

GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

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2nd Quarter 2021

STRATEGIC PLAN YIELDS **FIVE YEARS OF PROGRESS** IN COMMERCIAL MOTOR VEHICLE SAFETY



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GUARDIAN

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Commercial Vehicle Safety Alliance



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PRESIDENT'S MESSAGE

Checking in on CVSA's Strategic Plan and Preparing for the Next One

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

In 2014, the CVSA Board of Directors decided to develop a strategic plan to provide CVSA staff with direction for how to best achieve organizational goals, based on input from members. It was implemented in 2016 with a five-year projection expiring in 2021.

The primary purpose of the strategic plan was to identify and implement strategies that would advance the Alliance's mission and vision, conveying actionable goals for the five-year period.

The CVSA staff, led by Executive Director Collin Mooney, is tasked with the day-to-day operation of the Alliance. They work at the direction of the board of directors, who are elected from the enforcement jurisdictions of our Alliance. Given that the CVSA Board of

Directors only meets a few times a year, the strategic plan gives the CVSA staff continuous member-led direction in the form of a written document, allowing them to refer to that plan as needed to continue moving forward with our goals for the future.

The planning process itself required a significant amount of time to develop. Outside consultants were brought in to facilitate the development process.

As we near the end of the plan's lifespan, Mr. Mooney and the board decided that it was important to report back to the membership about the Alliance's progress. To that end, the CVSA staff created a "report card" highlighting the achievements of the Alliance over the last five years.

In this issue of "Guardian," you will see the CVSA Strategic Plan Report Card (pages 14-32). I encourage everyone to read through it. It covers more than 200 accomplishments made by the Alliance since we implemented the plan and what we still need to attain.

The report card reminds us all what our vision was five years ago and gives us the opportunity to make changes moving forward.

This winter, the process will begin all over again, when the CVSA Board of Directors starts to develop the next strategic plan. We will need input and ideas from our membership to guide CVSA forward as we continue to implement our mission and vision. ■

The 2016 strategic plan and the 2021 strategic plan report card can be found online at www.cvsa.org/about-cvsa/strategic-plan.



The CVSA Strategic Plan was delivered to the organization's lead agency contacts in Chicago at the CVSA Workshop in 2017.

REGION II

Florida Highway Patrol Participates in Operation Safe DRIVE Education and Enforcement Waves

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

Each year, Florida Highway Patrol (FHP) Commercial Vehicle Enforcement (CVE) troopers join with our southeastern highway patrol and state police partners for four Operation Safe DRIVE (distracted, reckless, impaired, visibility, enforcement) enforcement waves to target dangerous driver behaviors that contribute to commercial-vehicle-related crashes.

The operation is a multi-jurisdictional, high-visibility safety campaign designed to deter driver behaviors that contribute to commercial and non-commercial motor vehicle crashes. The first wave of 2021 took place March 2-4.

During the Operation Safe DRIVE wave, troopers conducted selective enforcement details and high-visibility patrols along Interstates 10, 75 and 95 to target dangerous driving behaviors that contribute to commercial-vehicle-involved crashes. These behaviors include speeding, following too closely, changing lanes improperly and distracted driving, such as using handheld electronic devices.

In the Jacksonville area, members operated a marked FHP truck-tractor during the detail to observe violations, then radioed to troopers in the area to stop the vehicles, conduct inspections and take appropriate enforcement actions.

FHP was also joined by the Office of Agriculture Law Enforcement (Florida Department of Agriculture and Consumer Services) and the Jacksonville Sheriff's Office to enhance visibility and deter crashes.

FHP members conducted 851 commercial motor vehicle inspections, placing 233 dangerous vehicles and/or drivers out of service for 371 identified out-of-service violations. More than 1,100 citations and warnings were issued to commercial and non-commercial drivers during enforcement efforts.

In addition to the high-visibility and selective enforcement efforts, CVE troopers also sought to draw awareness to the terrible crime of human trafficking. During commercial motor vehicle safety inspections, CVE troopers provided commercial drivers with Truckers Against Trafficking wallet cards with important information on how to recognize and report indicators of human trafficking. Bringing awareness is an important first step in joining the fight to end this atrocity and FHP is committed to support this national effort.

The Operation Safe DRIVE detail was successful in providing enhanced visibility and enforcement on Interstates 10, 75 and 95, creating a safer driving environment for Florida's residents and visitors. During the three-day period, data shows that only five crashes, and no fatalities, occurred on the targeted interstates. ■



REGIONAL MAP

Region I

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

Region II

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

Region III

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

Region IV

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

Region V

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

REGION II

Fort Worth Police Respond to Massive, Deadly Highway Crash

By **Sgt. R. T aylor**, Traffic Division, Commercial Vehicle Enforcement, Fort Worth Police Department

On Feb. 11, 2021, at around 6 a.m., the Fort Worth [Texas] Police Department responded to what was initially a crash that involved “a few vehicles.” By the end of the day, Fort Worth would find itself at the center of the nation’s attention in a tragic way.

As I drove into work that icy morning, an all-black Police Chevy Tahoe with operating lights passed me on the shoulder of IH-35 as it entered the tollway express lanes. As a former Traffic Investigation Unit (TIU) detective, I recognized that Tahoe. I knew right away there had to have been a fatality since that is the primary reason for a TIU response.

Minutes later, I received a phone call from Sgt. F. Brown with TIU. He asked me if I had made it to the office yet. Because traffic was at a standstill, I had not. He stated there had been a crash involving “about 40 cars” and he needed every available detective to respond. Having known Sgt. Brown for many years, I’d never heard so much concern in his voice, which by default concerned me.

My unit, Commercial Vehicle Enforcement, routinely assists TIU in fatality investigations

involving commercial motor vehicles. At the time I spoke with Sgt. Brown, there had not been any mention of commercial motor vehicles; therefore, I continued to the office. As photos and videos began to circulate, I saw more and more commercial motor vehicles and began to determine what personnel I had available to assist with this crash investigation. At the time, I had only one officer from my unit available to respond, Ofc. G. Ordonez. I called Ofc. Ordonez who said he also learned that commercial motor vehicles were involved and that he was close by and would respond. Ofc. Ordonez later stated the carnage was such that he could only observe it from a distance due to the number of other responding emergency vehicles, including the Fort Worth Fire Department and MedStar Mobile Healthcare.

I made it to the scene to assist with managing police personnel and locating potential survivors and/or deceased. The scene looked like one from a movie production, except the emotions were all too genuine. As we searched and began our investigations, many people would stop their vehicles in the nearest traffic lane to ask us if their loved one was among the deceased or injured. Emotions were hard to control as

citizen after citizen would stop and accurately describe a vehicle mangled in the carnage, but because the investigation was early and positive identifications had not yet been determined, we could not provide definitive confirmations.

In the end, 132 passenger vehicles and 16 commercial motor vehicles were involved in this tragedy. Unfortunately, six people lost their lives and many others were injured, and for everyone involved, life as they knew it would change forever.

Since this investigation, other law enforcement agencies have reached out offering support and wanting to know how we managed to get through this operationally. The truth is, no matter how much you train, it’s difficult to understand how you prepare for something no one thought would ever happen. Everyone who responded to that scene, under the most intolerable weather conditions and emotional stress, all knew one thing: We had a sense of duty and purpose to serve our fellow citizens. On that cold tragic day in February, we held up our end and will continue to do so under any and all circumstances. ■



North Carolina's Operation Safe DRIVE Seeks to Save Lives by Changing Behaviors

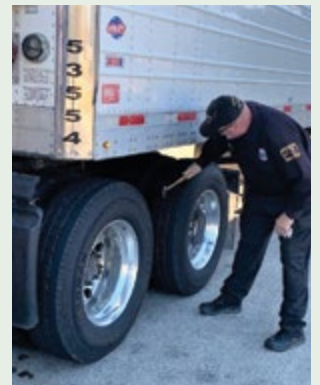
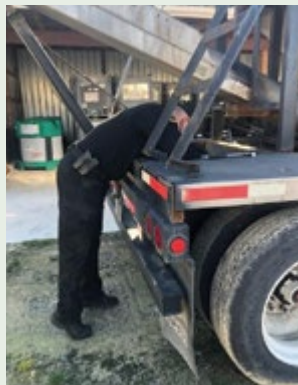
By **Monica Y. Greiss**, Staff Development Specialist II, Commercial Vehicle Enforcement Section, North Carolina State Highway Patrol,
North Carolina Department of Public Safety

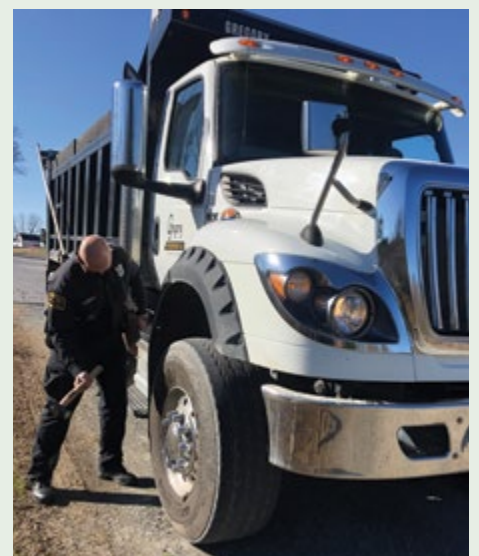
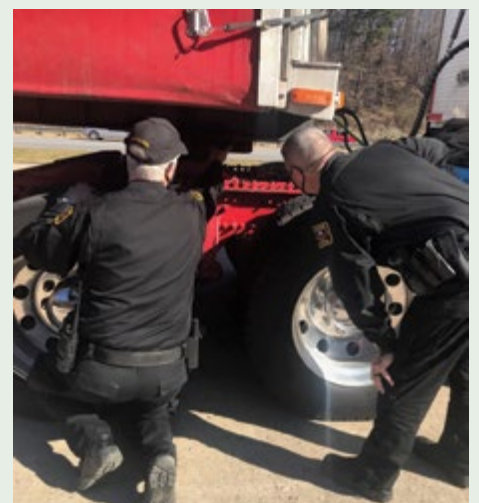
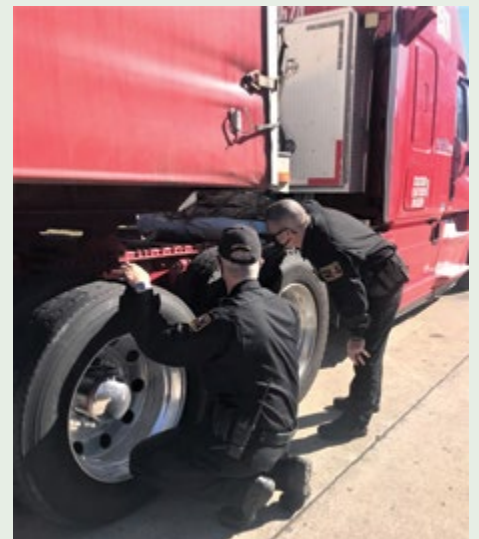
This March, the North Carolina State Highway Patrol Commercial Vehicle Enforcement Section participated in Operation Safe DRIVE (distracted, reckless, impaired, visibility, enforcement), a high-visibility, multi-state enforcement effort on interstate corridors stretching from North Carolina to Florida.

For this operation, the North Carolina State Highway Patrol partnered with the Virginia State Police, South Carolina State Transport Police, Georgia Department of Public Safety Motor Carrier Compliance Division, Florida Highway Patrol and the Federal Motor Carrier Safety Administration. The operation was the first of four enforcement waves of Safe DRIVE scheduled to take place in 2021.

Operation DRIVE relies on high-visibility enforcement to change driver behavior to achieve the primary goal of eliminating traffic fatalities by reducing crashes involving large trucks, buses and passenger vehicles. In preparation for this operation, officers used various resources to determine commercial motor vehicle crash trends on selected interstate corridors.

A minimum of a Level III Inspection is required for each commercial motor vehicle that is stopped for a traffic enforcement violation during the operation. Participating members remain visible in their assigned interstate corridor during their shift, as high visibility is a major component to aid in changing driver behavior. The goal of changing unsafe driving behavior will assist in the crash reduction of commercial and non-commercial motor vehicles on our roadways. ■





Learn to Spot “DIY” Towing Apparatuses and Make Our Roads Safer

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

The first time I saw it, I thought, “What in the world?” The second time I saw it, I asked, “How in the world did it make it this far?” The third time I saw it, I said to myself, “This must be the new thing.” I’ve now seen it many times within the past five years. I’ve seen it in combinations of two, three and five. Yes, I said five. Every time I see it, it never fails to boggle my mind. No matter when I see it, there is always one common theme: It starts somewhere in Central America, stops somewhere in the interior of the U.S. and ends back in Central America.

What is the “it” that I am speaking of? I’m referring to the unconventional commercial “car haulers” that travel into the interior of the U.S. by way of Mexico to purchase used cars and commercial motor vehicles and transport them back across the U.S./Mexican border via the Los Indios port of entry in Texas with a final destination of Guatemala, Honduras or El Salvador.

Often, these carriers and their drivers have little knowledge of the laws that regulate commercial motor vehicle traffic within the U.S. and take a do-it-yourself approach to assembling towing apparatuses. This combination makes these types of operations dangerous for those sharing the roadways with these carriers. Below are just a few types of these operations that I have stopped over the years:

- Combination of a school bus towing a box truck that had a pickup truck inside of it. The school bus was towing the box truck via what appeared to be a homemade tow bar that had been welded together then bolted to both the bus and box truck. The pickup that was inside the box truck had a two-inch strap tied to its bumper and the box truck’s door latching mechanism.
- Combination of a school bus towing another school bus with the same type of tow bar mentioned above. The towed bus was loaded with a motorcycle.
- Combination of a passenger car towing two other passenger cars using a tow bar and a tow dolly.
- Combination of a straight truck towing a car hauler. The truck was a Freightliner with a manual transmission, driven by a man who had one arm but had mastered using that arm to switch between the steering wheel and floor-mounted gear shift, having done so all the way from Connecticut to Texas.

With each of these operations, the tow bars had no certification marking and most were using two ball-and-socket hitch systems to move their cargo. The vehicles being towed via the school bus combinations were also both loaded with cargo and required to have brakes, which they didn’t.

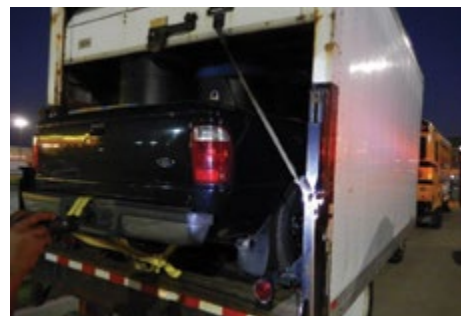
When I spoke to other enforcement agencies across the country – from the Northeast to Texas – regarding the car-towing-cars scenario, all advised that a passenger car was only allowed to tow one other vehicle. None of the drivers in these examples had a valid driver’s license, let alone a commercial motor driver’s license, and a logbook was a thing of fantastical wishes on my part. Operating authority is also almost nonexistent with this type of operation. Proof of financial responsibility/insurance was also deficient or non-existent. Most of the policies I have seen in these cases only covered the initial vehicle plus one additional towed vehicle, and some of the policies that have been handed to me were fictitious. Take the time to review these insurance policies during traffic stops. You may or may not be surprised at what you find.

So how do these combinations make it all the way from their pickup/origination point in the interior down to the Los Indios port of entry without being stopped by enforcement? As you read this, you all know that at some point during the operation’s travels, some officer, deputy, constable or trooper saw it rolling down the road. My guess would be that when a regular patrol officer observes this type of operation, they just see another combination vehicle. In their point of view, there is nothing wrong, even though that box truck loaded with a pickup is meandering back and forth across its lane of travel. It is by no means the officer’s fault. They just have not received the training that we, as commercial motor vehicle enforcement officers, have received.

Also, these drivers are no dummies when it comes to moving their cargo. They very carefully pick and choose the times in which they travel. On rare occasions, I have stopped this type of operation Monday through Friday, 9 a.m. to 5 p.m. However, more often, I have stopped these vehicles during the late evening hours and on the weekends, when most commercial motor vehicle enforcement officers are ending their tours of duty. When stopped, these vehicles and drivers have yielded a virtual plethora of equipment and driver violations, many of which are out-of-service violations.

Ladies and gentlemen, whether you are working the road or a fixed location, be on the lookout for these vehicles. Educate yourselves regarding these operations. Stop, inspect and remove them from the roadway, when necessary. Tell your fellow non-commercial-vehicle enforcement partners to build probable cause when they see these vehicles, and to stop and cite them accordingly. Let’s all do our part in continuing to make the roadways safe to travel for our families and friends.

Stay safe. ■



REGION IV

Trooper Delays End of Shift to Track Down Vehicle That Fled the Scene

By Lt. T. D. Coley, Commercial Vehicle Division, Washington State Patrol

On Nov. 11, 2020, at around 3 p.m., Washington State Patrol Commercial Vehicle Division Tpr. Gordon Gruendell was making his way toward his residence in Clark County when he heard a call of a collision go out over the air. A commercial motor vehicle was at fault and fleeing the scene toward his direction. Rather than disregard the call, as his duty hours were coming to a close, Tpr. Gruendell engaged and gathered information from communications about the color of the cab and type of trailer.

He also learned that a passenger car traveling in the opposite direction of the truck was struck by a winch that had flown off the trailer and through the front and rear windshields, nearly striking the two front seat occupants.

Tpr. Gruendell was able to locate and stop a tractor and flatbed trailer matching the description given by the occupants of the passenger car and within a reasonable time and distance from the collision scene to have been involved. Upon further inspection, Tpr. Gruendell was able to locate a driver's side rail that was deteriorated to the point that a winch would have likely slid off. Tpr. Gruendell focused his efforts on the left side of the trailer, as that was most likely to be the source of an object striking something in the oncoming lane.

Another trooper ferried the winch found in the car up to Tpr. Gruendell and he confirmed it matched those on the trailer. At the conclusion of the Level I Inspection, Tpr. Gruendell located a large crack in the air brake chambers of the trailer, placing it out of service.

Tpr. Gruendell did not stop there, however. He contacted the company directly and was able to obtain a photo of the trailer taken in 2020, because one of the company drivers took a picture of every load he hauled. This photo clearly showed the trailer had six winches on each side. Tpr. Gruendell reviewed pictures he took the day of the collision which showed five winches per side. He also conducted another inspection of the truck and trailer the next day at a repair facility. Based on these inspections, Tpr. Gruendell was able to match up black paint from an overspray on the trailer and the winch.

Thanks to Tpr. Gruendell's efforts, the occupants of the passenger vehicle received some closure to a collision that easily could have resulted in very serious injury or even death, and a dangerous vehicle was taken off the roads. One relatively small mechanical failure like this illustrates the value of rigorous and thorough equipment inspections at the roadside. Inspectors truly do have the ability to save lives in sometimes unexpected ways. ■



UPDATES FROM Mexico

Webinar: North American Block – Dangerous Goods Transportation Regulation

The Ministry of Communications and Transportation (SCT), through the General Directorate of Federal Motor Transport (DGAF), held a webinar titled “North American Block – Regulations Applicable to the Transportation of Dangerous Goods and Emergency Care,” on March 25, 2021, to disseminate U.S. regulations on the transportation of hazardous materials and emergency response applicable to Mexican Official Standards.

The virtual meeting was attended by the General Director of the DGAF Salomón Elnecavé Korish; the Deputy General Director of Standards and Technical Specifications and Safety in Motor Transport Jesús Pablo Mercado Díaz; Federal Motor Carrier Safety Administration (FMCSA) Transportation Specialist Marcelo Perez; and Eugenio Cardez of the Pipeline and Hazardous Materials Safety Administration (PHMSA).

This webinar was part of a national series to update the Mexican Official Standards for the transport of dangerous goods and the various actions required to strengthen the regulatory provisions in this area. The event was preceded by the First International Meeting on the Transport of Dangerous Goods.

Mexico

The first presentation was given by Jesús Pablo Mercado Díaz on “Updating the Official Standards Applicable to the Transport of Dangerous Goods.” From his perspective, Mexico faces a change in methodologies and regulations to address the transportation of hazardous materials.

Among the many objectives to be developed in that process is whether to recognize the contributions of the 22nd Revised Edition of UN Recommendations on the Transport of Dangerous Goods, and whether to update and merge Official Mexican Standards to ensure the contents respond to the current trucking sector. Díaz mentioned that four working groups have been established to

carry out this work in a multisectoral manner, so that transport organizations, authorities and academia may integrate a platform for dialogue and best practices capable of building alternative paths for collaboration.

United States — PHMSA

Eugenio Cardez, PHMSA specialist, presented some of the general topics of the regulatory framework. For that unit, safety is also a priority, which is why the regulatory discussion process is developed in a multi-agency way, as it is done in Mexico. On the other hand, the international program is based on three pillars: global safety standards, trade facilitation and multi-modal collaboration.

United States — FMCSA

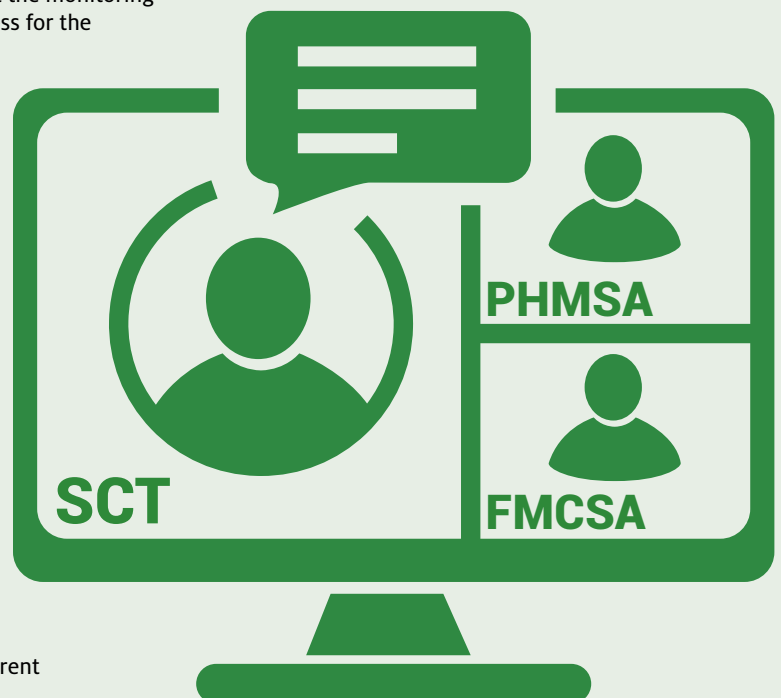
Marcelo Perez, FMCSA transportation specialist, ended the meeting with the presentation, “Summary of the Hazardous Materials Inspection and Compliance Program.” He highlighted the importance of the Hazardous Materials Act in the U.S. and spoke about the monitoring and inspection process for the transportation of hazardous materials and roadside inspections of tank trucks. Perez mentioned that the main goal of these programs and partnerships is to decrease crashes, injuries and fatalities involving large trucks and buses. In collaboration with state governments, transportation surveillance is carried out to minimize the inherent

risks associated with transportation on the country’s highways, establishing coordination, cooperation and application efforts for all passenger and cargo carriers and in cargo tank facilities.

Conclusions

Claudia Serrano, Mexican specialist in hazardous materials at the DGAF, commented that the U.S. regulations are among the oldest, so they are a good international benchmark with a consolidated framework and precedence.

Mexico’s SCT is very familiar with the international regulations. With the infrastructure law and the regulatory update of the sectors involved, such as Mexico’s U.S. counterpart and its collaborative contributions, SCT wishes to see the application of these updates resulting in better outcomes reflected in a lower number of incidents on federal highways.



Mexico Modernizes the Issuance of the Federal License to Digital Format

On April 1, 2021, the SCT began issuing the first federal digital driver's licenses (FDDL). The SCT announced the new FDDL program in Mexico's Official Gazette of the Federation on Feb. 15, 2021.

The new federal digital license will be issued to operators of the four modes of transport regulated by the SCT: motor carrier, railway, aviation and merchant marine. However, in the first stage, FDDLs will only be issued for drivers of commercial motor vehicles. Later, this program will be implemented for the other three transport modes.

The FDDL program required SCT to develop a mobile application (app) to allow license holders to download their FDDL to their smartphone or print a copy of their FDDL, valid for 30 days from the date of printing.

As of April 1, 2021, all Mexican commercial drivers who complete the administrative, training and medical requirements will be able to download their FDDL in a digital format, after downloading the "Licencia Federal Digital" app from the major smartphone app stores or through the SCT's "Ventanilla Única" system. The printing of driver's licenses on plastic material has been discontinued.

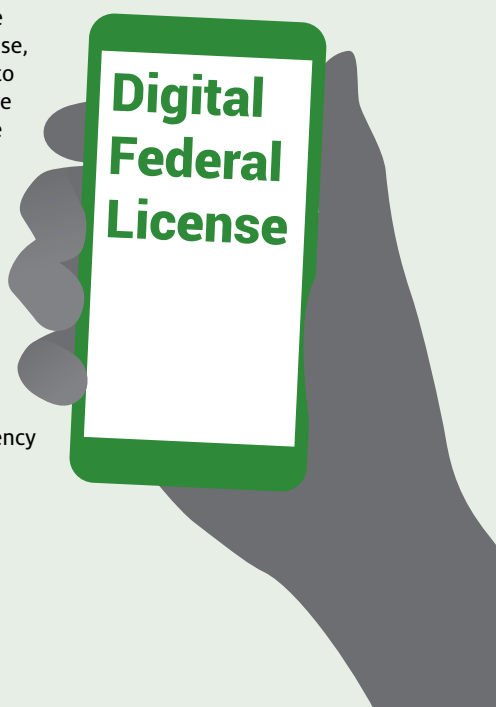
Enforcement officials who engage with Mexico-domiciled drivers will need to recognize the valid CDL formats, identify relevant data fields and determine the status of the CDL.

Federal licenses printed on plastic will continue to be valid until the expiration date. All FDDL classes are valid for four years, except Class "E" which is valid for two years.

The valuable cooperation of the U.S. Department of Transportation's Federal Motor Carrier Safety Administration and the American Association of Motor Vehicle Administrators in supporting this process by sharing information and lessons learned was invaluable and contributed to the success of implementing SCT's FDDL program.

In addition, the SCT attended the CVSA Virtual Workshop, April 19-23, 2021, to guide its state commercial motor vehicle inspection colleagues on the new regulations and digital license formats.

With the issuance of the new federal digital license, the procedures related to federal licenses are more expeditious and provide greater certainty to users regarding their authenticity and security in the handling and exchange of personal information in congruence with the principles of technological innovation, regulatory improvement, transparency and austerity.

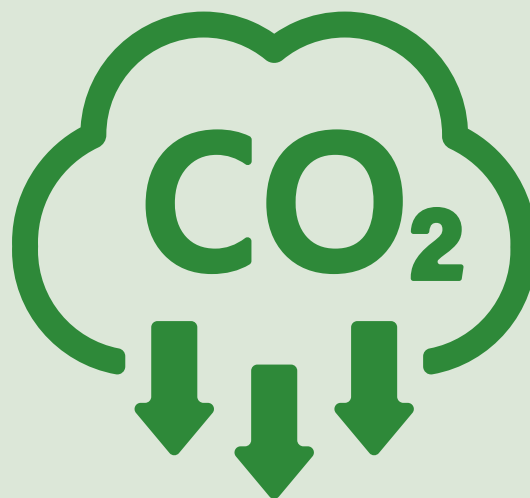


Mexico and Germany Collaborate Strategically Toward Electro-mobility in Freight Transportation

The bilateral meeting on "Strategic Cooperation in Electro-mobility: Standardization, Certification and Technical Regulation" was held on Feb. 24, 2021, within the framework of the Mexican-German Dialogue on Quality Infrastructure. During the meeting, the Mexican government reconfirmed its commitment to reducing greenhouse gas emissions to 50% of year 2000 levels by 2050.

Participants included the Ministry of Economy, the Ministry of Environment and Natural Resources, the Ministry of Communications and Transportation, the German Cooperation for Sustainable Development in Mexico and the German Federal Ministry of Economy and Energy, as well as representatives from the heavy-vehicle manufacturing and assembly industry, such as the National Association of Producers of Buses, Trucks and Tractor-Trucks, and organizations from the automotive sector, such as the Mexican Association of the Auto Industry.

During the event, SCT participants agreed to work collaboratively toward the electro-mobility goals from the perspective of sustainability and competitiveness, and to give consideration to the interests of the different sectors involved, in accordance with the vision for the recently implemented Quality Infrastructure Law.



[Continued on next page](#)

Continued from page 9

First International Dangerous Goods Transportation Meeting

Within the framework of the update of the Mexican Official Standards, the SCT held the First International Dangerous Goods Transportation Meeting on Feb. 17, 2021.

The virtual meeting was attended by:

- Mexico - DGAF Director General Salomón Elnequivé Korish and Deputy Director General of Standards and Technical Specifications and Safety in Motor Transport Jesús Pablo Mercado Díaz
- United Nations - Rosa García Couto of the Economic Commission for Europe, Road Safety and Dangerous Goods Management Section
- Spain- Silvia García Wolfrum from the Committee of Experts on the Transport of Dangerous Goods
- Canada - Milagros Risco Quiroz of the Committee of Experts on the Transport of Dangerous Goods
- Argentina - Diego Gotelli from the Chemistry Information Center for Emergencies (CIQUIME)

During his speech, the director general underscored the important impact of the current dynamics of the United Nations regulations for hazardous materials on Mexico. The creation of the Quality Infrastructure Law will provide the basis for industrial policy in the national quality infrastructure system and the growing transportation sector.

United Nations



The expert Rosa García Couto pointed out that since the first regulatory proposal for hazardous materials

was developed in the 1950s, the regulatory model has been adapting to changes in international and multimodal transport; thus, becoming a growing project within the United Nations.

She mentioned: "Not all chemical products are dangerous for transport," as referenced in the Recommendations for the Transport of Dangerous Goods – Model Regulations. The so-called orange book, developed by the UN Committee of Experts on the Transport of Dangerous Goods, created a basic classification system and technical specifications, and has been a useful reference for several years.

Mexico



and federal laws, regulations, and Official Mexican Standards. His presentation, "Regulation Applicable to the Transport of Dangerous Goods in Mexico," highlighted the Mexican perspective on the handling of hazardous materials.

As in other legal areas, the Mexican standardization process is conducted with the preparation and issuance of official standards, with all parties involved working collaboratively in a transparent and efficient manner.

In the case of hazardous materials, Mexico has 23 Official Standards that include identification, documentation, classification, limited quantities and cleaning. In this case, Mercado Díaz invited those present to consider the importance of updating the rules in the dynamic range imposed by international trade.

Likewise, he highlighted the new process that Mexico faces within the framework of the quality infrastructure program to more effectively support regulatory processes.

Canada



international harmonization for the facilitation of trade with unified rules.

Canada's main law on the transport of dangerous goods was enacted in 1992 and was amended in 2009 to address safe transport within the framework of technological innovations. This law is structured in 16 sections and three appendixes, and covers four modes of transport.

In this sense, as part of the promotion of road safety, the emergency intervention plan is an instrument that allows Transport Canada to know the causal factors in which road accidents occur. Likewise, the Canadian Transport Emergency Centre (CANUTEC) allows an immediate response to the emergency response guide and constitutes a useful tool for first responders at an accident scene.

Spain



Silvia García Wolfrum presented "Regulations Applicable to the Transport of Dangerous Goods

in Spain," which emphasized that Spanish regulations are a tripartite coexistence between international regulations, European legislation and national legislation. This collaboration creates regulatory certainty and transparency.

In general terms, the 1972 European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is the international agreement of highest priority in Spain. It is inserted into the national regulations, providing a uniform international framework. Later, the European Directives 2008/68/EC, D2010/35/EU and D/1995/50/EC supplemented the international regulations with a European outlook.

Argentina



Closing the cycle of presentations, Diego Gotelli, collaborator in Argentina's CIQUIME, the institution in charge

of facilitating compliance with the legal requirements, commented on the inclusion of an emergency telephone number in the transport documents and proposed to analyze hazardous materials from a South American viewpoint.

For Gotelli, the case of Argentina is a legal duality: On one hand, MERCOSUR (a South American trade bloc) motivated cooperation in South America, resulting in clearly defined commercial rules that facilitated the safe transport of dangerous goods. On the other hand, Argentine regulations assimilated the limits proposed by the United Nations and MERCOSUR to lead to general and technical rules for the land transport of goods.

In the case of CIQUIME, constant updating of the Response Guide is the key. The parameters available to the United Nations are constantly being reevaluated and hazardous materials are particularly complicated. However, Gotelli, when consulted by the Response Guide updating group, discussed the need to cooperate jointly for road safety as an international goal.

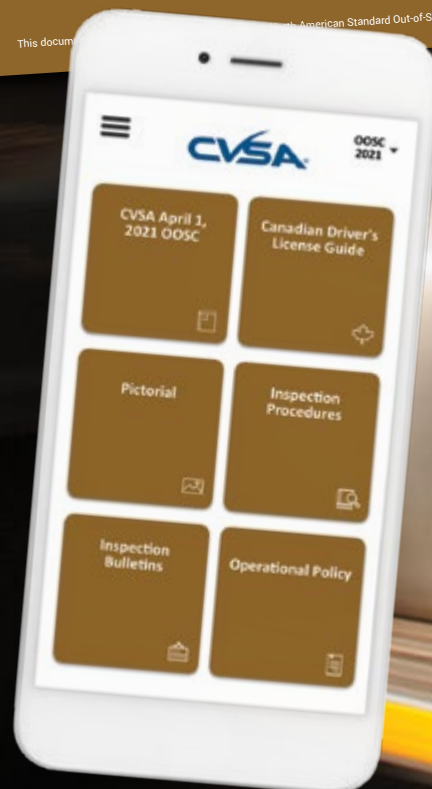
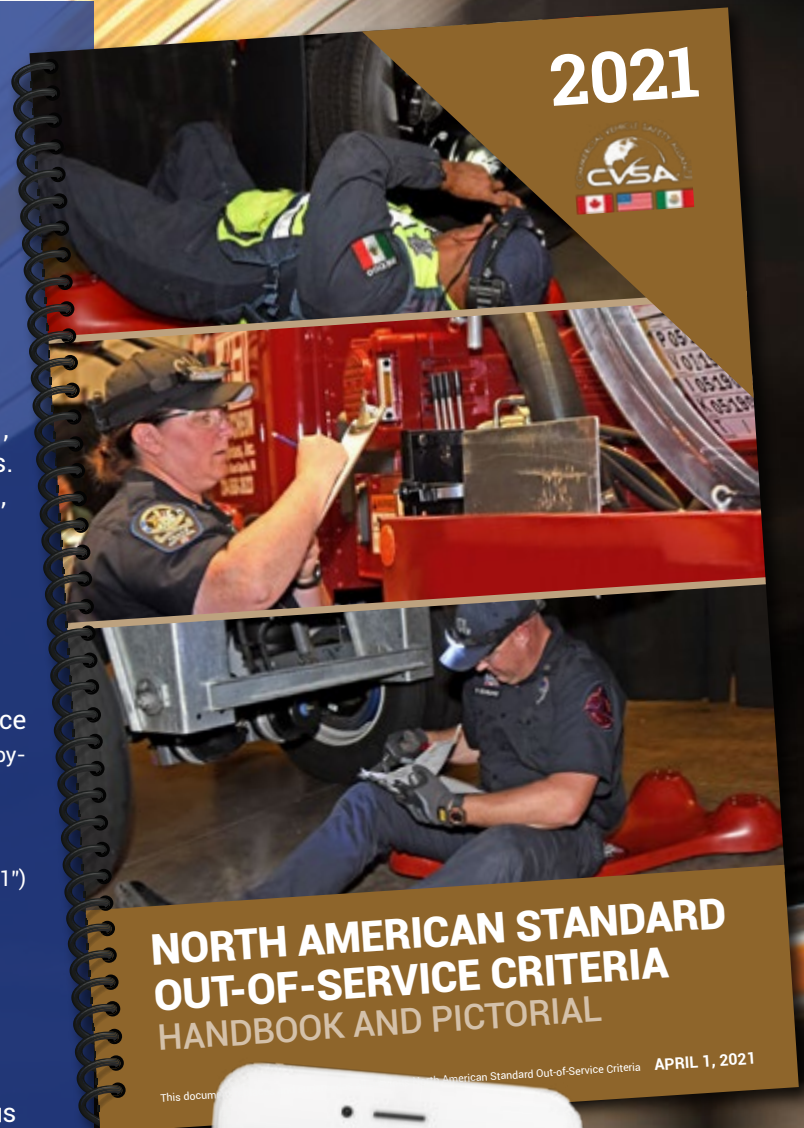
These SCT-organized hazardous materials meetings will continue throughout 2021. ■

Purchase the 2021 Out-of-Service Criteria

CVSA's 2021 North American Standard Out-of-Service Criteria went into effect on April 1, 2021, replacing and superseding all previous versions. If you don't have the 2021 edition of the criteria, you are using outdated information. It's not too late to purchase the 2021 edition. CVSA offers different formats of the 2021 criteria. Find the format that works best for you.

- Spiral-bound, hard-copy handbook
- Electronic PDF file with a restricted three device and/or web browser limit (cannot be printed or copy-and-pasted and is best viewed on a desktop computer)
- Spanish U.S. version (8.5" x 11")
- Bilingual English/Spanish U.S. version (8.5" x 11")
- French Canadian version (8.5" x 11")
- Bilingual English/French Canadian version (8.5" x 11")
- The app contains the out-of-service criteria, inspection bulletins, real-life photo examples of vehicle and hazardous materials/dangerous goods violations, access to the CVSA Learning portal for online training, inspection procedures, operational policies, inspection and educational videos, brochures and more.

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



Oddball Cargo Tank Illustrates the Need for Procedure in Hazardous Materials Enforcement

By **Sgt. Matt Caudill**, Motor Carrier Services Enforcement Bureau, Montana Department of Transportation

The hazardous materials regulations are a complex and sometimes confusing collection of information. One of the hardest aspects of navigating them, especially for new people, is having to access different parts of the regulations to create a full picture of how we should enforce the rules for a given product. However, if one follows the procedure and works through the hazardous materials table, most of the confusion easily disappears and a clear picture comes into focus.

A little over a year ago, a small vehicle showing flammable placards and 1863 markings entered the scale in Billings. The truck was unique in design and drew my and my colleagues' attention. We found that the vehicle's use was as distinctive as its design. This was a support vehicle for a company that went into wild parts of America to fly over, find and tranquilize large game animals. After tranquilizing the animals, they would take necessary scientific samples and then release the animal. When we stopped them, they were coming from studying elk in the Rocky Mountains.

The inspection started typically enough, with the driver providing the correct paperwork for the load. However, once we started to inspect the vehicle, things became more perplexing. The vehicle was a heavy-duty truck with a fabricated box. Behind the cab was a tank, approximately 10 inches high, which also served as the floor to the cargo area of the truck. The cargo area contained a "bulkhead" for the tank. As we looked along the outside of the tank, we also found a specification plate indicating it was a USDOT specification 306 tank. The specification plate itself was very poorly constructed and did not appear as professional as specification plates typically seen on cargo tanks, regardless of age.

Claiming that this was a specification 306 tank was very suspicious. In addition to the questionable specification plate, there were markings indicating that tank testing had been performed on the tank. The driver indicated that his boss was told that hauling hazmat required a specification tank. Essentially, they decided that adding a specification plate to their home-manufactured tank would be the best option.

Now, how to enforce these regulations? Upon looking up the product (PG III) you must look up Title 49 Code of Federal Regulations (CFR) 173.242 for packaging requirements under column 8C. This regulation requires a specification tank. Checking in column 8A for exceptions offered no relief. However, if we looked up the special provision B1, we would find that if the product had a flashpoint at or



above 100 degrees Fahrenheit, 173.241 could be used for bulk packaging requirements. This regulation provided the "out" the crew needed to use a non-specification tank. This also meant had they simply not added the specification plate, they would have been fine. This seemed to be a case of a carrier attempting to do too much to make a vehicle legal and not taking the time to look at the regulations.

It would have been easy to get tunnel vision and stop at the odd construction of the tank and go down the rabbit hole of how it was built. At the end of the inspection, we told the driver that they were in violation of several regulations regarding the proper construction of a 306 tank (refer to superseded regulations Title 49 CFR 178.340-10 and 178.341) but that without the specification plate, they would be in compliance. We also told our federal partners who could take this issue to another level and check into cargo tank testers that are not following the required protocols.

Hazardous materials enforcement is not for the faint of heart. It takes patience and a willingness to be thorough to conduct a proper inspection when hazardous materials are found. It becomes easy for even seasoned inspectors to look for shortcuts when conducting these inspections. However, shortcuts can sometimes lead to missed information and improper enforcement.

Remember, the table has all the answers when conducting a hazmat inspection. Find your product (or products) and follow the map through to find the information you are seeking. ■





Learning About Road Safety Through Play

By **Agt. Marie-Josée Michaud**, Contrôle Routier Québec Spokesperson, Carrier Enforcement Officer, Quebec Automobile Insurance Company

No matter how many mirrors, cameras and alarms are added, some blind spots can never be eliminated from heavy vehicles, even with the driver's unwavering attention. Therefore, it is crucial that pedestrians, including children, are made aware of the dangers that blind spots present and are reminded that they must stay as far away from heavy vehicles as possible.

In recent years, carrier enforcement officers with the Société de l'assurance automobile du Québec (Quebec Automobile Insurance Company) have been raising awareness among drivers, cyclists and pedestrians across the province by inviting them to slip behind the wheel of a truck. Outside the vehicle, red mats provide a visual illustration of the blind spot areas.

Of course, children are delighted to have the opportunity to climb into the driver's seat of

the truck. However, they are so excited about everything around them that they are often less receptive to the road safety messages.

In order to address this issue, we have developed an interactive awareness activity that teaches children how to share the road with heavy vehicles from the moment they become active road users. The activity makes use of PLAYMOBIL toys (truck, bus, automobile, cyclist and pedestrian) along with a play mat that shows an overhead view of an intersection and red blind spot areas.

This activity makes it easier to capture their attention: The children learn as they play. Moreover, PLAYMOBIL toys are quite popular among children, many of whom have them at home. They can reproduce the training activity at home to show their family and friends what they have learned.

The PLAYMOBIL project received the "Prix Coup de cœur du jury d'honneur" award at the Gala des Grands Prix d'excellence en transport held by the Association québécoise des transports (AQTr). It stood out among more than 40 competing projects for its innovative and promising character. The jury also recognized the importance of educating young people about road safety. ■





STRATEGIC PLAN YIELDS
**FIVE YEARS
OF PROGRESS**
IN COMMERCIAL MOTOR VEHICLE SAFETY

A Message from the Executive Director



In February 2016, after a one-year process that included an environmental scan, document reviews, membership surveys, interviews with government and industry stakeholders, and several day-long strategic planning sessions, the CVSA Board of Directors approved the most comprehensive strategic plan in the organization's history.

Now, five years later, we wanted to provide an update on the goals, strategies and objectives identified in the 2016 strategic plan, providing full transparency on our progress.

CVSA has accomplished so much in the last five years. The next 17 pages include more than 200 action items; however, I want to highlight a handful of top-level accomplishments we have achieved since 2016.

Five years ago, the CVSA Board of Directors had the foresight to prioritize online training and education, and invest in its development and growth. This investment could not have been more relevant, important and appropriate when in 2020, the COVID-19 pandemic hit and people turned online for their educational needs. CVSA already had in place the CVSA Learning portal, home to more than 200 training, informational and educational videos for our membership. CVSA also created a permanent online home for emergency declarations as well as an online repository for active Federal Motor Carrier Safety Administration exemptions. In addition, in 2016, the CVSA public website (www.cvsa.org) underwent a full redesign along with another revamp to refresh the site in 2020. Using website analytics, the website was arranged to be more intuitive and to make information easier to find.

The North American Standard Inspection Program and Out-of-Service Criteria are the core foundations of the Alliance. That's why CVSA invested in creating and offering multiple formats of the out-of-service criteria, knowing that individuals have different preferences for navigating the criteria. CVSA developed an electronic version of the out-of-service criteria (best for viewing on a desktop) and an app where individuals can not only access the criteria on their phone, but also inspection bulletins, operational procedures, training videos, brochures and much more. In addition, CVSA created an enforcement-only monthly "Inspector Update" email to notify inspectors of important information specifically for the commercial motor carrier enforcement community.

CVSA has invested in our motor carrier industry partners as well. CVSA launched brand-new, week-long roadside inspection industry courses exclusively for our Class III Associate Members. Our industry courses reflect the Part A driver requirements inspection training and Part B vehicle requirements inspection training that our inspectors complete, repackaged for the motor carrier industry. We also created an industry course specifically on Canada's hours-of-service rules and electronic logging device mandate.

The Alliance is also planning for the future and anticipating forthcoming advancements in technology. CVSA created another inspection level – the North American Standard Inspection Level VIII Electronic Inspection – in preparation for the development and implementation of advanced vehicle-to-everything technologies.

When I took on the executive director position in 2016, I was honored to be entrusted with executing the goals of this Alliance and now, five years later, I could not be happier about our progress. The CVSA staff, its leadership and its membership are committed to the Alliance's mission to improve commercial motor vehicle safety and inspection and enforcement uniformity. All of the accomplishments outlined on pages 16-32 of this magazine demonstrate and support that commitment. Please take the time to look through the next 17 pages to see all that we've achieved. CVSA's accomplishments are your accomplishments.

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

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Strategic Goals and Objectives

Enhance Programs and Services

- 1.1 Ensure uniform, consistent and reciprocal application of the North American Standard Inspection Program.
- 1.2 Create and promote accountable and effective online training curriculum and certification programs and resources.
- 1.3 Support and enable member use of technology in enforcement.
- 1.4 Improve data quality, collection and analysis capabilities.

Expand Communication and Outreach Activities

- 2.1 Improve the quality, relevance and timeliness of information available to members.
- 2.2 Maintain existing and establish new partnerships and alliances supportive of the CVSA mission.
- 2.3 Protect and enhance the CVSA brand.

Expand Advocacy and Outreach Initiatives

- 3.1 Develop and implement an aggressive legislative/regulatory strategy that improves commercial motor vehicle safety.
- 3.2 Increase international regulatory harmonization and/or reciprocity.
- 3.3 Improve member and stakeholder awareness and engagement.

Improve Organizational Development

- 4.1 Ensure effective succession, leadership development and staff resources.
- 4.2 Expand membership and enhance membership participation.
- 4.3 Align CVSA resources with activities.



The CVSA Board of Directors met in Washington, D.C., in December 2016 to finalize the Alliance's five-year strategic plan.

Enhance Programs and Services

1.1 Ensure uniform, consistent and reciprocal application of the North American Standard Inspection Program.

Accountability: Executive Committee

STRATEGY	NOTES	STATUS
1.1.1 Maintain and enhance core competencies within the North American Standard Inspection Program in order to ensure an effective and comprehensive roadside inspection program.	• Created online CVSA Learning portal	✓ →
	• Created monthly "Inspector Update" for roadside inspectors	✓ →
	• Created electronic and app versions of OOSC	✓
	• Created emergency declarations website and portal	✓ →
	• Review and update inspection procedures and operational policies	→
	• Create and update inspection bulletins to supplement roadside inspection program	→
	• Updated and improved issue/request for action website and database	✓
	• Utilize issue/request for action process to improve criteria, standards, procedures, processes, etc.	→
	• Received new grant and cooperative agreement awards from FMCSA	✓
	• Worked with Congress to recognize CVSA as the authority for roadside inspector certification	✓
	• Petition and provide comments on regulatory initiatives that impact commercial motor vehicle enforcement	→
	• Create and update annual in-service/refresher training materials	→
	• Offer roadside inspection tools, equipment and training aids	→
	• Created brochure explaining roadside inspections	✓
	• Offer materials in English, French and Spanish	→
	• Create and update multimedia for roadside inspection courses	→
	• Participate in TRUST and EQAT meetings to update course materials	→
	• Assist Canada with administration and scoring of certification exams	!
	• Website reorganized, creating an Inspections section for inspectors	✓
	• Webinars offered on subjects relevant to enforcement	→
	• Enhanced Operation Safe Driver Week traffic enforcement campaign	✓
	• Implemented annual North America-wide HM/DG Road Blitz	✓ →
	• Created Human Trafficking Enforcement program	✓
	• Hired director of the roadside inspection program	✓
	• Hired director of hazardous materials programs	✓
	• Hired director of enforcement programs	✓
	• Hired director of multimedia development	✓

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Enhance Programs and Services

1.1 Ensure uniform, consistent and reciprocal application of the North American Standard Inspection Program.

Accountability: Executive Committee

STRATEGY	NOTES	STATUS
1.1.2 Increase CVSA's role in international roadside inspection training curriculum development and implementation.	• Selected former Canadian commercial motor vehicle roadside inspector to serve as executive director.	✓
	• Selected former Canadian inspector to serve as director of roadside inspection program.	✓
	• Translated training materials into French and Spanish	➡
	• Participate in TRUST and EQAT meetings to update course materials	➡
	• Assist Mexico with updating its commercial motor vehicle roadside inspection regulations (NOM-068).	!
	• Assist Mexico with updating its commercial motor vehicle roadside inspection training curriculum	!
	• Offered Canadian ELD/HOS industry training course	✓
	• Developing Canadian industry roadside inspection course	➡
1.1.3 Explore the development of judicial outreach.	• Became a member of FMCSA CDLPI court grantees community.	✓
	• Developed content for prosecutors and the judiciary in collaboration with the National District Attorneys Association and National Judicial College.	✓
	• Developed masking and conviction training course for law enforcement, prosecutors and the judiciary	✓
	• Hired director of enforcement data and judicial outreach	✓
1.1.4 Develop program planning and management training curriculum.	• Discussed development of MCSAP grants management course; however, limited resources prohibited its development.	✓



REPORT CARD KEY: ✓ = Completed ➡ = Ongoing ✓➡ = Completed/Ongoing ! = Needs More Work

Enhance Programs and Services

1.2 Create and promote accountable and effective online training curriculum and certification programs and resources.

Accountability: Training Committee

STRATEGY	NOTES	STATUS
1.2.1 Identify training needs and target audiences.	• Create and update inspector and industry roadside inspection and hazmat courses	➔
	• Participate in TRUST and EQAT meetings to update course materials	➔
	• Created CVSA Learning portal	✔ ➔
	• Develop annual in-service/refreshers training materials	➔
	• Create inspection bulletins, as needed	➔
	• Hired director of multimedia development	✔
	• Hired learning management system specialist	✔
	• Hired multimedia specialist	✔
	• Hired director of hazardous materials programs	✔
1.2.2 Standardize training elements, ensuring broad applicability across jurisdictions and industry.	• Offer training materials in three languages	✔ ➔
	• Created U.S. industry roadside inspection courses	✔ ➔
	• Developing Canadian industry roadside inspection course	➔
1.2.3 Institute online mechanisms to deliver "hot topic" training quickly.	• Make all training videos available on CVSA Learning portal	✔ ➔
	• Create short-form training videos: Inspection Bitz, Inspector Focus, Quick Fix, etc.	✔ ➔
	• Set up Vimeo site for direct viewing and social media linking/embedding of training videos	✔ ➔
	• Include training videos and link to CVSA Learning portal in the CVSA app.	✔ ➔
1.2.4 Advertise and promote the training menu.	• Promote CVSA Learning portal via email blasts, news articles, webinars and press releases.	✔ ➔
	• Communicate training offerings in monthly "Inspector Update"	✔ ➔

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Enhance Programs and Services

1.3 Support and enable member use of technology in enforcement.

Accountability: Enforcement and Industry Modernization Committee

STRATEGY	NOTES	STATUS
1.3.1 Establish and maintain mechanism for state/regional data sharing.	• Created emergency declarations webpage and portal	✓➡
	• Acquired FMCSA cooperative agreement to update the roadside violation inspection data table matrix	✓
	• Establish network to facilitate exchange of roadside inspection data from all inspection platforms, crash data and e-citation vendors	!
	• Engage with IRP and UCR regarding enforcement of operating credentials	!
1.3.2 Monitor and facilitate awareness of new and future technologies, for both enforcement and industry.	• Created Enforcement and Industry Modernization Committee	✓
	• Established North American Standard Inspection Level VIII Electronic Inspection category/definition	✓
	• Created stop-motion video envisioning the "Future of Commercial Vehicle Safety and Enforcement"	✓
	• Petitioned FMCSA and NHTSA to establish universal electronic identifier for commercial motor vehicles	✓
	• Follow developments in advanced driver assistance systems and automated driving systems for trucks	➡
	• Created Automated Vehicles Working Group	✓
	• Assisted with development of a report evaluating options and recommendations for how enforcement community would inspect self-driving trucks	✓
	• Raise awareness and support expanded use of performance-based brake testers; now used by 15 jurisdictions, an increase of five new user jurisdictions since 2015	➡
	• Hosted Weigh-in-Motion Enforcement Symposium in 2019	✓
	• Hosted Brake Safety Symposium in 2018	✓
	• Hold PBBT Users Forum at conferences	➡



REPORT CARD KEY: ✓ = Completed ➡ = Ongoing ✓➡ = Completed/Ongoing ! = Needs More Work

Enhance Programs and Services

1.4 Improve data quality, collection and analysis capabilities.

Accountability: Information Systems Committee

STRATEGY	NOTES	STATUS
1.4.1 Identify data analysis needs and gaps.	• Established Crash Data and Investigation Standards Committee	✓
	• Work with FMCSA and member jurisdictions to identify areas for improvement in crash and inspection data	➡
	• Acquired FMCSA cooperative agreement to update roadside violation inspection data table matrix	✓
	• Acquired FMCSA cooperative agreement to collect additional data elements associated with commercial motor vehicle crashes	✓
	• Worked with Congress and FMCSA to secure funding for New Large Truck Crash Causal Factors Study	✓
	• Engage with IRP and UCR regarding enforcement of operating credentials	!
	• Hired director of enforcement data and judicial outreach	✓
	• Hired director of crash data and investigation standards	✓
1.4.2 Promote implementation of smart logic and functional specifications.	• Partnered with established software provider to explore roadside inspection software replacement through FMCSA procurement	✓
	• Enhance Aspen roadside inspection software to include smart logic and improved functionality through CVSA Information Systems Committee	!
1.4.3 Offer training and information webinars to states emphasizing importance of data collection.	• Offered week-long data quality training in 2017, 2019 and 2021	✓
	• Created emergency declarations website and portal	✓ ➡
	• Offer webinars, radio and print interviews, podcasts and articles on importance of data collection	➡
	• Participated with FMCSA and court partners to develop a best practices guide for law enforcement, courts and state driver's license agencies regarding driver convictions and violations of 49 CFR §383.51	✓

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Enhance Programs and Services

1.4 Improve data quality, collection and analysis capabilities.

Accountability: Information Systems Committee

STRATEGY	NOTES	STATUS
1.4.4 Coordinate with members of CVSA, federal agencies and jurisdictions.	• Established annual CVSA Lead Agency Contacts Meeting	✔➡
	• Established Crash Data and Investigation Standards Committee	✔
	• Provide forum at events for federal members to coordinate with CVSA members	➡
	• Engage with IRP and UCR regarding enforcement of operating credentials	!
1.4.5 Facilitate international data exchange.	• Establish network connection for exchange of roadside inspection reports and crash data among Canada, Mexico and the U.S.	!
	• Enhance U.S. engagement with CVSA Canadian and Mexican jurisdictions in the Information Systems Committee	!
1.4.6 Assist with software development to expand data collection when needed in response to trends.	• Make CVSA network connection expandable to include the seamless exchange of commercial motor vehicle credentialing information from other authoritative sources	!
	• Facilitate the roadside inspection data exchange from all inspection platforms, crash data and e-citation vendors via CVSA network connection	!



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Expand Communication and Outreach Activities

2.1 Improve the quality, relevance and timeliness of information available to members.

Accountability: Staff

STRATEGY	NOTES	STATUS
2.1.1 Develop and maintain online resources for inspectors.	• Created CVSA Learning portal with Roadside section	✓
	• Created emergency declarations portal	✓ →
	• Reorganized website to include Inspections section	✓
	• Created monthly "Inspector Update" email to enforcement members	✓ →
	• Updated Operations Manual periodically	→
	• Create inspection bulletins, as needed	→
	• Created and maintain exemptions tracker	✓ →
	• House meeting minutes and other important committee, region and program documents and materials in CVSA member portal	→
2.1.2 Use website analytics to ensure the CVSA website is organized in the best and most intuitive way and is providing the information and resources of most interest to our visitors.	• Redesigned CVSA website in 2016, according to site analytics	✓
	• Refreshed website in 2020, including adding the ability to view content in English, French or Spanish	✓



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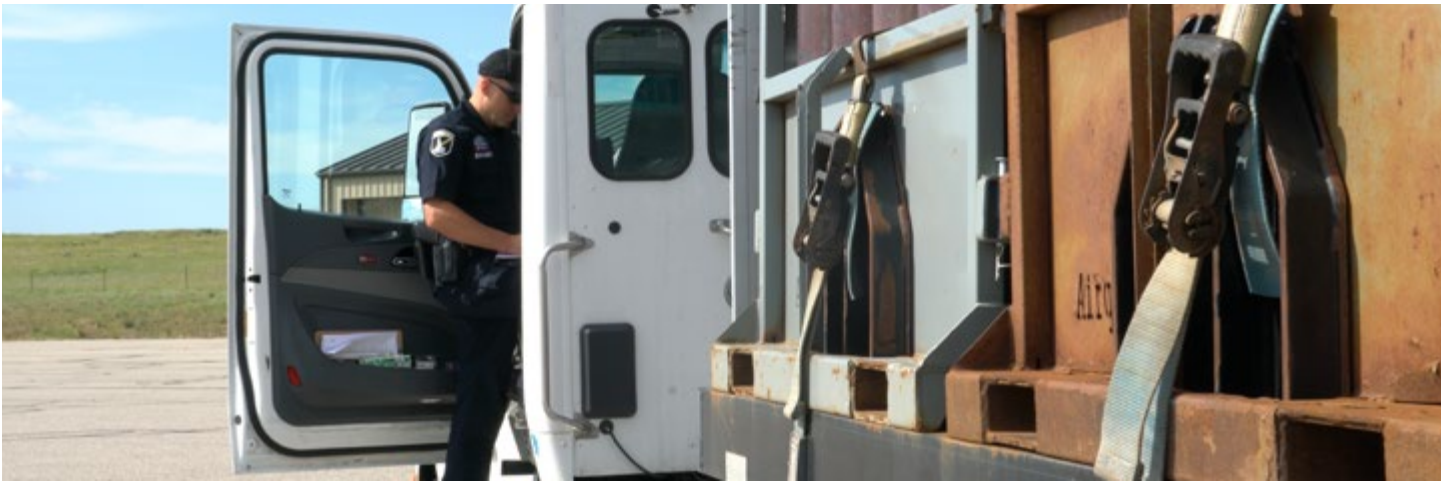
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Expand Communication and Outreach Activities

2.2 Maintain existing and establish new partnerships and alliances supportive of the CVSA mission.

Accountability: Staff

STRATEGY	NOTES	STATUS
2.2.1 Develop/enhance relationships with the media.	• Develop new and strengthened established relationships with radio networks and print and online publications • Featured regularly on SiriusXM's Road Dog Trucking channel • Use media-mentions monitoring service for tracking media coverage.	➔ ➔ ➔
2.2.2 Evaluate existing sponsorship program to assess whether or not there are improvements or changes to be made to the processes.	• Convene CVSA staff annually to assess sponsorship program and make improvements.	➔
2.2.3 Establish/enhance collaboration with national and international organizations/agencies/associations in support of our mission, goals and values.	• Collaborate with Canadian and Mexican commercial motor vehicle safety and/or enforcement associations. • Communicated and met with EU and UK organizations, agencies and associations interested in North America's commercial motor vehicle safety and enforcement • Deputy executive director appointed to FMCSA Motor Carrier Safety Advisory Committee	! ! ✓



REPORT CARD KEY: ✓ = Completed ➔ = Ongoing ✓➔ = Completed/Ongoing ! = Needs More Work

Expand Communication and Outreach Activities

2.3 Protect and enhance the CVSA brand.

Accountability: Staff

STRATEGY	NOTES	STATUS
2.3.1 Protect/renew copyrights and trademarks on CVSA intellectual property.	• Trademarked CVSA and COHMED logos in Canada and the U.S.	✓
	• Added copyright language to Class I Members' new MOU	✓
	• Added copyright language to CVSA brochures, publications, website and other applicable documents	✓
2.3.2 Develop and communicate policies on member use of the CVSA brand/logo.	• Created logo usage policy guide.	✓
	• Took legal action against unapproved use of logos	➡
2.3.3 Explore possibilities for future royalty agreements.	• Implemented quality control measures to regain control of existing royalty agreements.	✓
	• Created a suite of programs and services to support programs and activities as a revenue substitute.	✓ ➡
2.3.4 Increase public awareness of CVSA by strengthening existing professional branding and consistency.	• Updated and redesigned CVSA materials – print and electronic – using graphic standards guide and editorial guide.	✓ ➡
	• Translated materials into French and Spanish, when applicable.	✓ ➡



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Expand Advocacy and Outreach Initiatives

3.1 Develop and implement an aggressive legislative/regulatory strategy that improves commercial motor vehicle safety.

Accountability: Policy and Regulatory Affairs Committee

STRATEGY	NOTES	STATUS
3.1.1 Clarify Alliance roles on conflicting issues (industry/enforcement).	• Incorporated CVSA in 2016, resulting in restructuring the board of directors and redesignating associate members president and federal partners as non-voting members	✓
	• Developed language demonstrating that CVSA primarily represents the enforcement community, with industry input and engagement, on policy matters	✓
3.1.2 Provide clear direction to staff on issues.	• Created publicly available standing policy guide	✓ →
	• Hold biweekly staff meetings to discuss policy issues.	→
3.1.3 Streamline information flow and decision making.	• Established policy approval process	✓
	• Gave executive committee authority to approve documents and make decisions in line with established positions and priorities between meetings.	✓
	• Provided updates to the board on actions taken between board meetings	✓ →
3.1.4 Establish and maintain positions on significant issues.	• Created publicly available standing policy guide	✓ →
	• Established legislative priorities for reauthorization of the highway bill.	✓
	• Submit letters, petitions and comments on regulatory notices communicating CVSA's position to federal agencies	→
	• Testified before Congress eight times	✓
3.1.5 Establish an external profile on public policy issues.	• Meet regularly with congressional staff.	→
	• Participate in congressional hearings and public U.S. DOT discussions	→
	• Created publicly available standing policy guide	✓ →
	• Send biweekly regulatory and legislative updates, including letters, petitions and comments sent by CVSA.	→
	• Established Policy section on CVSA's website	✓
	• Created Letters, Petitions and Comments section on website for transparent public access to such documents	✓

REPORT CARD KEY: ✓ = Completed → = Ongoing ✓ → = Completed/Ongoing ! = Needs More Work

Expand Advocacy and Outreach Initiatives

3.1 Develop and implement an aggressive legislative/regulatory strategy that improves commercial motor vehicle safety.

Accountability: Policy and Regulatory Affairs Committee

STRATEGY	NOTES	STATUS
3.1.6 Develop and implement advocacy strategy to positively influence regulatory and legislative decision making on commercial motor vehicle safety.	• Established legislative priorities for reauthorization of highway bill	✓
	• Conduct regular meetings with congressional staff	➡
	• Meet regularly with U.S. DOT officials	➡
	• Submit letters, petitions and comments on regulatory actions	➡
	• Created Letters, Petitions and Comments section on website for transparent public access to such documents	✓
	• Updated Reauthorization section on website to include CVSA's reauthorization positions	✓
	• Deputy executive director appointed to FMCSA Motor Carrier Safety Assistance Program Formula Working Group	✓
	• Deputy executive director appointed to FMCSA Motor Carrier Safety Advisory Committee	✓



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Expand Advocacy and Outreach Initiatives

3.2 Increase international regulatory harmonization and/or reciprocity.

Accountability: Policy and Regulatory Affairs Committee

STRATEGY	NOTES	STATUS
3.2.1 Hold open discussions to allow states/provinces/industry to give impact statements on differences.	Established international issues forum as standing agenda item for Policy and Regulatory Affairs Committee	✓ →
	Hold joint law enforcement and associate member region meetings at each workshop and annual conference.	→
	All committees and programs are open to law enforcement and industry members.	→
	Hold North American Cargo Securement Harmonization Public Forum twice per year (once in the U.S., once in Canada) to harmonize regulatory cargo securement requirements throughout North America	→
	Reduced the closed portion of board meetings	✓
	Increased outreach to include Mexico, resulting in increased participation at meetings and events	!
3.2.2 Consult with similar international organizations regarding best practices, strategies and other relevant information.	Conducted and attended stakeholder meetings to discuss best practices and organizational priorities	!
	Attended ExpoTransporte ANPACT in Mexico in 2017 and 2019	✓
	Attended CCMTA's annual conference and board meetings	→
3.2.3 Prioritize issues for discussion.	Utilize issue/request for action process in prioritization	→
	Set up meeting agendas in prioritization order; adjustments can be made live, as needed	→
3.2.4 Meet with rulemakers/politicians to determine harmonized rules.	Meet with congressional offices and U.S. DOT officials	→
	Facilitate FMCSA participation in Policy and Regulatory Affairs Committee's International Issues Forum, where they provide updates on harmonization efforts.	✓ →
	Provided FMCSA with areas for improvement in harmonization in regulatory comments	✓ →
	Submitted petitions for rulemaking, requesting changes to harmonize regulations	✓ →
3.2.5 Ongoing discussion addressing identified issues.	Established international issues forum as standing agenda item for Policy and Regulatory Affairs Committee.	✓ →

REPORT CARD KEY: ✓ = Completed → = Ongoing ✓ → = Completed/Ongoing ! = Needs More Work

Expand Advocacy and Outreach Initiatives

3.3 Improve member and stakeholder awareness and engagement.

Accountability: Policy and Regulatory Affairs Committee

STRATEGY	NOTES	STATUS
3.3.1 Engage frontline roadside inspectors to improve participation and understanding of CVSA policies.	• Created publicly available standing policy guide	✓ →
	• Send members biweekly regulatory and legislative updates, including letters, petitions and comments	→
	• Created Policy section on website	✓
3.3.2 Improve relationships and communication with federal agency partners.	• Created publicly available standing policy guide	✓ →
	• Created Policy section on website	✓
	• Meet regularly with U.S. DOT officials	→
	• Submit letters, petitions and comments on regulatory actions	→
3.3.3 Engage international members to improve participation and ensure appropriate representation of interests.	• Receive updates from representatives from each member country at Policy and Regulatory Affairs Committee meetings	✓ →
	• Meet regularly with international members	✓ →
	• Included Region V representatives in the task force on legislative priorities for the U.S. highway bill reauthorization	✓
3.3.4 Partner with additional stakeholder groups, including safety advocates, colleges, technical trades, associations, government, insurance and technology organizations.	• Participate in meetings, committees, etc., at stakeholder organizations	!
	• Involve stakeholder feedback in development of legislative priorities	→
	• Partner on initiatives such as Toward Zero Deaths; Our Roads, Our Safety; National Truck Parking Coalition; Advisory Committee on Human Trafficking; Truckers Against Trafficking; Road to Zero Coalition; Highway Safety Partnership Venture; Interested Parties for Hazardous Materials Transportation; etc.	✓
	• Deputy executive director appointed to FMCSA Motor Carrier Safety Advisory Committee	✓

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REPORT CARD KEY: ✓ = Completed → = Ongoing ✓ → = Completed/Ongoing ! = Needs More Work

Continued from page 29

Improve Organizational Development

4.1 Ensure effective succession, leadership development and staff resources.

Accountability: Executive Committee

STRATEGY	NOTES	STATUS
4.1.1 Develop a succession plan for leadership and staff.	• Updated bylaws to reflect changes in operational processes	✓
	• Created backup/succession plan stating that deputy executive director will provide executive leadership when executive director is unavailable or position is vacant.	➡
	• Developing standard operating procedures for each CVSA staff position to assist with onboarding new staff.	!
4.1.2 Provide clear directions on leadership expectations.	• Conduct leadership orientation/training annually.	➡
	• Updated Leadership Handbook, as needed	➡
	• Hold morning briefings at conferences for committee, program and region/locals/associates leadership facilitating meetings	✓ ➡
4.1.3 Institute cross training and overlap in staff knowledge and responsibilities.	• Created organizational chart outlining staff responsibilities, including overlapping roles	✓
	• Assigned regions/committees/programs to two CVSA staff members – an official staff liaison and a backup support staff member	✓ ➡
4.1.4 Ensure all activities stay within scope of CVSA mission.	• Follow a step-by-step process where initiatives are discussed with executive committee, budgeted by finance committee, approved by the board and implemented by executive director and CVSA staff; activities outside of mission are not pursued	✓ ➡



REPORT CARD KEY: ✓ = Completed ➡ = Ongoing ✓ ➡ = Completed/Ongoing ! = Needs More Work

Improve Organizational Development

4.2 Expand membership and enhance membership participation.

Accountability: Executive Committee

STRATEGY	NOTES	STATUS
4.2.1 Establish and communicate a clear definition/statement of CVSA membership.	• Revamped website to better present CVSA's activities, including area dedicated to soliciting membership • Created brochure describing CVSA and membership categories • Created brochure on roadside inspections and enforcement. • Ran FAQs article in "Guardian" magazine clarifying/explaining CVSA, its roles and membership	✓ ✓ ✓ ✓
4.2.2 Increase membership involvement in helping organization meet goals.	• Assigned CVSA liaison to region, committee, program and board meetings to work with leadership to provide support and guidance to increase leadership and meeting involvement.	➔
4.2.3 Increase participation of local agencies.	• Gave Class II Local Members one vote in special committees. • Amended bylaws to include Class II Local Members president and vice president on the board. • Proposed amendment to allow Class II Local Members a vote to elect CVSA secretary • Gave Class II Local Members their own meeting at the workshop and the annual conference	✓ ✓ ➔ ➔
4.2.4 Reach out to all state/provincial trucking and bus associations as members.	• Deliver presentations, attend trade shows, participate in meetings and committees, etc., to engage with industry. • Encourage trucking and bus associations to join CVSA • Work with trucking associations to host industry roadside inspection and hazmat courses . . .	! ! ✓ ➔



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REPORT CARD KEY: ✓ = Completed ➔ = Ongoing ✓ ➔ = Completed/Ongoing ! = Needs More Work

Continued from page 31

Improve Organizational Development

4.3 Align CVSA resources with activities.

Accountability: Finance Committee

STRATEGY	NOTES	STATUS
4.3.1 Continually evaluate alignment of resources and activities based on strategic goals and return on investment.	• Assess new initiatives against strategic plan and pursued only if they apply to strategic goals	➡
	• Put in place multi-step process to ensure alignment with goals; initiatives discussed with executive committee, budgeted by finance committee, approved by the board and implemented by executive director and CVSA staff.	➡
4.3.2 Review membership dues structure.	• Evaluated dues structure from 2016-2020; new structure approved by the board in 2020 and presented to the membership for ratification in 2021	✓
4.3.3 Explore alternative funding sources outside of membership dues.	• Created roadside inspection courses for industry.	✓ ➡
	• Expanded sponsorship offerings	➡
	• Offering more products in online store	➡
	• Received new grants and cooperative agreements from federal government agencies	✓
4.3.4 Explore other membership entities, such as individuals, students, etc.	• Assessed interest in individual and student membership and concluded interest was too low to pursue	✓
	• Exploring new membership category for tribal governments.	➡
4.3.5 Explore selling products and services, such as software, training/education and electronic products (e.g., electronic version of OOS criteria). ■	• Created roadside inspection courses for industry.	✓ ➡
	• Created and sell an electronic version of the OOSC	✓ ➡
	• Created app and sell OOSC via the app	✓ ➡

REPORT CARD KEY: ✓ = Completed ➡ = Ongoing ✓ ➡ = Completed/Ongoing ! = Needs More Work



INSPECTOR'S CORNER

Sometimes, It's the Little Things

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

Occasionally, my work team is less than thrilled with me, because one of the things I do as a supervisor is to look over paperwork and reports. I'm fairly vigorous in my pursuit of proper grammar and spelling. It may, at times, feel like I'm nitpicking at little things. However, I feel that, sometimes, it's the little things that lead to bigger things. I have a really good team. Most times, the things I find are not that bad, but catching those little mistakes and fixing them is very important.

My agency, the Nebraska State Patrol, has a set of core values. One of those core values is attention to detail. In my opinion, all of our core values are meaningful; however, attention to detail, in particular, has great relevance in relation to commercial motor vehicle safety.

You may be thinking: We're talking about 80,000 lb. vehicles. Those are not little things. However, while commercial motor vehicles themselves are not little, operating them safely requires a lot of little things working properly.

It's somewhat crazy to think about all the small parts that make up a commercial motor vehicle. It's also a testament to the engineers who designed them and the technicians who maintain them. Each of those parts is like an individual instrument in a symphony. Taken by itself, and separated from the rest, it may seem fairly unimpressive. However, when you put all the instruments together in the right order, you have something wonderful. Likewise, when you put all the individual parts of a commercial motor vehicle together, you have a pretty amazing piece of equipment.

Really, when you think about it, a commercial motor vehicle is a very impressive thing. Not only do you have a vehicle that can carry 45,000+ lbs. of cargo down the road, but it also allows the driver to operate it in relative comfort. Many commercial motor vehicles give the driver a place to rest and even prepare meals, in some cases. Newer models have capabilities to keep the vehicle in its lane and help the driver avoid crashes. All of this, while being able to drive down the road at 60 mph and come to a stop in just over 200 feet. When we look at each part individually, it

may seem insignificant. A cotter pin by itself might not seem terribly important. However, when that cotter pin is used as the retaining pin for a brake pushrod clevis pin, it is very important. If that cotter pin is broken or missing, you now have a brake that will potentially come apart and be inoperable. That condition is, as you know, in the out-of-service criteria. You know, that handy book that has pictures of three good-looking people on the 2021 cover. It's in the out-of-service criteria because it creates an unsafe condition on the vehicle. Even missing just that one brake means the vehicle will take longer to stop. In a hard-braking event, that inoperable brake could potentially cause the vehicle to lose control and veer in one direction unexpectedly.

When we conduct roadside vehicle inspections, it's critically important to have that attention to detail. All those small components are part of a larger system and if they are missing or not functioning properly, that could cause huge problems. When you are looking at that 75-foot-long, 80,000 lb. vehicle, it's vitally important to take the time to look at all those little things.

It's easy to skip over the missing cotter pin or something similar that could potentially lead to disaster.

The same is true for technicians or maintenance personnel conducting periodic inspections on vehicles. They must take the time and have the attention to detail to examine all the component parts. It's easy to miss a broken return spring on a brake shoe. However, when that vehicle goes a hundred or even several hundred miles down the road after the technician put a sticker on it and the vehicle catches on fire because the brake was dragging, that technician's inspection will likely come into question.

It's not just vehicles and components either. Think of all the little things the driver of a commercial motor vehicle must consider. The driver must constantly monitor the condition of the vehicle by watching gauges and indicator lights. The driver has to control the vehicle and keep it in the lane of travel. The driver has to set and maintain the speed of the vehicle.

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When you put all the instruments together in the right order, you have a symphony. Likewise, when you put all the individual parts of a commercial motor vehicle together, you have a pretty amazing piece of equipment.

 MARK YOUR CALENDAR

NORTH AMERICAN INSPECTORS CHAMPIONSHIP

**AUGUST 15-19, 2022
INDIANAPOLIS, INDIANA**

After two years of canceled North American Inspectors Championships due to the pandemic, we are pleased to announce that we will be resuming the championship in 2022.



Visit www.cvsa.org/events/north-american-inspectors-championship for more information.

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The driver must navigate and know where he or she is going and how to get there. The driver must be vigilant for traffic control devices and roadway signs. The driver must continually survey for other motorists, bicyclists and pedestrians. Further, all these factors are constantly changing, and the driver has no control over most of them. That driver could be the best driver in the world, but he or she must always watch out for other drivers who may do something crazy around their vehicle.

Any of those little things neglected or mismanaged can have a catastrophic result. Take speed, for example. Commercial motor vehicle drivers must constantly manage their vehicle speed and adapt it to road and traffic conditions. We know there are speed limits everywhere we go, but commercial motor vehicle drivers are usually compensated based on the amount of freight they deliver. This incentivizes commercial drivers to go faster so they can travel more miles in the same amount of time and deliver more loads. There is a reason that the National Highway Traffic Safety Administration almost always lists speed as one of the leading contributing factors in crashes. This is not to say that speeding causes the crashes; it contributes to the crash happening.

Think about this: When driving at 60 mph, your vehicle is moving across 88 feet of road every second. According to studies cited in the Federal Motor Carrier Safety Administration's Model Commercial Driver License Manual, the average perception time for an alert driver is 1.75 seconds. That is the time from seeing a hazard until your brain recognizes it. Then, the average driver has an additional reaction time – meaning the time from your perception until you hit the brakes or do something – of 0.75 seconds or more. This means that at 60 mph, your vehicle has traveled at least 220 feet before you start to do something to avoid a hazard. Now add that to the just over 200 feet your vehicle needs to stop if you decided to brake to avoid the hazard. Also, all of this is considering an alert driver with ideal road conditions. Think of all the little things that

could affect how alert you are or affect the condition of the road.

Now, let us consider a vehicle traveling at 65 mph. That five mile per hour difference means your vehicle is now crossing about 95.3 feet every second or 7.3 feet further than at 60 mph. That seems little, right? I mean, come on, that's barely more than a person laying on the road. However, when you figure that into the equation we just did, your vehicle now goes about 18 feet more or 238 feet in the same situation. Eighteen feet may still seem little, but it could make a huge difference in avoiding a crash. That's the difference between stopping before hitting a car or pushing it into the vehicle in front of it.

I could go on and on about little things that can make a huge difference, but you're probably getting tired of reading by now anyway. So, take the time to consider all of the little things when you go about your work: For inspectors, that's when you conduct your roadside inspections. For technicians or mechanics, that's during periodic inspections. For drivers, that's when you conduct your pre-trip inspections. We are all pushed to do more and do things faster. Some things, however, should not be rushed. We don't want to hold a vehicle and driver up for hours and hours conducting a roadside inspection for no good reason. On the other hand, if your inspection only takes 20 minutes on an over-the-road driver with an electronic logging device in a five-plus axle truck, can you say you're looking at all those little things as well as you should?

Finally, we all need to pay attention to the little things while we drive. Minimize your distractions and focus on driving. Trying to get to your destination in a hurry won't do any good if you get into a crash. Take the time during your pre-trip inspection, roadside inspection or periodic vehicle maintenance inspection to look at all the little things. All those little things matter because the stakes are huge. Every time you drive, lives are on the line. ■



THE LEGISLATIVE AND REGULATORY RUNDOWN

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

As we approach the midway point of the first year of the Biden administration, transportation and safety policy stakeholders continue to watch for indicators to how this administration will approach transportation policy. With two key positions confirmed, Transportation Secretary Pete Buttigieg and Deputy Secretary Polly Trottenberg, the president has begun naming his nominees for modal administrators. In April, the president announced Deputy Administrator Meera Joshi as his nominee for administrator of the Federal Motor Carrier Safety Administration (FMCSA).

Meanwhile, the team at the Department of Transportation (DOT) has spent the first half of the year settling in and reviewing actions taken by the previous administration, as well as the president's vision for transportation, in order to map out a path forward.

In March, the president unveiled a sweeping infrastructure vision, the American Jobs Plan. Since then, discussions have been underway between Congress and the administration on how best to address the nation's infrastructure needs. One key piece of that discussion is what qualifies as infrastructure. Many Republicans are pushing for a more traditional interpretation of the term, while President Biden's team and Congressional Democrats are pushing for a broader definition. Where the debate lands will directly impact the reauthorization of the current highway bill, which is set to expire later this year.

As the legislative process plays out, CVSA and other commercial motor vehicle safety stakeholders are watching FMCSA for signs of life on the regulatory front after the typical slowdown of regulatory action during the transition between administrations.

As the Biden team takes over at DOT, the Alliance sees several challenges facing FMCSA. First, the agency must find a way to triage the growing backlog of petitions and rulemakings that sit before the agency. CVSA alone is awaiting action on 14 petitions that have been submitted for consideration, with more on the way. Most critical among those are requests for the agency to:

- Amend 49 CFR § 390.21 - Establish Universal Electronic CMV Identification
- Amend 49 CFR Part 393 - Parts and Accessories Necessary for Safe Operations (§ 396.3(a)(1))
- Amend 49 CFR § 395.8 - Definition of Personal Conveyance
- Amend 49 CFR § 382.107 - Expanding Definition of "Actual Knowledge"
- Amend 49 CFR § 385.4(b) - Update Level VI OOSC Incorporation by Reference to April 1, 2021, Edition
- Amend 49 CFR § 390.23 and § 390.25 - Emergency Declaration Regulations

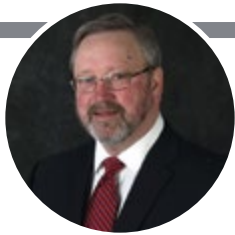
Swift action on these and other petitions sitting before the agency is critical to continue advancing commercial motor vehicle safety and enforcement, and to keeping pace with advancements within the industry.

In addition to playing regulatory catch-up, the agency must get out in front of the coming safety technology developments, including, but not limited to, the ongoing evolution of automated driving systems (ADS). Preparing for the arrival of truly 'driverless' commercial motor vehicles is no small task and there will be many steps along the way that will require the agency's attention.

FMCSA should also take a comprehensive look at the agency's information technology and software systems. Many are antiquated and simply do not meet the needs of today's data-driven commercial motor vehicle safety industry. The longer this task lingers, the harder it will be to address the issue and provide FMCSA, the jurisdictions and the motor carrier community with the information they need to shape the future of commercial motor vehicle safety.

The agency will need to address these issues, all while keeping up with the day to day and responding to the unforeseen challenges that will no doubt arise. The Alliance has had the opportunity to speak with the leadership at FMCSA a few times and we are excited for the opportunity to continue those discussions in the coming months. CVSA and our members stand ready to assist the agency in meeting these challenges. ■





FROM THE DRIVER'S SEAT

Where on Earth Can I Park My Truck?

By **Bill Hambrick**, Professional Truck Driver, Werner Enterprises Inc.; America's Road Team Captain

I have been a professional truck driver for more than 22 years with more than 2 million safe miles. Currently, I drive "net ops" for Werner Enterprises where I deliver relay loads across the United States, specifically from Cheyenne, Wyoming, to North Platte, Nebraska. This route allows me to be home every night and off on the weekends; however, for most of my 22-year career, I ran "forced dispatch," or went wherever was needed. No matter the length of my trip, the hardest thing to plan for is truck parking.

There are about 3 million trucks and only 2 million places to park them. When planning my trip, I come up with a parking plan A, plan B and these days, a plan C.

One of the most uncontrollable factors to our trip planning is weather, which can cause a rippling effect with truck parking issues. If our company tells us to stop driving due to the weather, we have to quickly find parking. If other companies stop driving before mine does, there might already be trucks parked where I was planning to park. Despite my planning, I may have nowhere to park.

A huge challenge in finding truck parking is that a lot of places are now charging a fee to

park. Those places are reservation-only and have no standardized rate. Prices vary, usually running about \$20 for the night. These pay-to-park truck parking lots have also created more challenges at normal truck parking areas, like truck stops, gas stations and rest areas, as there are now even more drivers looking for fewer spaces. I have seen road rage and disrespect for others as a result and have heard other drivers talk of drivers' tempers rising too.

Those who want to avoid the challenge of competing for spots where tempers may be high will turn to remote places, like shopping centers. However, some shopping centers have grown frustrated with the increase in trucks parking in their lots and are no longer allowing it.

In response to these challenges, drivers have had to park overnight in areas with no amenities, like showers or restrooms. These spots are usually a dirt parking lot with little to no light and no security. Parking in those areas brings risks; for one, being snowed in for days at a time. Those lots are mostly in the west but in the east, parking is especially hard.

It is so important for truck parking to be available to all drivers to lessen stress and

fatigue. Having proper truck parking will reduce so many challenges for the driver and make our roads safer for all.

Most of our customers or vendors operate from 8 a.m. to 5 p.m., not 24/7, forcing drivers to take a break. I have resorted to calling the customer or vendor to ask if I can park my truck on their property for the night. Some customers allow it, others do not.

One of the positives from the pandemic has been an increase in truck parking. Some states have opened rest stops for overnight truck parking and some now offer apps where drivers can check availability in advance. Still, this innovation does not yet outpace the problem faced by weary drivers. Anything that cities, states and the federal government can do to address the truck parking shortage is welcome and those solutions should remain long after the pandemic is over. Truck parking was an issue before the pandemic, and it is not going away anytime soon.

I am thankful that I don't have to worry about truck parking tonight, but that is not the case for a lot of other drivers out on the road right now. ■





Utilizing Innovative Technology to Reduce Speeding Events

By **Daniel Patterson**, Director of Safety, Western Express Inc.

Technology shapes every industry in the United States. Trucking is no exception. Over the last 10 years, there have been many trucking industry uses of technology in the back office, from fuel and route optimization software to load and truck planning software. Today, the vehicles themselves have also made huge strides in on-board safety technology. Collision mitigation, roll stability braking and critical event reporting were once all expensive aftermarket upgrades. Today, collision mitigation and the like are part of the standard on-board brake system shipped direct from the manufacturer. Intelligent speed limiters are another of the latest technologies and can easily be added on aftermarket.

Paul Wieck, CEO at Western Express Inc., has been a big proponent of adopting technology to help the company improve the safety of its drivers and the motoring public. Over the last several years, Western Express has implemented several safety technology advancements to its equipment. These technologies are aimed to help improve and influence driver behavior.

In 2019, Western Express began testing an innovative technology that provides intelligent speed adaptation, which is active, real-time speed control of any vehicle in any posted speed zone or geofenced area. This means that the truck's speed adapts to the posted speed based on the speed zone the truck is actively in and can even impact speed at high-accident areas, customer yards and other customized zones.

Western Express is seeing great results due to the implementation of this product in its fleet. Throughout the later part of 2020 and the first quarter of 2021, the company has seen a drastic reduction in both frequency and severity of speeding events. In the last few months, when compared to previous years, Western Express has reduced speeding frequency by 53% and severity by 50%. The speeding violations that are currently seen primarily occur when the truck is coasting downhill because the driver has not maintained their speed.

When asked about the impact this product has had and the future of where it could go,

Wieck said: "We are convinced, as a company, that the future will bring better safety through technology. That is why we have embraced this innovative technology. The reductions in speeding violations have been significant. Additionally, we have been able to geofence low bridges and this has all but eliminated bridge hits. At the beginning of March 2021, we implemented geofencing for all weigh stations and provided a verbal command to our drivers to enter the weigh station which will help us to reduce our 'failure to obey' violations."

The overall results Western Express has seen from reducing speeding violations and the ability of this vendor to think outside the box to help us improve multiple areas, makes the company very excited for what the future holds.

If you have any questions, feel free to reach out to Western Express headquarters at 800-316-7160. ■



Embracing Technology: The Key for Safer Roadways

By **Mark Savage**, Director, Connected Truck Solutions, Intelligent Imaging Systems/Drivewayze

Looking back on my law enforcement career, which spanned more than 25 years, I'm encouraged by the amount of progress we've made when it comes to commercial motor vehicle safety. But I'm even more excited about the future and how technology will enable trucks and truckers to become safer on the road, as well as enabling commercial motor vehicle safety enforcement officers to do their jobs better. This, in turn, will create even safer roadways, which is what drives us to do what we do every day.

The first years of my law enforcement career were spent in the field on patrol and involved completing reports by hand – tracking traffic crash patterns on a wall map with multicolored pins. Progress was initially defined by the purchase and installation of hardware (mobile data computers) into our vehicles rather than effectiveness of the tools provided or from the data gathered. It was a frustrating proposition to be given upgraded technology and feel like we were less effective with its use. However, when I transferred into the commercial motor vehicle enforcement unit, I was able to leverage technology more effectively and use more of my time to proactively impact traffic safety.

Like many of you, I was a member of my organization's Motor Carrier Safety Assistance Program (MCSAP), which began

in the mid-80s. It was a meaningful step in evolving commercial motor vehicle safety. As a commercial motor vehicle inspector and compliance review investigator, I felt that I had a significant impact on reducing crashes across the state. Our program leveraged real-time crash data to identify not only where to focus enforcement, but what safety violations were causing crashes. It represented a much more defined and strategic approach to crash reduction and, in my mind, it was more effective. MCSAP continues to be an important part of our arsenal in improving truck safety, but it can only do so much.

Ultimately, we found that our ability to influence driver behavior was limited – especially for drivers of four-wheelers. Drivers might change their thinking and behavior temporarily, but usually will revert to what they were doing before.

Technology Is Coming of Age

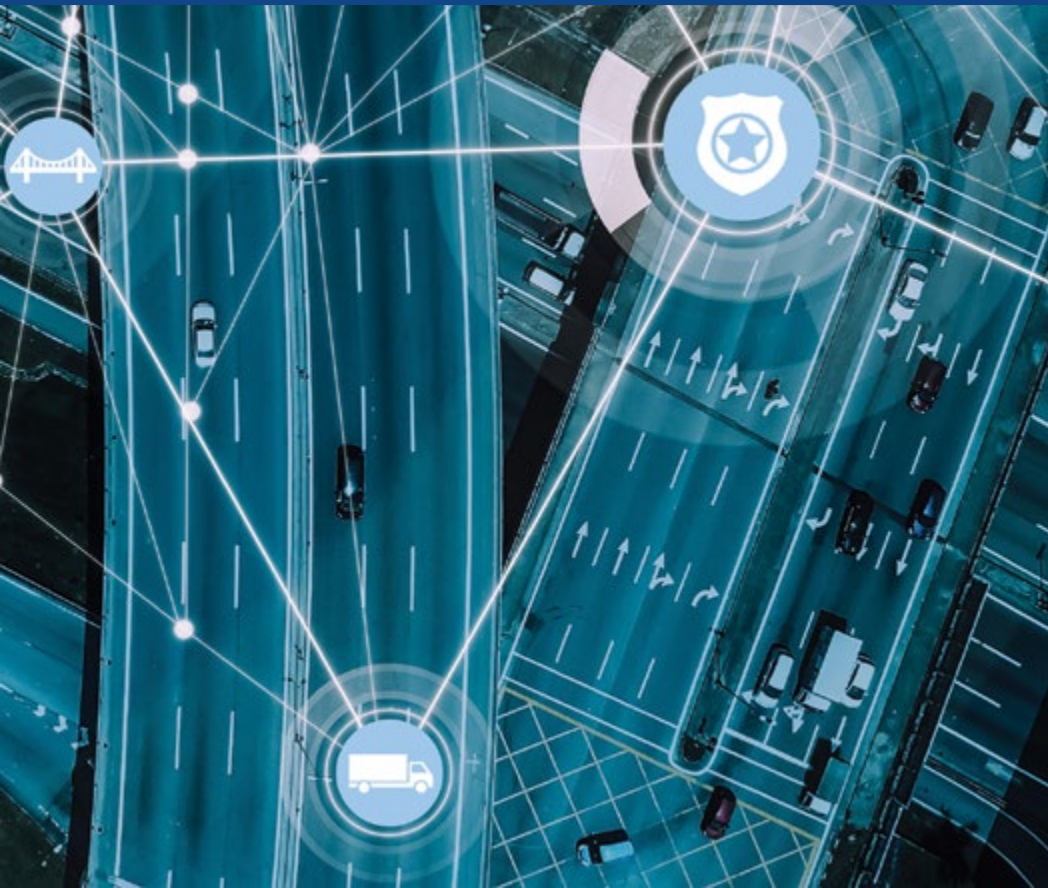
Technology can have a bigger impact as it frees more time for officers so they can zero in on enforcement activities that make a difference.

One of the first major technologies I can remember was in the form of weigh station bypass – something that is still extremely useful today, as weigh station bypass has

grown to encompass nearly every state. It allows safe fleets, based on their safety performance, to bypass inspection sites, thus allowing officers to spend more time on trucks that truly need their undivided attention.

Technology at the weigh stations has also changed, and it's gaining traction throughout the country. It's allowing officers to utilize pre-screening tools, such as thermal imaging to spot brake or tire issues; automated readers to pick up USDOT, hazmat placard or plate numbers for quicker access to vehicle information; weigh-in-motion sensors; and performance-based weight monitoring. The integration of these multiple sensors into single in-station screening systems has helped streamline inspections. This too allows officers to spend more time on vehicles that need more thorough inspections.

The next big thing at weigh stations (for those using weigh station bypass technology) could be to use the truck- and driver-specific safety data to auto-populate and initiate an inspection. For example, as a connected truck passes a weigh station, basic safety and compliance information from the driver's electronic logging device (ELD) could be electronically transferred to the inspector who can then make a cursory screening decision based on the information provided. If the inspector decides to conduct the inspection, all the information provided will be



used to auto-populate the inspection software, thereby significantly expediting the inspection process. Testing of this is now underway.

On the truck side, technology also continues to evolve. Tools, such as forward collision warning, lane departure warning, roll-over avoidance and blind spot monitoring, are available. And future technology could include automatic emergency braking and cross-traffic mitigation systems. But until these technologies come down in price or are mandated by law, these life-saving technologies may only be implemented by progressive, well-capitalized fleets.

On the horizon, we will see autonomous trucks, another potentially life-saving technology that could create safer roadways, but also come with a new set of questions, such as “How will inspections be handled?”

While onboard safety technologies “take over” for drivers in critical situations, other technology is continuing to evolve, giving drivers proactive information so critical incidents are avoided in the first place. These are cost-effective measures that I’m happy to say state agencies have a role in making happen.

Today, truckers can get alerts on their in-cab ELD warning them of upcoming corners that

are known for rollovers. If they’re coming down a treacherous mountain pass – like what we have in my home state of Colorado – they can get alerts about checking their brakes, or that there is a steep grade coming up and they should gear low. It can even alert a driver to an upcoming runaway ramp, so that in a worst-case scenario, it can be used. (A couple of years ago, a trucker missed a ramp and careened into several cars in my state, killing four people. Maybe this could have been avoided if his ELD had alerted him to the ramp). Even low-bridge warnings can be given in the cab. It’s unbelievable to me that bridges are still being hit, but truckers often turn off their navigation systems when they’re in rural areas and may miscalculate.

All these alerts were developed in cooperation with state agencies, which provided their data to showcase trouble areas. This truly was a great show of cooperative spirit between the public and private sector in solving safety problems. Another alert that can be incorporated into an ELD is a notification for upcoming work zones or interstate slowdowns, caused by accidents or road construction. The added beauty of this is, when passenger cars see trucks slow down for no apparent reason, they too will begin slowing down – knowing the truck driver sees something they don’t.

More Collaboration

The Commercial Vehicle Safety Alliance provides a platform for collaboration. This takes place between multiple, and occasionally competing, stakeholders but the value is always in the communication and discussion. As we enter into the next stage of improving commercial motor vehicle safety, we must remember that without open dialogue we will be left behind and our shared goals of saving lives will go unrealized.

The key is for law enforcement and ALL stakeholders in safety to work together as one with a sole purpose of improving highway safety. Working in the private sector with one such provider, we welcome input on ways we can use our technology to truly make a difference. Even more technology can be developed at inspection sites that can help officers and states have data that can help with in-cab alerts. The future is looking brighter in highway safety. Let’s work together to make it happen. ■

Top Six Reasons DOT Drug Test Results Are Delayed

By **Esther Miller**, Director of Marketing, Drug Free Business

It would be oh so very nice if the world was always predictable and U.S. Department of Transportation (DOT) drug test results were always available within the normal 24- to 48-hour window, but sometimes they just are not. There are many reasons for this, which can help explain why, now and then, an employer may have to wait longer than normal for results.

1. The specimen was collected after hours or on a weekend.

Like most businesses, the drug testing business is usually 9 to 5, Monday through Friday, as most drug tests are either pre-employment or random drug tests. The minority are tests that cannot be anticipated in advance, like post-accident or reasonable cause tests. In these situations, an employee may be hurriedly rushed to a 24/7 location that can accommodate the collection, like a hospital or an urgent care facility, or an on-site collector may be called in to collect the specimen. In either case, since it is not during normal business hours, the specimen may be delayed in getting to the lab by at least one business day; maybe more if it's a weekend or a holiday. In addition, inclement weather may also delay the specimen getting to the lab.

We're going to illustrate this process through an example case. In our example case, a specimen was collected on Friday night, shipped via FedEx on Saturday, and received by the lab Sunday morning. However, since there were problems with the collection process and the lab and the collection site are closed on Sunday, the specimen will wait until Monday morning to get these issues sorted.

2. There are errors in the collection process.

Again, during regular business hours for normally anticipated drug tests, these errors are rare. They usually happen when there is urgency or the normal provider or protocol is not used. If the wrong drug test form is used by the collector, the specimen may be reported to the wrong employer. If the same lab was used by both employers, this can be remedied with an affidavit by the collector to have the specimen re-designated to the correct employer. But that can take a day or two to sort out. If the test went to a different lab, that's a little more complicated and can take even more time, or the test can end up being canceled. The error could also be minor but still very inconvenient, like the collector forgetting to mark the temperature

box. This also delays the test result as an affidavit is required before the test can be processed. The worst-case scenario is when there is a fatal flaw by the collector, meaning the test cannot be processed and is canceled by the lab. The employer will be in a "holding pattern" waiting for the result until all these items are sorted out.

Our example case just needed an affidavit, which delayed the test another day, but the specimen can still be tested. It is now Tuesday, early morning.

3. It's not a negative test.

In most cases, a specimen can be collected, picked up that same business day, flown to the lab that evening, and received and tested by the early-morning hours, and within 24 to 48 hours, the final result will be posted on a secure website. It's really quite amazing and efficient. However, since the initial EMIT (enzyme-multiplied immunoassay technique) screening test only looks for whether or not drugs are present within the panel selected by the employer, when one of those drugs is found (amphetamine, in the case of our example), then a secondary GCMS (gas chromatography/mass spectrometry) test is done to find out exactly how much of the drug is present. This can take an extra half day to full day, depending on which drug(s) are being tested. In some cases, the screening test is positive for more than one drug, which means more testing.

It is now Tuesday afternoon.

4. Additional testing may be required beyond GCMS.

The positive test may also require additional testing beyond a GCMS confirmation test. In our example, to differentiate between legal amphetamines, like Adderall, and illegal ones, like methamphetamine, a further test (D&L Isomer) is performed, which can take a little extra time to differentiate between the "L" isomer, which indicates legal amphetamines, and the "D" isomer, which indicates methamphetamine. Half to a full day may be required to do this.

We are in luck. In our example, this lab tests around the clock, so the specimen was released to the medical review officer (MRO) on Tuesday evening.

5. The MRO interview is now required.

Aha! Now that the lab has determined the test was positive for an "L" legal amphetamine, the final positive result is reported back to the MRO. Starting early Wednesday, the MRO is calling the specimen donor, who has up to 72 hours to return the call and will be asked, "Can you tell me why your test was positive for amphetamine?" This process follows DOT protocol, allowing the employee time to respond before the MRO labels the test a "presumptive positive," which happens if the donor fails to contact the MRO office within the three-day window. MROs make numerous efforts to reach the employee at the phone numbers given on the drug testing form and/or by asking the employer to assist in asking the employee to contact the MRO office to validate the drug test result. The employee is given the benefit of doubt and all contact attempts are well documented.

Finally, the MRO review takes place on Thursday afternoon, with the employee stating that the drug is prescribed. All that is left to do is for the MRO to verify the prescription.

6. The MRO has to validate any legal prescription the employee claims to be using.

It might have taken 24 to 48 hours for the donor to connect and have the MRO review. If they claim to have a legal prescription that explains the positive amphetamine test, the MRO office will verify with the pharmacy or physician that the prescription is valid, current and being taken within prescribed guidelines. Abusing or overusing medication can impair employees, leading to a positive drug test result, even if it's a legal prescription.

In our example, the MRO finds out it's not the employee's Adderall prescription that they are using, but their child's, which is illegal drug use. The test is finally reported out to the employer, exactly one week later, on Friday.

Wow, that took a long time, didn't it? Thankfully, it's the exception and not the rule. The best way for employers to avoid these kinds of delays is to work with a well-qualified, third-party administrator who can help you navigate these tricky waters so you, too, will have smooth sailing. ■

Honey Before Vinegar

By **Dave Elniski**, *Transportation Safety Professional*

Things can quickly get personal during a commercial motor vehicle inspection. I know many commercial motor vehicle drivers who feel like law enforcement is simply out to hassle them while they are trying to make a living. Such a driver is unlikely to approach an inspection with a positive attitude.

Is it up to law enforcement to change this type of attitude in a driver or other member of a private trucking company? No, not really.

No one has the right to operate a commercial truck; rather, such a vocation is a privilege. Since roadways are public spaces, commercial truck owners and drivers must adhere to safety regulations so that their profits do not come at the expense of public safety. If operators ignore the rules, law enforcement is there to do what it takes to create compliance.

However, an aggressive and accusatory stance toward a commercial driver can create feelings of contempt and distrust within the driver which can become barriers for future interactions with law enforcement. This is human nature: You can tell me I'm wrong constructively, but offend me in the process and our future interactions may become strained if the negative feelings are not addressed.

There are times when protecting someone's feelings must be a lower priority than other actions. Impaired drivers need to be removed from the road immediately. Trucks with out-of-service defects must be stopped and repairs made before the vehicle proceeds. The public must be protected and served.

When a violation on a vehicle is less dramatic though, a kinder approach can be taken. After all, many commercial drivers are unaware of every single type of minor violation that may be present on their vehicle. Or perhaps a defect developed en route. Either way, these are situations where some compassion and understanding need to be communicated to the driver.

This goes both ways. Law enforcement makes mistakes too. Carriers and drivers who are starting the dispute process need to demonstrate professionalism and appreciate the human factors that may have resulted in the error.

There should be little to no adversarial relationships between carriers and law enforcement in day-to-day commercial motor vehicle law enforcement. If there is, these feelings need to be examined to understand where they come from.

No one should be feuding over an ABS light violation.

Unfortunately, the trucking industry is full of needless negativity which can drag law enforcement and carrier relationships down into bitter and egotistically motivated disputes. And unfortunately, bitterness has a long shelf life. Fortunately, however, opting for honey instead of vinegar, whenever possible, can draw out the best in people. Through a positive and professional approach, I have witnessed many emotionally charged interactions end on a better note than the one on which they started.

Professionalism and positivity should never be equated with weakness or passivity, nor should aggressiveness and steam-rolling be equated with good leadership. Public safety and efficient logistics can coexist, and carriers and enforcement alike must always remember that these are the goals. ■



New Inspection Methods Are Needed for New Vehicle Technology

By **Bob Blair**, President, Lite-Check Fleet Solutions Inc.

The commercial motor vehicle industry is aggressively pursuing innovative vehicle technology for improved performance and safety for heavy-duty vehicles. Some of these innovations include enhanced roll stability systems for brakes, GPS for vehicle tracking, wheel-end sensing, pressure control and monitored lighting systems. Today, these tools are in operation using the North American standards for 12-volt DC power, the standard seven-pin connector and wiring systems, and power line carrier (PLC) communications for trailer anti-lock braking systems' (ABS) health. Many of the proposed ideas require additional wires or wireless communication technology to transmit device data to the driver and carrier operations.

Questions loom about the testing and maintenance of these new features, especially if the feature becomes critical to road safety. Drivers and maintenance technicians will become familiar and then dependent upon new features that could possibly fail at a critical time. How does the roadside inspector and maintenance operation discover a malfunction? New tools will be needed along with procedures.

The many efforts to improve vehicle road safety, especially with semi-trailers, pose an issue of connectivity. The tractor, truck, bus and automobile are all self-contained vehicles. The trailer depends upon the air, power and operation from the tractor.

The North American standard relies on the PLC signal which requires constant power via the auxiliary circuit in the seven-wire system. ABS can greatly enhance the combination vehicle operation by using CAN (controller area network) as is done in tractors in North America and Europe today. Unfortunately, this requires additional pins beyond the seven used currently. Various suppliers to the industry have proposed methods to add the pins and interconnect the computers and sensors on the trailer. Some proposals involve future changes to voltage, such as 24-volt, 48-volt and higher voltage systems, when considering electrification of trailer axles.

Smart trailer systems are now in production and more are coming. Paul Menig, CEO of Business Accelerants, is leading efforts within the American Trucking Associations' Technology and Maintenance Council (TMC). TMC's S7 Trailers, Bodies and Materials Task Force is defining the next generation of trailer electrical/electronic architecture that will interconnect all the sensors and computers envisioned, while the S1 Electrical Task Force is defining how to interconnect the tractor with the trailer to achieve future capabilities while maintaining backward compatibility with the roughly 4.25 million trailers in operation.

In addition, under the auspices of TMC, Menig teamed with Charlie Willmott, of WillGo Transportation Consulting, to conduct a survey called the eSMART™ Trailer Survey. The initial study is focused on trailer/rental leasing companies, as they comprise a small number of companies but are large in terms of numbers of trailers, representing close to hundreds of thousands of fleets and their needs for improved operations. Survey results were shared at the TMC Spring Virtual Meeting.

There are four areas of significance for trailer connectivity to the tractor and to fleet operations personnel or elsewhere in the complex supply chain of freight transportation:

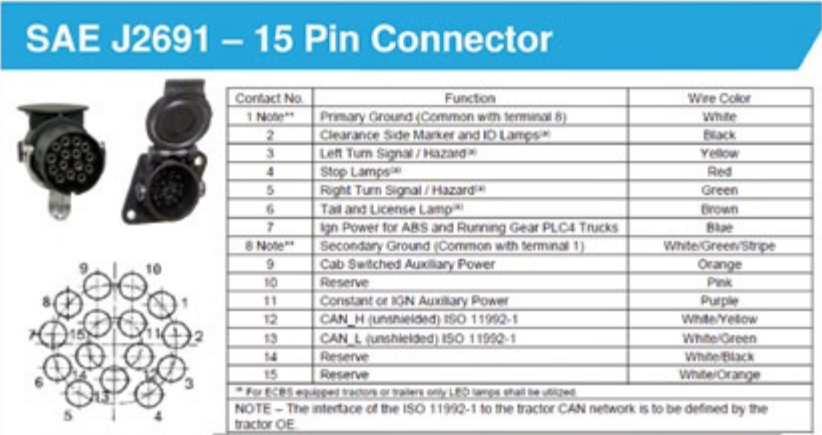
- Mechanical, such as the king pin, safety chains and air lines
- Electrical power
- Wired
- Wireless

One of several proposed solutions adapts the 15-pin connector used in Europe with the seven-pin connector used in North America. The pin designations in the figure below show there

would be duplication of signals from the seven-pin connector. Another recent proposal uses the seven-pin connector for backward compatibility and adds a connector only for digital communications. Many of the proposals have electronics in the nose box of the trailer.

How does a roadside inspector check a trailer with all these features? How does a maintenance technician make sure everything is working correctly? It will certainly be much different than it is today. An agreed-upon standard will help eliminate many variations which add complexity and uncertainty to the inspection process. Computer-controlled equipment will be key, and it will need to communicate wirelessly to the sensors and computers on the trailer as well as to the roadside inspection station.

CVSA and its members will be working with TMC and suppliers to ensure they accomplish their mission to improve commercial motor vehicle safety and inspection and enforcement uniformity throughout Canada, Mexico and the United States. ■



CVSA to Resume In-Person Level VI Certification Training Next Fiscal Year

Due to COVID-19 emergency and travel restrictions, CVSA canceled all in-person Level VI certification classes for fiscal 2021, opting to teach via the Level VI CVSA Learning portal. The Level VI Program will begin to schedule in-person Level VI certification classes beginning Oct. 1, 2021, the start of the next fiscal year.

To schedule a class in your state, please contact Carlisle Smith at carlises@cvsa.org or 301-830-6147. ■



About 'RAD Inspection News'

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

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

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

☑ MARK YOUR CALENDAR

Level VI Certification Refresher Course JANUARY 24, 2022 | SAN DIEGO, CALIFORNIA

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

For more information, visit www.cvsa.org/events/cohmed-conference. ■



WIPP Transportation

Waste Isolation Pilot Plant (WIPP) drivers must pass stringent safety and emergency response examinations and maintain good driving records. To that end, the U.S. Department of Energy (DOE) employs a professional trucking firm with an excellent safety record and years of experience in transporting hazardous materials. Their drivers work in pairs to ensure the truck and payload are attended at all times and that drivers are rested when it is their turn to drive.

The waste is transported in four shipping casks approved for use by the U.S. Nuclear Regulatory Commission (NRC). Three shipping casks, the TRUPACT-II, HalfPACT and TRUPACT-III, are designed for hauling contact-handled (CH) transuranic (TRU) waste, while the RH72-B is used to transport remote-handled (RH) TRU waste. All four casks meet NRC and U.S. Department of Transportation (DOT) radiation limits for public safety.

TRUPACT-II

Each stainless steel TRUPACT-II is approximately eight feet in diameter, 10 feet high and constructed with leak-tight inner and outer containment vessels. The TRUPACT-II can hold up to 14 55-gallon waste drums, eight 85-gallon drums, six 100-gallon drums, two standard-waste boxes or one 10-drum overpack.

The TRUPACT-II underwent extensive testing at Sandia National Laboratories in Albuquerque, New Mexico. A single WIPP shipment can consist of a maximum of three TRUPACT-IIs or a combination of TRUPACT-IIs and HalfPACTs.

HalfPACT

Some shipments will consist of CH TRU waste drums that weigh as much as 1,000 pounds each. The total weight of the shipment (including the truck and trailer) can weigh no more than 80,000 pounds under U.S. DOT requirements. To meet these requirements, the U.S. DOE designed the HalfPACT, a cask for CH waste that is shorter, and therefore lighter, than the TRUPACT-II. Each HalfPACT can carry up to seven 55-gallon drums, four 85-gallon drums or three 100-gallon drums.

A single WIPP shipment can consist of a maximum of three HalfPACTs or a combination of HalfPACTs and TRUPACT-IIs. The HalfPACT is expected to eliminate about 2,000 shipments of TRU waste over the 35-year operating life of WIPP.

TRUPACT-III

Large CH TRU waste containers known as Standard Large Box 2s (SLB2s) are too big to fit inside the TRUPACT-II or HalfPACT. In an effort to accommodate these SLB2s, the U.S. DOE designed a third CH TRU waste shipping cask, the TRUPACT-III. This is a large rectangular cask used to transport the SLB2. The cask is comprised of inner and outer stainless-steel plates and polyurethane foam to protect against potential punctures and fire danger. One TRUPACT-III is transported on a custom designed trailer. The maximum allowable weight of a TRUPACT-III cask can be up to 55,116 pounds, making a fully loaded TRUPACT-III shipment 84,096 pounds.

A TRUPACT-III shipment is a non-divisible load, meaning parts of the shipment cannot be removed to lessen the weight. Therefore, overweight shipping permits can be obtained for shipments to WIPP.

Did you know...

In order to meet USDOT regulations, a fully loaded truck cannot weigh more than 80,000 pounds. This includes the weight of the tractor and trailer.

Vehicles

WIPP uses conventional diesel tractors and specially designed trailers. The trailers can carry a total of three TRUPACT-IIs or HalfPACTs, one TRUPACT-III or one RH-72B per shipment. Features in the tractor cab include:

- A computer keyboard linking the vehicle with a satellite tracking system
- Continuous tracking by a central control room at the WIPP site
- Redundant two-way communication systems

Each shipment is inspected to the CVSA Level VI Inspection standards, the industry's highest level, prior to departing a TRU waste generator site. WIPP drivers are required to stop and check their trucks and payload every 150 miles or three hours en route. The trucks are also subject to inspection at state ports of entry. Other transportation safeguards include:

- Designated safe parking areas along all routes for use in inclement weather or off-normal conditions
- The ability to replace or repair tractors en route within eight hours

For more information, contact the WIPP Information Center at the U.S. Department of Energy Carlsbad Field Office at 1-800-336-WIPP (9477) or infocntr@wipp.ws. ■



Did you know...

Some shipments will consist of CH TRU waste drums that weigh as much as 1,000 pounds each.

IACP Annual Conference and Exhibition

SEPTEMBER 11-14, 2021 | NEW ORLEANS, LOUISIANA

📅 MARK YOUR CALENDAR

Level VI Inspection Public Outreach Program representatives travel throughout the U.S. to promote the Level VI Inspection Program, including participating with DOE stakeholders at various local, state and national meetings. The Level VI Inspection Public Outreach Program will have a booth at the International Chiefs of Police (IACP) Annual Conference and Exhibition in New Orleans, Louisiana, Sept. 11-14. Make sure you stop by to learn more about the Level VI Inspection Program and to ask any questions you may have.

For more information on the IACP Annual Conference and to register, visit www.theiacpconference.org. We hope to see you there. ■



Level VI Train the Trainer Course

AUG. 10-12, 2021 | COLUMBUS, OHIO

📅 MARK YOUR CALENDAR

Due to the COVID-19 pandemic, the Level VI Train the Trainer Course was postponed twice. That course has now been rescheduled and will take place in person Aug. 10-12 in Columbus, Ohio. State trainers who were due to attend the Train the Trainer Course last year should register for the upcoming August course.

The Level VI Train the Trainer Course is for individuals who are responsible for providing Level VI refresher training to their state's Level VI CVSA-certified inspectors in order for those inspectors to maintain their Level VI CVSA certification. If you have any questions, contact CVSA Director of Level VI Inspection Program Carlisle Smith at carlises@cvsa.org or call 301-830-6147.

To register for the Train the Trainer Course, visit www.cvsa.org/training. ■



Level VI Roadside Inspections (2021 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total	% of Total
Number of Level VI Inspections	0	66	66	100%
Point of Origin	0	37	37	56.06%
En Route	0	29	29	43.94%
Point of Destination	0	0	0	0%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	65	65	98.48%
Level VI Inspections with Violations	0	1	1	1.52%
Level VI Inspections with Out-of-Service Conditions	0	1	1	1.52%

Level VI Roadside Inspection Violations (2021 - Fiscal)

Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS %
393.47D	All Brakes - Insufficient Brake Lining Thickness	1	3	33.33%	3	100%
393.75A3	Tire - Flat and/or Audible Air Leak	2	2	22.22%	2	100%
393.45D	Brake Connections with Laks or Constrictions	1	1	11.11%	1	100%
393.75A3	Fuel Tank Requirement Violations	1	1	11.11%	0	0%
393.75A3	Inspection, Repair and Maintenance of Parts and Accessories	1	1	11.11%	1	100%
393.75A3	Operating a CMV Without Proof of a Periodic Inspection	1	1	11.11%	0	0%

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TO OUR NEW ASSOCIATE MEMBERS

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Walkyrie Engineering LLC / Whiting Systems Inc.

TO OUR NEW LOCAL MEMBERS

As of May 10, 2021

Oxford Police Department / Pearland Police Department / Round Rock Police Department



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AUGUST 29-SEPTEMBER 2, 2021

CVSA[®] ANNUAL CONFERENCE AND EXHIBITION *Wilmington, Delaware*

Join us for our first in-person conference in 20 months. Yes, we will be meeting in person again for the 2021 CVSA Annual Conference and Exhibition in Wilmington, Delaware. We look forward to seeing you.

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