in Whitehorse, Yukon, Canada, Sept. 17-21, 2017. Remember, if you are traveling to Whitehorse from the U.S. or Mexico, you will need a valid passport.

To assist with your travel arrangements, CVSA secured exclusive discounts with Air North and Air Canada airlines for individuals traveling to Erik Nielsen Whitehorse International Airport (YXY) to attend the conference.

Visit www.cvsa.org/eventpage/events, select "CVSA Annual Conference and Exhibition" and click on "Hotel, Travel and General Information" for more information on the discounted airfares.

We look forward to seeing you in Whitehorse in September.

REGION III

Indiana State Police Welcomes Six New Motor Carrier Inspectors to the Ranks

By Kimberly J. Judge, MCI Administrator, Indiana State Police



On March 13, 2017, the Indiana State Police (ISP) Commercial Vehicle Enforcement Division graduated six new motor carrier inspectors (MCIs) from its 2016-2017 Motor Carrier Inspector Recruit Academy. An ISP MCI is a uniformed civilian employee with limited enforcement authority tasked with enforcing the federal motor carrier safety regulations (FMCSRs) and certain Indiana state laws governing trucks and buses.

During the 11-week academy, the recruits received intensive technical training in the areas of emergency vehicle operations, first aid, defensive tactics, firearms familiarization, radio communication and court testimony. They were also instructed on FMCSRs and Indiana traffic laws governing truck size, weight, registration and permitting.

During the graduation ceremony, featured speaker Gary Langston, president of the Indiana Motor Truck Association, spoke on the importance the new MCIs will play in ensuring safety on the roads and how crucial it is that the trucking industry and enforcement work together to reach that common goal. Indiana State Police Superintendent Douglas Carter administered the Oath of Office to the recruits, standing before friends, family and future coworkers, and then welcomed the recruits into the ISP family.

On Feb. 14, 2017, the probationary inspectors reported to their areas of assignment and began a 14-week field training phase. During this training phase, the MCIs worked with veteran inspectors to experience hands-on, real-world application of the materials they learned during the recruit school academy.

Gerald Farmer, Richard Wieczorek and Chad Mysiewicz are assigned to the Lowell District's scale facilities, while Donald Aldrich and Gerald Stump will be working at the Putnamville District's West Terre Haute Scale facility. Michael Buckley is assigned to the Versailles District's West Harrison Scale facility.

Capt. Jon Smithers, commander of the Indiana State Police Commercial Motor Vehicle Enforcement Division, closed the ceremony with the following comments: "You will be patrolling our state's highways and manning our weigh stations, ensuring the safety of the citizens of Indiana and our visitors; not only to ensure that large commercial vehicles are operating and being maintained in a safe manner, but also to identify potential criminal activities such as drug smuggling, human trafficking and terroristic activities. Stay vigilant, stay safe and utilize the training you have received to return home to the ones you love every night." ■

REGION III

Indiana State Police Promotes Two Commanders Within Commercial Vehicle Enforcement Division

By Kimberly J. Judge, MCI Administrator, Indiana State Police



Capt. Smithers Promoted to Major at Indiana State Police Commercial Vehicle Enforcement Division

On Feb. 23, 2017, Indiana State Police Superintendent Douglas Carter promoted Capt. Jon Smithers to the rank of major to serve as commander of the Indiana State Police Commercial Vehicle Enforcement Division. The Commercial Vehicle Enforcement Division is responsible for enforcing state and federal regulations on commercial motor vehicles.

Smithers began his law enforcement career in 1994, upon graduation from the 51st Indiana State Police Academy. He was assigned to the Indianapolis Post and patrolled Marion County. In 2000, Smithers was promoted to squad sergeant and supervised troopers in Marion County. In 2008, he was promoted to first sergeant to serve as assistant commander of the Indianapolis District. In 2011, he was promoted to lieutenant to serve as commander of the Indianapolis District.

In 2013, Smithers was transferred and promoted to captain in the Commercial Vehicle Enforcement Division to serve as the assistant commander. Maj. Smithers will now serve as the division commander for the Indiana State Police Commercial Vehicle Division and will be responsible for 120 employees, both enforcement and civilian, statewide.



Lt. Davis Promoted to Captain at Indiana State Police Commercial Vehicle Enforcement Division

On Feb. 23, 2017, Indiana State Police Superintendent Douglas Carter promoted Lt. Mark R. Davis to the rank of captain to serve as assistant commander of the Indiana State Police Commercial Vehicle Enforcement Division.

Davis began his law enforcement career in 1983, upon graduation from the 41st Indiana State Police Academy. He was assigned to the Lowell Post and patrolled Jasper and Newton Counties. In 1987, he transferred to the Seymour Post. In 1992, Davis was promoted to squad sergeant and supervised troopers in Bartholomew, Jackson and Jennings counties. In 2003, he was promoted to lieutenant to serve as commander of the Seymour District. Upon the closing of Seymour, he transferred to the Commercial Vehicle Enforcement Division to serve as lieutenant.

Capt. Davis will be the assistant division commander for the Indiana State Police Commercial Vehicle Enforcement Division. He will be the assistant commander to 120 enforcement and civilian statewide employees. ■

REGION V

Inspection Photos



Low bed trailer separating at rear of deck. Photo by Inspector Alain Bilodeau, Nova Scotia, Canada.



Improper repair to air line on trailer. Photo by Inspector Rod Dykeman, Nova Scotia, Canada.



Longwood loaded lengthwise, no cargo securement used. Photo by Inspector Rod Dykeman, Nova Scotia, Canada.



Dragged tires on a five-axle unit. Photo by Ofc. Brett Barteaux, Whitehorse Weigh Station, Yukon, Canada.

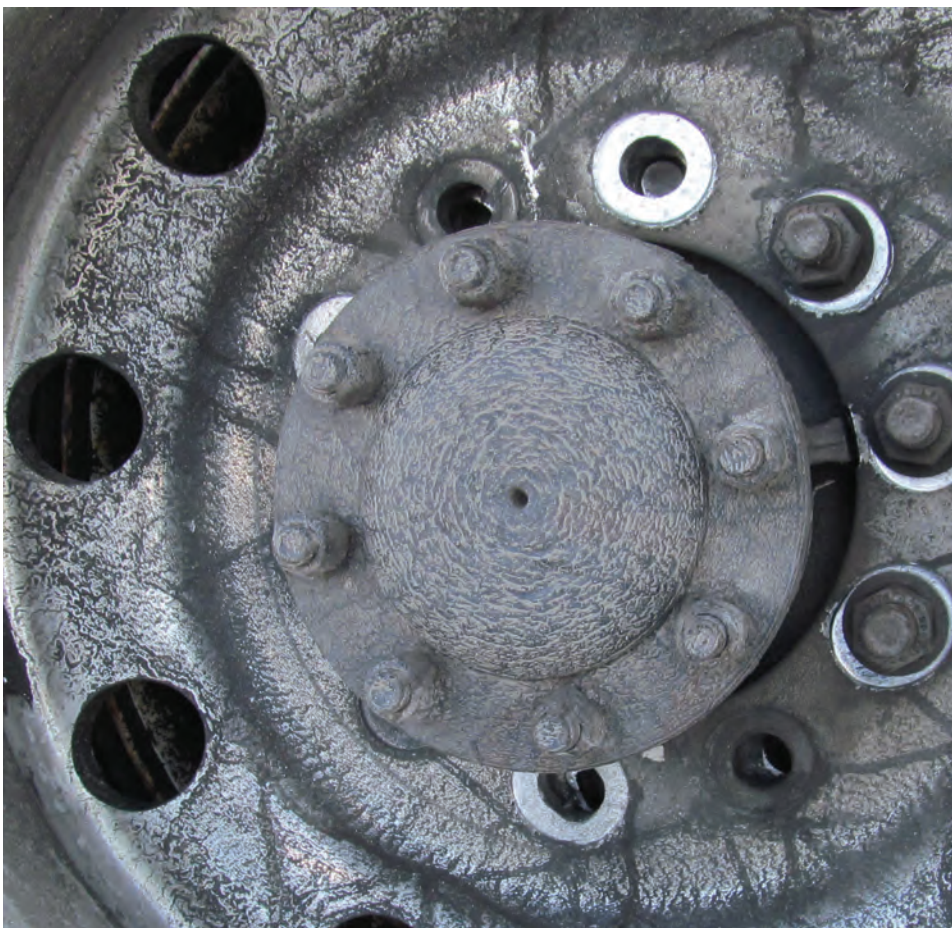
Inspection Photos



Belly dump trailer jaws open, causing insecure load. Photo by Inspector Ken Chisholm, Nova Scotia, Canada.



Non-manufactured hole in brake chamber.



Loose and missing wheel fasteners. Photo by Inspector Ken Chisholm, Nova Scotia, Canada.



Loose U-bolts with axle shift. Photo by Inspector Lawrence Chard, Nova Scotia, Canada.

UPS 'Circle of Honor' Safe Driver Inductees Grow to More Than 9,300

On Feb. 20, 2017, UPS announced the induction of 1,575 drivers into its elite "Circle of Honor," raising to 9,349 the total number of drivers who have not had an avoidable incident for 25 years or more. Nearly 10 percent of the UPS driver workforce has gone 25 years or more without a crash.

Collectively, the 9,349 Circle of Honor drivers have logged nearly 14 billion miles and more than 266,554 years of safe driving throughout their careers. That's enough miles to travel to the moon and back nearly 29,000 times – or to circle the earth at the equator 553,000 times.

The number of active Circle of Honor drivers is the most in company history and includes 74 new members from Canada, Germany, Puerto Rico and France. That includes French package car driver Patrick David, who is the first inductee from that country. David delivers packages in the suburban town of Chilly-Mazarin, a traffic-laden area south of Paris.

"Driving in the area south of Paris is a unique situation because there are so many people," said David. "For me, it's quite simple – I drive safely to avoid incidents and to be able to come home and see my family every night."

UPS's longest-tenured safe driver in 2017 is Livonia, Michigan, package car driver Tom Camp, who has now driven for more than half a century – 54 years – and delivered more than 5 million packages without an incident.

"I salute all the UPS drivers who have steered clear of accidents for 25 years," said Debbie Hersman, president and CEO of the National Safety Council and a former chairman of the National Transportation Safety Board. "At a time when far too many crashes are the result of distractions and unsafe driving, these Circle of Honor drivers are a great example for all of us."

Of all Circle of Honor members, 576 have been crash-free for 35 or more years, with 91 of those having driven more than 40 years without a crash. Ten drivers have eclipsed the

45-year mark safely. This year, 44 new inductees are women and 34 have joined the ranks of those with more than 30 years of safe driving. A total of 206 women are in the Circle of Honor. UPS began recognizing its safe drivers in 1923. Founder Jim Casey honored the company's first five-year safe driver, Ray McCue, in 1928.

Before ever making a delivery, all UPS drivers are taught safe driving methods through the company's defensive driving platform. The training continues throughout their careers. The company's UPS Integrad® training school for delivery drivers and Driver Trainer School (DTS) for tractor-trailer instructors feature the most rigorous safety training in the industry.

"With Germany, Canada and now France in the mix, and other countries soon to join the Circle, it's clear that safe driving is a common language," said Teri McClure, chief human resources officer and senior vice president of global human resources and labor, UPS. "Congratulations to Patrick David and all the new and current Circle of Honor members. Their efforts serve as an example for all of us as to the importance of dedication and focus behind the wheel."

UPS extends its safe driving expertise to the communities it serves through UPS Road Code® training, a teen safe driving program available in the United States and internationally. Taught by UPS volunteers and based on the company's safe-driving methods, the program is available to teens between the ages of 13 and 18. To date, more than 25,000 teenagers have participated. The program has been extended to Canada, China, Germany and the United Kingdom, and UPS will expand the program into the United Arab Emirates this year. UPS Road Code training is offered in the U.S., in conjunction with the Boys & Girls Clubs of America, and overseas in five countries with various youth development organizations. The UPS Foundation has contributed \$13.6 million to the UPS Road Code program since its inception. ■



Collectively, the 9,349 Circle of Honor drivers have logged nearly 14 billion miles and more than 266,554 years of safe driving throughout their careers.



How Today's Technology is Keeping Our Drivers and Highways Safer

By **Sid Nair**, Senior Director, Product Management, Teletrac Navman

"What keeps you up at night?" There is a good chance that, if you're a fleet manager, you said "safety" – meaning the safety of your trucks, drivers and others that you share your roads with. This is no surprise, as driving a truck is arguably one of the most dangerous occupations, according to the Bureau of Labor Statistics¹. In fact, in 2014, of the 29,989 fatal crashes on the nation's roadways, 3,649 (12.2 percent)² involved at least one large truck or bus.

While various standards have been enacted over the years to reduce the number of crashes, the fact remains that drivers hold the keys (no pun intended) to ensuring highway safety. But, it is not their burden to bear alone. The cost to life and cost to commerce in a crash is everyone's business.

Fleet managers have a responsibility to build a culture of safety and trust in their operations. Safety begins with the right mindset. Fleet managers must develop policies and incentives to ensure safety always comes first. Furthermore, technology is playing an ever-

important role in improving fleet safety. As we look to the years ahead, here are three ways that technology will enable greater highway safety for fleets.

Predictive Analytics

The Federal Motor Carrier Safety Administration estimates that more than 88 percent of large truck crashes³ are caused by unsafe driving behaviors. Driving lapses that lead to crashes or injuries include speeding, not wearing a seatbelt, harsh braking, following too closely and careless lane changes. However, most of these crashes are preventable.

One way to monitor performance is through fleet management software – a platform capturing data on speed, rapid acceleration, harsh braking and stop sign violations, which is then transmitted to fleet managers back in the office. Fleet managers can review metrics and road events to gain a greater understanding of behaviors and trends, both for an individual driver and the organization's drivers all together.

More importantly, predictive analytics make it possible to identify drivers who most often engage in unsafe behaviors. Managers can see which of their drivers need extra training or even disciplinary action and which drivers deserve rewards for their safe driving skills.

Armed with this type of information, managers can further develop on-road and online training programs that place emphasis on the problem areas and aim for improved driver performance.

Real-Time Alerting

It's impossible for a fleet manager to ensure safe driving without some way of tracking driver performance. Waiting for the U.S. Department of Transportation to spot problems is not efficient because by that time, it is too late to avoid getting fined. Plus, no driver gets inspected often enough to truly prevent unsafe driving habits from causing crashes.

GPS tracking software gives managers a real-time display of their vehicles' locations,



Fleet managers have a responsibility to build a culture of safety and trust in their operations.

which makes tracking driver performance relatively easy. An in-cab device provides an accurate measurement of driver hours of service and helps avoid extended workdays, which are a regulatory violation in addition to being a danger to drivers' health. In fact, drowsy or fatigued driving kills more than 800 people a year⁴, according to the National Highway Traffic Safety Administration.

Drivers are given real-time performance alerts through in-cab hardware, warning them when they are approaching a violation, such as running over the speed limit or sudden braking. Drivers also enter and submit electronic logs from in-vehicle displays, so there is no ambiguity about whether the driver is taking his or her required rest breaks.

Moreover, many devices are equipped with cameras that can be used to replay video footage of unsafe behaviors for training purposes or from a legal perspective, determining the cause of a crash as this often helps prove a driver was not at fault.

Additional technologies around wearables that track driver health and in-cab fatigue-monitoring cameras are also slowly starting to gain traction in the over-the-road space.

Connected Vehicles

Futurists have long predicted a trucking industry filled with self-driving vehicles, drone deliveries and smart cities. But the debate is no longer over "if" autonomous trucking will happen; the question is "when" we'll see driverless trucks.

To some degree, with two-truck platooning technology already being tested by some fleets, the time is now. Although platooning still requires a driver behind the wheel of each truck, predictions show the technology is paving the way for more advanced autonomous systems with less driver involvement in the next 15 to 20 years.

Additionally, advanced driver assistance systems are growing in popularity. These consist of in-cab devices that can alert drivers, using a vibration in the steering wheel or seat or an audible message, if they are veering

outside the lane or showing signs of sleepiness, such as head nods. The next few years might also see cameras and/or vehicles interacting with speed signs, other cars on the road and more to provide drivers with real-time corrective actions and automated crash prevention.

Available technology that supports and encourages safe driving is an investment that pays regular dividends all around. With the right technologies in place to improve safety, the number of work-related injuries or incidents in trucking can potentially be lowered. Better driving, fewer violations and a lower incident rate helps create a more successful fleet, too. ■

¹ Bureau of Labor Statistics. *Revised 2014 Census of Fatal Occupational Injuries*.

² National Highway Traffic Safety Administration *Fatality Analysis Reporting System*.

³ Federal Motor Carrier Safety Administration *Large Truck and Bus Crash Facts 2014*.

⁴ National Highway Traffic Safety Administration – www.nhtsa.gov/risky-driving/drowsy-driving.

About 'RAD Inspection News'

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

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

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

Oklahoma Highway Patrol's Tpr. Steven Payne Conducts the State's First Level VI Inspection

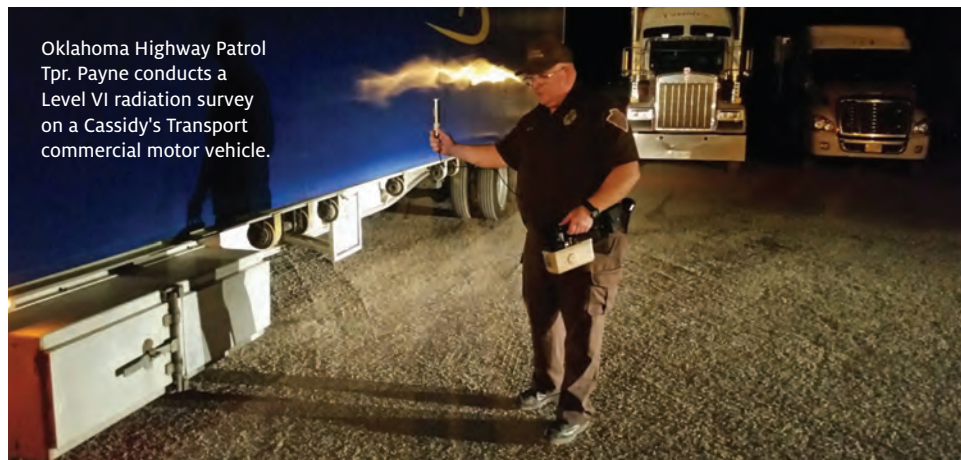
In January 2017, the Oklahoma Highway Patrol Commercial Vehicle Enforcement Unit Troop S, with the assistance of Cassidy's Transport & Storage LTD, conducted its first Level VI Inspection. A Level VI Inspection includes enhanced inspection criteria for transuranic waste and highway route controlled quantities (HRCQ) of radioactive material.

The Oklahoma Highway Patrol sent its first and only commercial motor vehicle inspector, Tpr. Steven Payne, to Level VI training in 2013. During the four years between receiving the training and finally having the opportunity to inspect a Level VI shipment in 2017, Tpr. Payne had been attending the yearly COHMED Conferences. While attending the conference, Tpr. Payne met and began networking with representatives from Cassidy's Transport & Storage LTD. It was during Level VI refresher training at the COHMED Conference that Tpr. Payne learned how Cassidy's Transport conducted operations and he was able to build rapport with the company representatives.

HRCQ loads travel a route through Oklahoma which is a high-crash corridor, especially involving commercial motor vehicles. Due to the Level VI Inspection criteria, it became very clear to Tpr. Payne that he needed to reach out to carriers and provide them with his contact information in the event that a Level VI Inspection was required. Since that time, carriers have responded and notified the Oklahoma Highway Patrol with route information so the inspector could respond.

Everything came together in February 2017 when Tpr. Payne was able to meet the load during a scheduled driver rest break. Asim Kusmic, driver for Cassidy's Transport, provided much information about the load and conducted a "training session" with Tpr. Payne.

The Oklahoma Highway Patrol is grateful to Cassidy's Transport & Storage LTD for the Level VI training opportunity. ■



2017 Level VI Public Outreach Schedule

CVSA has a cooperative agreement with the U.S. Department of Energy (DOE) on Level VI Inspections of transuranic waste, spent nuclear fuel and high-level radioactive waste shipments throughout the United States. The Level VI Inspection Public Outreach Program consists of brochures, videos, a conference/trade show display, trained speakers and a quarterly newsletter. In addition, representatives of CVSA travel throughout the United States to promote the Level VI Inspection Program, including participating with DOE stakeholders at various local and national meetings.

2017 Level VI Public Outreach Schedule

- **National Conference of State Legislators**
Aug. 6-9, 2017
Boston, Massachusetts



Level VI Train the Trainer Held in Atlanta, Georgia



Train the Trainer students at the Level VI training session in Atlanta, Georgia.



Joshua Alcala from the Texas Department of Public Safety provides instruction on radioactive definitions.



Level VI National Instructor Tpr. Tony Anderson with the Idaho State Police provides MERRTT training.

The 20th Level VI Train the Trainer was held in Atlanta, Georgia, Feb. 28-March 2, 2017, with 16 CVSA members in attendance.

The U.S. Department of Energy (DOE) Carlsbad Field Office (CBFO) provided resources for an eight-hour Modular Emergency Response Radiological Transportation Training (MERRTT) class which was held on day one. CBFO also provided the transuranic package transporter (TRUPACT II) shipping container for the second day of training. The Train the Trainer students then provided modular training to the class while being reviewed by the Level VI national instructor team. Level VI Train the Trainer is a requirement for members under CVSA Operational Policy to maintain Level VI certification.

Member jurisdictions in attendance for the 2017 Level VI Train the Trainer were: Arizona Department of Public Safety, Colorado State Patrol, Florida Highway Patrol, Georgia Department of Public Safety, Idaho State Police, Illinois State Police, Michigan State Police, Missouri Highway Patrol, New Jersey State Police, New York State Police, Nevada Department of Public Safety, Oklahoma Highway Patrol, Ontario Ministry of Transportation, South Carolina State Transport Police and the Texas Department of Public Safety.

With the completion of this Train the Trainer class, CVSA has certified 49 Train the Trainers representing 33 states and one province. ■



Students work on their practical projects during MERRTT training.

CVSA, under a cooperative agreement with the U.S. Department of Energy, offers Level VI certification classes to interested inspectors who meet the prerequisite of having obtained CVSA Level I and hazmat certification.

2017 Level VI Basic Certification Class Schedule

- **Golden, Colorado**
July 31-Aug. 3, 2017
- **Austin, Texas**
Oct. 16-19, 2017
- **Albuquerque, New Mexico**
Oct 30-Nov. 2, 2017

Level VI Program Provides Refresher Training and Public Outreach at 2017 COHMED Conference



Level VI National Instructors Tpr. Tony Anderson (Idaho State Police) and Reggie Bunner (West Virginia Public Service Commission) led an eight-hour Level VI Inspection refresher class on Jan. 23, 2017, at CVSA's COHMED Conference in Savannah, Georgia.

Certified Level VI inspectors in attendance received certificates of attendance, meeting the CVSA Operational Policy requirement for maintenance of certification for Level VI Inspection. This is the fourth year in a row that COHMED leadership requested that the Level VI Program provide refresher training at the conference.

CVSA associate members who are partners in the safe transportation of radioactive materials also attended the Level VI training session. The Georgia Department of Public Safety took the opportunity to meet the requirements of CVSA Operational Policy by requiring all of their certified Level VI inspectors attend the eight-hour refresher at the COHMED Conference.

The following members and associate members were represented at the COHMED Conference Level VI refresher training session: Canadian Nuclear Labs, Federal Motor Carrier Safety Administration, Florida Highway Patrol, Georgia Department of Public Safety, Iowa Department of Transportation, Jade Transportation Services, Mississippi Highway Patrol, Nevada Department of Public Safety, New Mexico State Police, Ohio Public Utilities Commission, Oklahoma Highway Patrol, Puerto Rico Public Service Commission, Texas Department of Public Safety and the Wyoming Highway Patrol.

The CVSA Level VI Public Outreach Program also had a display and informational booth at the COHMED Conference. Director of Level VI Program Carlisle Smith provided information on the program, the latest activities at the Waste Isolation Pilot Plant (WIPP) and the Canadian Level VI Program.

To learn more about the Level VI Inspection Program, Level VI training opportunities and the Level VI outreach schedule, visit www.cvsa.org/inspections/inspections. ■

CVSA Level VI National Instructor Team Welcomes Sgt. Artez Lester as New Instructor

The CVSA Level VI Program is happy to announce that Sgt. Artez Lester of the Florida Highway Patrol joined the CVSA Level VI National Instructor Team this year.

Sgt. Lester is a hazardous materials enforcement team sergeant with the Florida Highway Patrol's Bureau of Commercial Vehicle Enforcement. He is currently the commander of the Statewide Radiological Detection Program for the Florida Highway Patrol and has trained law enforcement officers throughout the country in commercial motor vehicle counter-terrorism tactics. Sgt. Lester is a hazardous materials technician and radiation specialist. He also holds instructor certifications from CVSA, the Department of Homeland Security and the state of Florida.

Sgt. Lester's law enforcement career began in Alabama in 2000; he has served the state of Florida since 2006. ■



Sgt. Artez Lester (pictured left) with the Florida Highway Patrol provides instruction on inspecting the TRUPACT II shipping cask to California Highway Patrol inspectors.

Level VI Roadside Inspections (2017 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	67	67	100%
Point of Origin	0	57	57	85.07%
En Route	0	10	10	14.93%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	64	64	95.52%
Level VI Inspections with Violations	0	3	3	4.48%
Level VI Inspections with Out-of-Service (OOS) Violations	0	3	3	4.48%

CVSA Conducts Industry Refresher Training for WIPP Drivers

Shipments of transuranic (TRU) waste had been paused since early 2014 due to the events at the Waste Isolation Pilot Plant (WIPP). U.S. Department of Energy Carlsbad Field Office (DOE/CBFO) carrier contractors Cast Specialty and Visionary Solutions have continuously maintained minimum staffing and the capability to transport waste shipments. During that time, they also transported shipping casks in support of numerous public awareness events, conferences and training events.

With the anticipated resumption of TRU waste shipments, CBFO requested CVSA's support for carrier driver refresher training.

In January 2017, CVSA Level VI National Instructors Reggie Bunner (West Virginia Public Service Commission) and Ofc. Rion Stann (Pennsylvania State Police) gave WIPP drivers and mechanics a four-day refresher course. The training ended with a practical exam where the drivers completed a Level VI Inspection on a mock TRUPACT II shipment. A tractor, trailer and set of casks were rigged up with violations by the instructors with assistance from Andy Walker (U.S. DOE) and Randahl Mills (Visionary Solutions). All students passed the practical exam. ■



Students in the WIPP driver refresher training session are working on the practical exam.

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CHEMTREC
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Excursion Trailways

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Genesis Energy
Lorenz Bus Service Inc.
Oldcastle BuildingEnvelope
Uber Advanced Technologies Group
Tectran Manufacturing Inc.
Stevens Trucking Company
U.S. Xpress Inc.

NEW CVSA LOCAL MEMBERS As of May 11, 2017

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Gregory Police Department (Texas)

Rowlett Police Department (Texas)
Waterloo Regional Police Service (Ontario)



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Mark Your Calendar for CVSA's 2017 Meetings and Events



North American Inspectors
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Aug. 7-11, 2017
Orlando, Florida



CVSA Data Management,
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Systems Workshop
Aug. 8-10, 2017
Orlando, Florida



CVSA Annual Conference
and Exhibition
Sept. 17-21, 2017
Whitehorse, Yukon, Canada