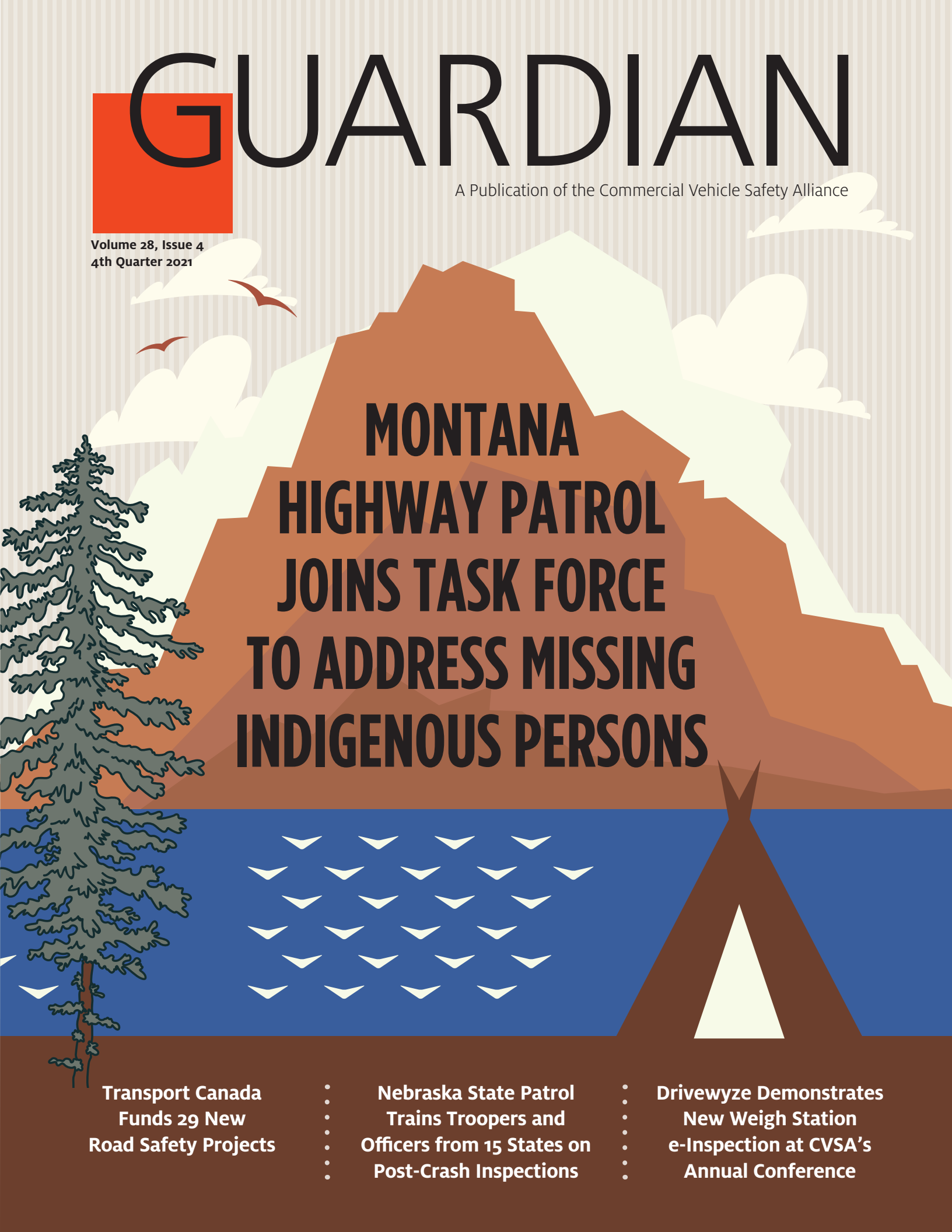


GUARDIAN

A Publication of the Commercial Vehicle Safety Alliance

Volume 28, Issue 4
4th Quarter 2021



MONTANA HIGHWAY PATROL JOINS TASK FORCE TO ADDRESS MISSING INDIGENOUS PERSONS

Transport Canada
Funds 29 New
Road Safety Projects

Nebraska State Patrol
Trains Troopers and
Officers from 15 States on
Post-Crash Inspections

Drivewyze Demonstrates
New Weigh Station
e-Inspection at CVSA's
Annual Conference

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GUARDIAN

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Commercial Vehicle Safety Alliance



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PRESIDENT'S MESSAGE

Starting a New Path Forward

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

As winter was taking over and temperatures were dropping in most of our home jurisdictions, things were just heating up at the winter CVSA Board of Directors Meeting, where a primary focus was to clearly establish CVSA's next strategic plan.

With many forks in the road, establishing the path upon which we want to move forward sets our direction and goals, acting as a guidepost from which the Alliance's board of directors, staff and entire membership can base its decisions.

You can't, or at least shouldn't, move forward unless you know where you are stepping. Aimlessly wandering about sounds great for a Sunday stroll, exploring in the woods or a new city you may be visiting. You may be amazed at what you'd find. On the other hand, you may end up back where you started or completely lost. In order to continue toward zero highway fatalities, zero injury crashes, and a safe and efficient transportation system, we need to know where we are headed, and set our priorities and goals. We need a plan to have the positive and lasting impacts which we seek.

Our last strategic plan was implemented in 2016. Using that as a guide, we made a lot of positive changes in the past five years and have come quite a way. We have increased our membership, expanded our services, created educational opportunities for industry and enforcement, and overcome regulatory challenges. We evaluated the progress made on our 2016 strategic plan and created a report card. If you haven't had a chance to review the report card, I encourage you to read it at www.cvsa.org/about-cvsa/strategic-plan.

Many of us have been part of a strategic planning process. It is not easy work. We are all invested in the future and have a passion for our work. We have our own thoughts and plans, success stories and, admittedly, some things that weren't as effective as we may have hoped.

Still, a professional process and plan can create a great recipe for success. We can bring together ideas, thoughts and hopes, put the right amount of each into the pot, and create a

feast that will sustain this organization for the next five years.

As corny as the food metaphor may be, it is accurate. We need contributions from everyone to make this work. Each ingredient is important. Some contributions add subtle "flavor" to the plan, others give it structure. It isn't balanced without both.

With a variety of tasks and subjects we want to tackle, our strategic plan – a menu, if you will – lays out all we seek to accomplish and offer. It reminds us, and tells others, our priorities and where we are headed. It allows us to focus our energy and resources toward common goals.

It would be fantastic if we could just say our goal was to eliminate commercial motor vehicle crashes, and not need a plan to get us there. We could go home happy thinking our job was done. However, we've had that goal for 30 years and crashes still happen. A hands-off approach would be like skipping the whole meal and heading right for dessert – every day. While that has an appeal in the moment, it would not sustain us over the long term, nor is it realistic. We must carefully develop a recipe for success, combining all the necessary ingredients, or everything crumbles apart like a dry cake. If you skip steps or leave out some of the ingredients, it just doesn't work, and we would never get that oh-so-sweet taste of success.

In this strategic plan, there is a new ingredient we must factor in: automated vehicle technology, which is evolving rapidly. The regulatory and practical impacts these vehicles will continue to make have the potential to be astonishing. How are we going to deal with automated vehicles roadside? How do we deal with the automated technology that is already changing? How will industry partners adopt the technology and when? What regulatory changes are coming for automated vehicles, as well as vehicle component changes?

Additionally, manufacturers are changing and evolving their machines to make them safer and more efficient. We must evolve with them. The next model is almost always better, but it's different. What will the Motor Carrier Safety Assistance Program look like in another five years? Having a solid strategic plan puts

us in place to adapt to change in ways that meet our priorities. It gives us answers when questions arise.

By the time you read this, the biggest portion of the work will be done. All the Post-it® notes on the board will be down. Scratch-outs and add-ons on the whiteboards will be erased. Each step – organizing our goals and thoughts, putting them together and finalizing the plan – will occur in its own time.

I look forward to sharing the work completed thus far by the board and getting feedback from the membership. Your insight is a vital ingredient.

When I ran for CVSA president, I said I didn't have all the answers but wanted to be part of the process to find the solutions. I look forward with great anticipation to doing just that as part of the strategic planning process and thank you for the opportunity. While it's not easy work, it is rewarding.

As I find myself realizing, for some reason, that it's lunch time, I'll close with how excited I am to be part of CVSA. The transportation system is evolving, probably faster than we anticipate, and the highway safety potential is beyond encouraging. I look forward to working with all our partners to drive down the "road to zero."

As we kick off 2022, I hope that your holidays were filled with love and laughter, along with delicious treats. ■





EXECUTIVE DIRECTOR'S MESSAGE

Organizational Stability – Knowledge Management and Professional Development

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

As organizations grow and evolve, one of the biggest challenges many entities face is knowledge management, such as sharing past experiences, discussing lessons learned during and after an event or project, or even the relatively simple task of developing and providing cross-training opportunities. It's easy to fall into the trap of going through your day-to-day routine of taking care of business, working through a 'to-do' list without ever thinking about what would happen if you or someone on your team were suddenly not around.

One of the biggest favors you can do for an organization is to build a team – a team with a positive 'get it done' attitude upon which you can rely. However, aligning the responsibilities of individual members to form a cohesive team is like putting together a puzzle where you might not have all of the pieces or the pieces may inadvertently be out of place. One very important lesson is to constantly work toward finding the appropriate fit for people, making any needed changes to make sure

you're always aligning individual skillsets with responsibilities and providing employees with the tools that will allow them to thrive.

In comparison, one of the biggest favors you can do for an individual or a team is to provide them with organizational or professional development opportunities that challenge them to take on new responsibilities, sometimes with surprising results.

As we approached the end of 2020 and into early 2021, with the impacts of COVID-19 still in full swing, I was looking at this pandemic experience as an opportunity, and thought long and hard about how I could leverage this unique experience to learn something new about myself and the Alliance.

Many of you are already aware that for several weeks during 2021, I was disconnected from my daily routine and was far away from the office, in the expansive wilderness fulfilling a physical and mental journey of "thru-hiking" the Appalachian Trail (AT). However, this

adventure wasn't just about me fulfilling a longtime goal. It was also an opportunity to manage my personal mental health and to work on a performance objective of evaluating the Alliance's stability by removing myself from the day-to-day activities for an extended period of time in order to stress-test the organization's resiliency.

Before I continue, since you may be wondering, what makes a hike a "thru-hike?" It is an end-to-end backpacking trip on a long-distance trail. The Appalachian Trail Conservancy (ATC) defines a thru-hiker as somebody who completes the trail in one season/12 months or less. This is to distinguish from section hikers, who do parts of the trail over the course of multiple years. For those of you who are unfamiliar with the trail, the AT was completed in 1937 as a mountain footpath extending over 2,000 miles from Springer Mountain in the north Georgia mountains to Mount Katahdin, which is located in Baxter State Park in northern Maine. The ATC describes it as the longest hiking-only trail in the world.

...the trail provided me
with ample time to
slow things down in
order to really reflect
on the Alliance...



Generally, it takes individuals four to six months to hike the trail from end to end. Even though several hundred people attempt to thru-hike the trail each year, only about one in five actually finish. It's a very long physical and mental struggle that takes a lot of perseverance and determination. Traveling between March 7 and September 25 – coming off the trail eight times to return to the office – I completed the entire length of the northbound AT in just 110 days on-trail. Since my time on-trail was limited, I hiked very aggressively. In 2021, the official distance of the trail is recorded as 2,193 miles, which means I averaged a little under 20 miles a day. These were very long days, usually from sunrise to sunset. I had a number of days where I even hiked well into the night with only a headlamp.

Over my six-month journey, the trail provided me with ample time to slow things down in order to really reflect on the Alliance and all of our organizational activities. The time away highlighted a couple of areas upon which I

plan to focus. Firstly, we need to continue working on staff development by creating and providing cross-training opportunities, and secondly, we need to make sure that we're always focused on building a culture of knowledge management. Having all of the details of an initiative or project reside with one or two people could be detrimental to the overall organizational health of the Alliance.

In closing, my thru-hike of the AT was one of the most rewarding experiences of my life. A special heartfelt thank-you to my team for taking care of the business of the Alliance in my absence. We have an awesome group of individuals at CVSA and without their hard work and dedication to the membership of the Alliance, I wouldn't have been able to fulfill this longtime goal. I feel very fortunate to have been able to complete this adventure because of them. ■



**Appalachian Trail
2021**

 MARK YOUR CALENDAR

2022 CVSA EVENTS

COOPERATIVE HAZARDOUS
MATERIALS ENFORCEMENT DEVELOPMENT
(COHMED) CONFERENCE

JANUARY 24-28, 2022
SAN DIEGO, CALIFORNIA

CVSA WORKSHOP

APRIL 3-7, 2022
BELLEVUE, WASHINGTON

NORTH AMERICAN INSPECTORS
CHAMPIONSHIP

AUGUST 15-19, 2022
INDIANAPOLIS, INDIANA

CVSA/FMCSA DATA QUALITY AND
SYSTEMS TRAINING

AUGUST 16-18, 2022
INDIANAPOLIS, INDIANA

CVSA ANNUAL CONFERENCE
AND EXHIBITION

SEPTEMBER 18-22, 2022
RAPID CITY, SOUTH DAKOTA

LETTER TO THE EDITOR

The Cost of Doing Nothing: Double Brokering Freight

By **Chris Burroughs**, Vice President of Government Affairs, Transportation Intermediaries Association

There continues to be a significant problem in the transportation supply chain that directly impacts safety. Still, the Federal Motor Carrier Safety Administration (FMCSA) – the federal agency with jurisdiction over the sector – does not have the resources or the desire to do something about it. I am talking about double brokering or illegal brokerage activities.

The most simplistic example of double brokering occurs when a freight broker selects a trucking company to haul their customer's freight. The trucking company then proceeds to select another trucking company to do the actual hauling. This is, of course, unbeknownst to the freight broker who thought they were hiring ABC Trucking, but XYZ Trucking hauled the load. Sometimes, a shipment might be "brokered out" four or five times.

How does this impact safety? Well, let me explain. A freight broker vets trucking companies to ensure they (1) are appropriately registered with FMCSA, (2) have obtained the minimum insurance requirements, and (3) have not been placed out of service at the carrier level. This is all done at the broker's behest because no federal standard establishes a selection criterion. When a load gets brokered multiple times, the likelihood of an unsafe trucking company moving freight grows. Trucking companies are doing great work on our nation's highways, but they are not required to vet another carrier thoroughly.

Who gets hurt in the end? For starters, the broker who didn't select the trucking company, as well as the trucking company itself if they find out they chose a fraudulent company that has no intention to pay. Most importantly, the American motoring public that shares the roads with unsafe, fraudulent trucking companies gets hurt in the end.

Why has nothing been done about this? Well, it has in the sense that Congress, back in 2012, understood this was a problem and included language on double brokering in the Moving Ahead for Progress in the 21st Century Act (MAP-21). The act strictly prohibited "unauthorized broker activities" and established fines and penalties on companies and individuals that illegally brokered freight. The problem is FMCSA has failed to enforce this law and continues to turn a blind eye to this rampant problem. To date – nearly a decade after its passage – there has not been a single fine or violation against a trucking company or business that is illegally brokering freight. At the same time, I know personally of several dozen examples that have been brought to their attention.

Why does FMCSA continue to do nothing? If you were to ask them, as I have, the answer is always the same: "We do not have the resources to enforce this." While I understand federal agencies' constraints and limitations regarding funding and staffing, it has been nearly a decade since MAP-21 became law and well past the time to deal with this issue.

In my position as the vice president of government affairs for the Transportation Intermediaries Association (TIA), I am ramping up the narrative on this issue on behalf of the organization. TIA is focusing its efforts on educating members of Congress on illegal brokering to get them engaged and put pressure on the Biden administration to act – and to do so with urgency. I also strongly urge all of you to do the same.

Chris Burroughs may be reached at
burroughs@tianet.org or 703-299-5700. ■

REGION II

Kentucky State Police and Governor Celebrate Opening of New Commercial Vehicle Scale House

On Sept. 21, Kentucky Gov. Andy Beshear congratulated the Kentucky State Police (KSP) Commercial Vehicle Enforcement Division on the opening of the Floyd County Scale Facility, as leaders cut the ribbon to the weigh station.

The facility, located on U.S. Highway 23 North at mile marker 21, opened in 2020, but the official grand opening was postponed due to safety concerns related to the coronavirus pandemic.

“Kentucky is making infrastructure and technology upgrades every day to better serve all Kentuckians, keep our state safe and provide critical resources to a skilled workforce to move our communities forward as we continue our economic momentum,” said Gov. Beshear. “This new facility features enhanced technology to ensure large trucks are in compliance and drivers are operating them safely on the U.S. 23 corridor and beyond. Thank you to the Kentucky State Police, Kentucky Transportation Cabinet and Kentucky Trucking Association for your commitment to advancing the commonwealth through this new facility.”

During the ribbon cutting with the Kentucky Transportation Cabinet (KYTC) and Kentucky Trucking Association (KTA), KSP Capt. Jamie Collins said the scale house facility project was made possible with funding provided by KYTC and will serve as a tool for officers and inspectors to increase highway safety.

“Not only will this scale house ensure that commercial vehicles operating on U.S. 23 are in compliance, but it will also improve employee safety for our officers and inspectors working here,” said Capt. Collins. “State-of-the-art optical recognition tools improve efficiency and safety for our employees.”

The scale house features the Kentucky Automated Truck Screening (KATS) technology, which is being utilized across the state at 17 other locations. KATS helps to quickly identify commercial motor vehicles that may have safety, credential or registration violations by scanning the

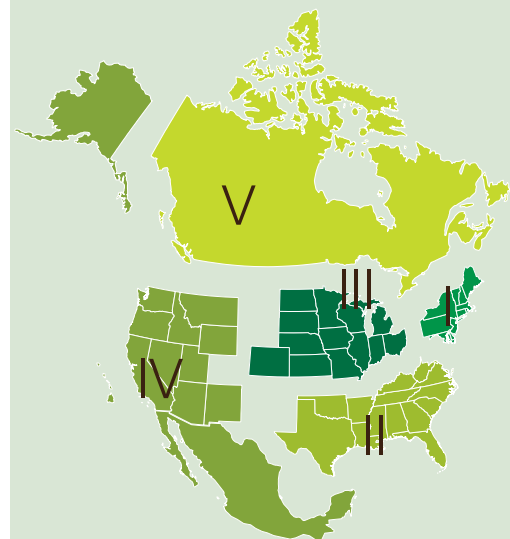
Kentucky Weight Distance, a tax license issued for all carriers traveling on Kentucky roadways with a combined license weight greater than 59,999 pounds, and license plate numbers. Trucks that are suspected to be noncompliant are then flagged for commercial motor vehicle enforcement officers to inspect. Additionally, the facility is 1,000 square feet in size, including three offices, a restroom, break area for staff, outdoor safety lighting and an unobstructed view of the highway in all directions.

“Weigh stations are in place to protect the safety of all drivers and are an important part of ensuring commercial trucks meet weight and size requirements and to protect the condition of our roads,” said KYTC Secretary Jim Gray. “The KATS technology will proactively identify potential safety violations and outstanding taxes to ensure commercial vehicle drivers are paying their fair share to use the roads.”

The Kentucky Trucking Association, which serves as the voice for the commercial industry while fostering partnerships that promote highway safety in the commonwealth, also spoke at the ribbon-cutting acknowledging the critical need of a weigh station in Floyd County.

“We believe the opening of this facility will further both the Kentucky Trucking Association’s mission as well as that of the Kentucky State Police to promote commercial vehicle safety,” said KTA President Rick Taylor. “This new facility will provide KSP the tools they need to effectively identify potential violations.”

The mission of KSP’s Division of Commercial Vehicle Enforcement is to encourage and promote a safe driving environment through education and safety awareness while enforcing state and federal laws and regulations, placing special emphasis on commercial vehicles. In 2020, the Commercial Vehicle Enforcement Division inspected 55,474 trucks resulting in 8,549 out-of-service violations. ■



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

Updates From the Florida Highway Patrol

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

Florida Troopers Support Operation Clear Track Through Enforcement Details at Railroad Crossings

Members of the Florida Highway Patrol Office of Commercial Vehicle Enforcement joined law enforcement and rail safety partners across Florida and the United States from Sept. 20-26 to support Operation Life Saver and National Rail Safety Week. On Sept. 21, troopers focused selective enforcement details at railroad grade crossings throughout the state during the Operation Clear Track campaign to promote safety awareness and conduct enforcement related to rail crossing violations by passenger vehicles and commercial motor vehicles.

Operation Clear Track is the single largest rail-safety law enforcement initiative in North America. Its goal is to reduce the number of railway crossing and trespassing incidents across Canada and the U.S.



Tpr. Larry Favors Receives 2020 FTA Trooper of the Year Award

On Oct. 14, Florida Trucking Association (FTA) President Alix Miller presented Tpr. Larry Favors, of Commercial Vehicle Enforcement Troop I Jacksonville, with the 2020 FTA Trooper of the Year award. Favors was recognized for his actions during a traffic stop on Interstate 10 on April 6, 2020, when the driver of a commercial motor vehicle suffered a life-threatening medical event. Tpr. Favors recognized the driver's distress and intervened by attending to the driver and summoning EMS. The driver was transported to a nearby hospital and survived. Doctors credited Tpr. Favors' immediate action with saving the man's life, stating that the man was truly only moments from death. Tpr. Favors

was also recognized for his dedication to providing educational outreach to members of the industry and work with the FTA at No Zone events to teach teen drivers how to safely drive around commercial motor vehicles, and for volunteering in his community to enhance the lives of others who are less fortunate. Tpr. Favors is a dedicated member of the Florida Highway Patrol Office of Commercial Vehicle Enforcement and proactively supports important safety missions to promote commercial vehicle safety, reduce crashes on Florida's roadways, and save lives.

Congratulations to Tpr. Favors.



Florida Highway Patrol Participates in 3 Million Safe Miles Ceremony for Walmart Driver

On July 14, Lt. Natalie Ruff and Sgt. Casey Moore participated in a 3 Million Safe Miles ceremony for Walmart driver Larry Warr at the Alachua distribution center. The Florida Highway Patrol truck tractor was on display during the ceremony. Warr has been with Walmart for more than 20 years. Warr was presented with a \$10,000 safety bonus and a new Walmart truck tractor. He was also presented with a certificate from the Florida Highway Patrol and publicly thanked for his dedication to safety on our roadways. Several dignitaries were in attendance, including representation from Senator Keith Perry and Congresswoman Kat Cammack's offices.

After the ceremony, Lt. Ruff and Sgt. Moore participated in a Walmart safety class, where drivers were trained in pre-trip inspections, proper coupling techniques and backing. Sgt. Moore was even given the opportunity to take the backing challenge, which he successfully completed.

Congratulations to driver Larry Warr. ■



North Carolina State Highway Patrol Commercial Vehicle Enforcement Updates

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

Working Interstates and Reducing Electronic Distractions (WIRED) Campaign

The National Highway Traffic Safety Administration leads the national effort to save lives by preventing dangerous driving behaviors such as distracted driving. There are four types of distractions while driving:

- **VISUAL** – looking at something other than the road
- **AUDITORY** – hearing something not related to driving
- **MANUAL** – taking hands off the wheel
- **COGNITIVE** – thinking about something other than driving

The North Carolina State Highway Patrol Commercial Vehicle Enforcement (CVE) Section is doing its part to curb this issue at the state level. In May, it introduced WIRED, a crash reduction campaign concentrated on “Working Interstates and Reducing Electronic Distractions” while driving a commercial motor vehicle. To meet the goal of reducing distracted driving collisions, the CVE Section placed an emphasis on North American Standard Level III Inspections, which provide the highest visibility in high-crash corridors.

Various troop interstate and roadway segments were selected for WIRED based on crash data provided by the Institute for Transportation Research and Education. WIRED enforcement occurs each week from May through December on the days and times with the highest historic collision rates.



CVSA National Training Center Virtual Course Administration

As we wrap up the last quarter of 2021, the training unit of the North Carolina State Highway Patrol CVE Section remains at full speed. Collectively, they have adapted to conducting meetings and attending training via a virtual platform.

Although there are many invaluable attributes to in-person learning, the CVE Section has embraced the convenience and flexibility of virtual course instruction. From January through September, it conducted four North American Standard Part A courses, two Part B courses, three General Hazardous Materials courses, one Cargo Tank Inspection course, one Passenger Carrier Vehicle Inspection course and one Other Bulk Packaging course. CVE Section instructors have provided classes to more than 200 in-state and out-of-state students.

Master instructors M.R. Herring (retired) and Sgt. J.D. Berrong II and instructors Tpr. R.C. Rogers; Tpr. T.D. Darnell, Jr.; Tpr. B.C. Baxley; Tpr. C.V. Barrett; and Tpr. K.P. Marino, along with the newest addition to the North Carolina State Highway Patrol National Training Center instructor team, Sgt. M.E. Heon, all play a part in making the training program successful. Each instructor extensively researches and prepares for the courses in their area of certification and expertise. In addition, they readily make note of and share tips, tricks and trends with one another in order to effectively and consistently deliver course content across all areas.

The main objective of the North Carolina State Highway Patrol CVE Section is to reduce commercial motor vehicle-involved collisions, fatalities and injuries statewide through consistent, uniform and effective commercial motor vehicle safety inspections. This objective is strengthened through partnerships with the Federal Motor Carrier Safety Administration, which has as its primary mission to reduce crashes, injuries and fatalities involving large trucks and buses, and that agency's National Training Center, which serves as the national focal point for the development and delivery of motor carrier safety training. These partnerships allow the CVE Section to keep its section of the nation's roadways safer through commercial motor vehicle safety enforcement. ■

REGION II

Multiple Agencies Come Together to Inspect Buses for Formula 1 Racing Fans

On Oct. 21-22, in a joint effort between various law enforcement agencies and private companies, commercial motor vehicle inspectors conducted safety inspections of the buses hired to shuttle Formula 1 Aramco United States Grand Prix (F1 USGP) motor race fans to and from the Circuit of the Americas (COTA) motor racing track and facilities, located just outside downtown Austin. This was a sold out, three-day event with participants coming from all over the world.

To ensure the safety of its patrons, F1 provided law enforcement with space at COTA to conduct the mass inspections, and Getz Transportation provided inspectors with access to more than 100 shuttle buses.

This inspection effort was organized by the Austin Police Department (APD) Commercial Vehicle Enforcement (CVE) Unit and could not have been done without the support and efforts of multiple agencies. Participating inspectors were from all over the state and from a variety of agencies including Texas Department of Public Safety (DPS), the Federal Motor Carrier Safety Administration (FMCSA), Travis County Sheriff's Office (TCSO) and Cedar Park Police Department (CPPD).

Thirty-eight bus inspectors and 10 officers conducted or assisted with the inspections. DPS also provided three additional bus ramps which increased inspection efficiency, resulting in minimal down time for the buses and bus drivers.

Not only did the F1 fans come from all over, the buses did as well. They were brought in from Texas, Louisiana, Missouri, Georgia, Florida, Michigan, South Carolina, Mississippi, Tennessee and Mexico. This was an announced inspection: Getz Transportation Solutions notified the bus companies that there would be U.S. Department of Transportation safety inspections upon arrival.

This coordinated effort resulted in:

✓ **109 inspections being conducted during the two-day operation:**

- 96 Level I Inspections
- 2 Level II Inspections
- 11 Level III Inspections

✓ **41 CVSA decals being issued to buses where no violations were found.**

✓ **27 out-of-service violations found.**

- 23 (21.10%) buses were put out of service for safety violation(s).
- 4 (3.67%) drivers were put out of service for safety violation(s).
- The total out-of-service rate for buses and drivers was 24.77%.

✓ **185 violations being found.**

- 35 out-of-service violations were found. This included drivers not medically fit to drive or not having a logbook showing their hours of service. Mechanical issues included fuel leaks, inoperable or unmarked emergency exits, brakes not working properly, exhaust leaks and lighting violations.

When a bus or driver is put out of service, it is for a major violation of a safety rule. Once the violation is resolved, the vehicle or driver can go back into service. The findings above show that this announced inspection was vital for the safety of F1 spectators, participants and users of the roadways.

APD would like to thank all partnering agencies, Texas DPS, TCSO, FMCSA, CPPD, and COTA, F1 USGP, and Getz Transportation. The department also would like to thank the Greater Austin Crime Commission and the Austin Police Association for providing meals to inspectors. ■



✓ **MARK YOUR CALENDAR**

2022 ENFORCEMENT INITIATIVES



HUMAN TRAFFICKING AWARENESS INITIATIVE

January 11-13, 2022 — U.S.
February 22-24, 2022 — Canada
March 15-17, 2022 — Mexico



INTERNATIONAL ROADCHECK May 17-19, 2022



OPERATION SAFE DRIVER WEEK July 10-16, 2022



BRAKE SAFETY WEEK August 21-27, 2022



U.S. Attorney's Office Shuts Down Website Promoting Prostitution and Sex Trafficking, Indicts Owner

A leading website providing online advertisements for prostitution and sex trafficking has been seized and its owner charged in a 28-count federal indictment, according to Erin Nealy Cox, U.S. attorney for the northern district of Texas.

After the June 17 arrest of the website's owner on charges of promotion of prostitution and reckless disregard of sex trafficking, interstate racketeering conspiracy (facilitating prostitution), interstate transportation in aid of racketeering (facilitating prostitution) and money laundering, the website was replaced with a page notifying users that the website had been seized by the U.S. Department of Homeland Security pursuant to a warrant.

According to the indictment, the website's owner netted more than \$21 million off a suite of illicit websites promoting prostitution and sex trafficking. He allegedly registered the domain names for several of the sites just one day after the FBI shut down www.backpage.com, then the internet's leading source of prostitution and sex trafficking advertisements.

Despite terms of use purportedly forbidding the advertisement of illegal sexual services, the website and its affiliated websites allegedly allowed brothels, pimps and prostitutes to post hundreds of thousands of advertisements for sexual services, which users could then filter by geography and preference.

The website and its companion websites allegedly allowed advertisers to select from a pre-populated list of "intimate activities," then add nude photographs, descriptions, work hours, methods of payment and contact information for the women being advertised. In order to secure premium placement, the websites offered paid "upgrades," which could be purchased in Bitcoin or in exchange for gift cards from retailers. The website's owner allegedly used a

third-party gift card reseller to exchange these gift cards for U.S. currency.

In addition, the website's owner allegedly took steps to conceal his online activity by routing website traffic through an IP address in Europe, using a VPN to mask his IP address while conducting CardCash transactions, and funneling his proceeds through a network of business and personal bank accounts. At the time of his arrest, the U.S. Department of Homeland Security seized millions of dollars from accounts controlled by the website's owner.

The website, which served clients across the globe, included a list of 14 "favorite cities," including Dallas, Los Angeles, San Francisco, Las Vegas, Chicago, Atlanta, Miami and Boston. Law enforcement identified numerous minor victims in the website's advertisements, including a 13-year-old Jane Doe recovered in north Texas in November 2019.

"The defendant made millions facilitating the online exploitation of women and children," said U.S. Attorney Erin Nealy Cox. "The Justice Department will not rest until these sites are eliminated and their owners held accountable for their crimes."

"This case is a harsh reminder of the ruthlessness of human traffickers and lengths to which they go, including victimizing women and children, to make a profit," said Ryan L. Spradlin, special agent in charge of Homeland Security Investigations' (HSI) Dallas field office. "HSI maintains its unwavering commitment to investigate these heinous crimes, rescue victims and prosecute the offenders to the fullest extent of the law."

"The Secret Service remains committed to investigating and pursuing those responsible for cyber-enabled financial crimes. Although the explosive expansion of the cyber domain has forced us to develop innovative ways of conducting these types of investigations,

our proven model remains the same," said William Smarr, secret service special agent in charge of the Dallas field office. "This investigation is an excellent example of a partnership between local, state, and federal law enforcement agencies working together to successfully prosecute numerous violations of federal statutes. There are real innocent victims due to these crimes. The Secret Service also thanks the Northern District of Texas United States Attorney's Office for their aggressive support."

"I'm proud of our team who, with our federal partners, relentlessly pursued this investigation for more than a year. Today, we have made a significant impact on one of the world's largest digital marketplaces for prostitution and sex trafficking. We know many lives will be saved through this joint effort," said Michael C. Miller, chief of police for the Colleyville (TX) Police Department.

An indictment is merely an allegation of criminal conduct, not evidence. Like all defendants, the website owner is presumed innocent unless and until proven guilty in a court of law. If convicted, he faces up to 25 years in federal prison.

The defendant was charged in part under FOSTA-SESTA, the Fight Online Sex Trafficking Act (FOSTA) and the Stop Enabling Sex Traffickers Act (SESTA), a law that allows the federal government to prosecute websites that facilitate sex trafficking.

The North Texas Trafficking Task Force conducted the investigation, led by Homeland Security Investigations' Dallas Field Office, the U.S. Secret Service, and the Colleyville Police Department, with assistance from HSI's El Paso and San Jose field offices as well as the Texas Department of Public Safety. Assistant U.S. Attorneys Sid Mody, Rebekah Ricketts and John de la Garza are prosecuting the case. ■

REGION II

Laredo Sector Border Patrol Agents Rescue Nearly 50 Individuals Locked Inside a Trailer

Laredo Sector Border Patrol agents assigned to the Freer Station rescued almost 50 people who were found locked inside a trailer during an alleged human smuggling attempt near Freer, Texas.

The incident occurred shortly after midnight on Sept. 15, when a tractor-trailer approached the checkpoint on U.S. Highway 59. During primary inspection, a service canine alerted agents to the conveyance and agents referred the trailer to secondary agents for further inspection. During the inspection, agents discovered almost 50 individuals locked inside the trailer, which had an interior temperature of over 90 degrees Fahrenheit. All individuals were in the U.S. illegally and were from the countries of Mexico, Guatemala and El Salvador.

Human smugglers continue to have no regard for the safety and health of the people they exploit, who are treated like a commodity for profit. Help take a stand against criminal organizations and their potentially dangerous acts by reporting suspicious activity. To report local suspicious activity such as human and/or drug smuggling, contact the Laredo Sector Border Patrol toll free at 1-800-343-1994.

U.S. Customs and Border Protection (CBP) is the unified border agency within the Department of Homeland Security charged with the management, control and protection of our nation's borders at and between official ports of entry. CBP is charged with securing the borders of the United States while enforcing hundreds of laws and facilitating lawful trade and travel. Its Laredo Sector agents focus on the agency's enduring mission priorities of countering terrorism, combating transnational crime, securing the border, facilitating lawful trade, protecting revenue and facilitating lawful travel. ■

REGION III

Nebraska State Patrol Trains Troopers, Officers from 15 States on Post-Crash Inspections

Troopers and officers from 15 states and 20 agencies have new skills to serve their communities thanks to the Nebraska State Patrol (NSP). In September, the NSP Carrier Enforcement Division completed a series of training sessions which offered instruction in multiple disciplines of commercial motor vehicle inspections.

"We were proud to host dozens of troopers and officers from other states as they work to gain skills to better serve their communities," said Capt. Martin Denton, commander of the NSP Carrier Enforcement Division. "Traffic safety is a partnership that crosses state lines, and our team is always willing to share knowledge and skills with other agencies."

NSP hosted training sessions at the NSP Training Academy in Grand Island. Troopers from state law enforcement agencies, officers from several other agencies and representatives from CVSA all participated in the training.

"This class was modeled on what our troopers were seeing in the field," said Capt. Denton. "Post-crash inspections are critical in criminal cases and other crash investigations. This program was a perfect opportunity to not only fine-tune our internal training, but also share techniques and training with many other agencies. We're all working together to make roads safer."

The training sessions provided classroom and hands-on instruction in areas of forensic examination of commercial motor vehicles as well as completion of post-crash inspections of commercial motor vehicles. Participants conducted five different advanced Level I post-crash inspections throughout the week of training.

NSP was assisted in this program by many partners in the trucking industry, including the Nebraska Trucking Association, Crete Carrier, Werner Enterprises, Kramer's Wrecker Service, Bendix Commercial Vehicle Systems, Great West Casualty Company, Federal Motor Carrier Safety Administration and the Nebraska Attorney General's Office. ■



CVSA Staff and Inspectors Work with Industry for Video Shoot in Wisconsin

By **Lt. Karl L. Mittelstadt**, Motor Carrier Enforcement Section, Wisconsin State Patrol

It seems so long ago that the seed for the newly-released CVSA securement training video was planted. Back in 2017, during the North American Cargo Securement Harmonization Public Forum, discussion started about properly securing roll-on/roll-off container requirements and integral securement systems versus the same vehicles without integral systems.

The lugger box industry had submitted an issue request regarding the securement of lugger boxes on vehicles as well. Adding that type of vehicle to the discussion soon exposed the fact that not all inspectors were familiar with lugger boxes. Some thought they were the same as a roll-on/roll-off container (which they are not). It became evident that training guidance needed to be developed on the specific commodity of roll-on/roll-off and hook-lift container vehicles, as well as the lugger box truck that did not fall into the specific commodity section of the regulation.

A training bulletin was developed in the CVSA Training Committee with the assistance of the industry and was set to be voted on in the Vehicle and Training Committee, when the lugger box industry asked if they could do some performance testing to try to prove that there were alternative means that would adequately keep the box on the deck without having to secure the box under the general provisions. So, the issuance of the bulletin was set aside and with the help of Sadoff Iron and Metal Company, ACE Lugger Hoists, the Institute of Scrap Recycling Industries, Whealon Towing and Service, and the Wisconsin State Patrol, testing days were organized in Fond du Lac, Wisconsin, despite COVID-19.

The performance tests, which proved the equivalent means of securement for lugger boxes, were filmed, recorded and submitted to the Federal Motor Carrier Safety Administration.

Once that work was completed, CVSA's Vehicle Committee and North American Cargo Securement Harmonization Program approved an addition to the inspection bulletin outlining several different methods that can be used in the U.S. to secure lugger boxes. The bulletin was finalized in the Training Committee and approved by the CVSA Board of Directors in 2020.

You can find the 2020-05 – Securement of Roll-on/Roll-off, Hook-Lift and Lugger Containers on Vehicles Inspection Bulletin at www.cvsa.org/inspections/inspection-bulletins.

Based on the amount of discussion and confusion during the development of the inspection bulletin, the Training Committee requested that a training video be produced to reflect the information contained in the bulletin and provide uniform guidance to enforcement and industry.



This is another example of CVSA, enforcement and industry working together to ensure uniform application of the regulations and inspection processes.



In August, Andy Coates from Sadoff Iron and Metal, the CVSA Multimedia Team, drivers Kevin Kimpel, Jake Schneider and Bryan Heberer, and inspector Corey Dahl with Wisconsin State Patrol gathered in Fond du Lac to shoot footage for a new training video.

This is another example of CVSA, enforcement and industry working together to ensure uniform application of the regulations and inspection processes. It is greatly appreciated when industry steps up to assist and provide their expertise to the Alliance. This type of collaboration makes us all better at what we do.

The training video is available in your CVSA member portal. Visit www.cvsa.org/memberportal, click on the CVSA Learning tab, then select "Roadside." ■



UPDATES FROM Mexico

DGAF Presents at Green Fleet Virtual Congress

Representing the Ministry of Communications and Transport (SCT) in collaboration with the General Directorate of Federal Motor Transport (DGAF), DGAF General Director Ing. Salomón Elnecavé presented “Transport, Technology and New Trends” during the Sept. 28-30 Green Fleet Virtual Congress, organized by the German Cooperation for Sustainable Development in Mexico. The virtual congress brought together transport regulatory authorities, industry experts and specialized academics to discuss topics related to sustainable freight transport, green fleet initiatives and technological innovation.

Elnecavé discussed the premise that the evolution of technologies in land transport falls within a socio-historical context and presented a historical review about the technological leaps vehicles have made throughout the centuries. He also emphasized the current challenges of maintaining efficiency, security, intercommunication and sustainability.

As part of the safety and environmental initiatives in which the SCT-DGAF participates, its representatives highlighted agency actions that take advantage of technological advances, such as federal digital licenses, dynamic weighing systems and the Technological Roadmap of Land Transportation. The federal digital license was showcased as a technological advancement that provides safer, more efficient and faster

service. In addition, weigh in motion (WIM) dynamic weighing systems were mentioned as a tool for the inspection process which, once implemented in Mexico, is expected to reduce road accidents by counteracting the lack of enforcement personnel.

The Technological Roadmap of Land Transportation was mentioned as a project that seeks to identify Mexico’s vision for the future of freight, passenger and rail transport. To determine and prepare policies and incorporate new technologies in a timely manner, this project will require the training of staff, the creation of infrastructure and a review of the regulatory environment, among other actions. As part of the project, road and rail transport workshops have been held to analyze future trends in transport and the type of infrastructure that will be required. The analysis included the current conditions of trucking in Mexico, the need for energy diversification and industry projections.

At the end of the SCT-DGAF presentation, some speakers presented their concerns to Elnecavé regarding policies, standards and projects. Among the most pressing issues are the renewal of the vehicle fleet and the application of the dynamic weighing system.

The first results of the Technological Roadmap of Land Transportation in Mexico are now available.

Federal Transportation Inspectors Receive Anti-Human Trafficking Training

On Sept. 20, the DGAF in coordination with the SCT Centers of the Mexican Republic launched the Asphalt Guardians Against Human Trafficking course as part of the training for federal motor transport inspectors.

The course was taught virtually by two experts on the subject, Ana Karen Valdez and Nicole Marie Gallego. Valdez is a representative of the Consejo Ciudadano para la Seguridad y Justicia de la Ciudad de México, has training in pedagogy and has been part of the Together Against Human Trafficking Program for four years. Gallego is a representative of the Civil Association El Pozo de Vida, AC, has a master’s degree in social work, is an academic at the Universidad Nacional Autónoma de México and is a member of the operating committee of that association.

On behalf of SCT-DGAF, Elnecavé introduced “Asphalt Guardians” and highlighted the important role motor transport inspectors can play in identifying trafficking on federal highways. He recognized the work and commitment of inspectors toward road safety, the evolution of legal provisions and the responsibilities of public officials and civil society. Elnecavé also stated that the identification and prevention of human trafficking in Mexico involves a commitment from all.

Then, Valdez talked about legal approaches and general perspectives on the subject. Shortly after, Gallego led a conversation focused on the indicators, perspectives and protocols that federal motor transport inspectors could employ in the fight against human trafficking.

Three hundred inspectors received the training which will allow them to identify, recognize and report possible cases of human trafficking in the field. Of course, the training work does not end with this meeting. It is expected that in the future the scope of training may extend to other elements of the motor transport sector. ■

SCT Presents Cargo Securement Standard

To establish the technical requirements for securing cargo, the SCT presented the normative project NOM 015-SCT/2021. This project seeks to solve the problem that arises from the lack of comprehensive legal parameters regulating cargo securement, leaving it up to the discretion of whoever does a roadside inspection.

Relevant aspects of this project include estimates of the cargo securement system, responsibilities of the subjects involved and the conformity assessment procedure. The draft Official Mexican Standard is in the process of receiving public comments. Once published in the Official Gazette of the Federation as a final standard, it will go into effect immediately.



MONTANA HIGHWAY PATROL JOINS TASK FORCE TO ADDRESS MISSING INDIGENOUS PERSONS

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

Selena Not Afraid spent New Year's Eve 2020 at a party in Billings, Montana. The following day, she was in a van with five other people, heading toward her home in Hardin, about 50 miles east of Billings.

According to reports, the van broke down at a rest area about halfway to their destination. The driver was able to get the vehicle going

again; however, Not Afraid and a female friend were left behind. The van's driver had called a relative to pick the girls up. When the relative arrived, only the friend was present. She was without shoes and covered in scratches, and said she was not sure how she had gotten there. The friend reported that she had last seen Not Afraid wandering into a nearby field.

Nineteen days later, Not Afraid was found deceased approximately 1 mile southwest of the rest area. Hypothermia was listed as the cause of death. While authorities ruled her death as accidental, friends and family disagree with this assessment. She was believed to be headed back to the Crow Indian reservation in Big Horn County, which has one of the highest statistics of missing persons.

[Continued on next page](#)

Continued from page 15

MONTANA MISSING INDIGENOUS PERSONS TASK FORCE

OBJECTIVES:

- Reduce Indigenous missing persons in Montana
- Improve collaboration
- Identify families' needs
- Create a reporting system
- Track data on Montana missing indigenous persons
- Create a network of communication among tribal communities

GOALS:

- Identify jurisdictional barriers between federal, state, local, and tribal law enforcement and community agencies.
- Work to identify strategies to improve interagency communication, cooperation, and collaboration to remove jurisdictional barriers and increase reporting and investigation of missing Indigenous persons.



Montana has seven reservations and is home to 12 recognized Native American Tribes, along with members of dozens of other tribes. Tribal members make up approximately 6.5% of the state's 1.1 million residents. Sadly, this demographic makes up 26% of the reported missing persons in the state of Montana. That disproportionality repeats itself in other states with reservations. This has led to several grassroots movements with the intention of bringing attention to missing or murdered Indigenous people. These efforts have resulted in legislation at federal and state levels.

On Nov. 26, 2019, President Donald Trump signed Executive Order 13898 and created The Presidential Task Force on Missing and Murdered American Indians and Alaska Natives. The primary function of this task force is to address the concerns of missing Indigenous persons and create guidance for the many agencies responsible for investigating these crimes.

This move prompted the creation of the Montana Missing Indigenous Persons Task Force during the 2021 legislative session. It includes members from each of the state's eight federally recognized tribes, a representative from the Attorney General's Office, a representative from the Montana Department of Justice with expertise in the subject of missing persons and the Montana Highway Patrol. The U.S. Attorney General's Office (Montana district), Indian Health Services and the U.S. Missing and Murdered Indigenous Persons (MMIP) coordinator for Montana are also represented on the task force.

These task forces bring together people from the many groups working to address these problems, including some of the obstacles to

locating missing Indigenous persons. Both task forces have a defined goal of clarifying the roles, authorities, and jurisdiction that each agency brings to the situation. One of the main struggles for government officials and activists is the difficulty of navigating the quagmire of jurisdiction when it comes to American Indian Reservations. Both task forces look to create best practice guidance and new interagency agreements to help alleviate this issue.

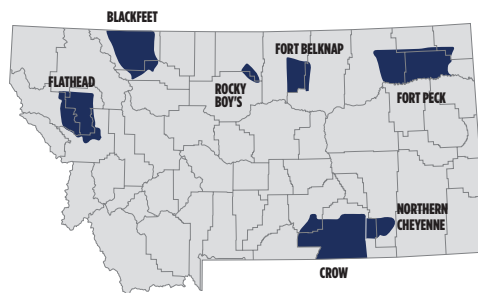
These missing persons are often found to be linked to human trafficking, a topic that has come to the forefront in the trucking industry. The trucker's lifestyle puts them in contact with many people moving down the highways, and those people don't always have the best intentions. This fact has been harnessed by organizations like Truckers Against Trafficking. Making truck drivers aware of signs of human trafficking means more missing persons will potentially be found and saved from bad situations. Both task forces look to bring the same awareness to the additional vulnerabilities found on America's Indian Reservations.

• **For additional information on the Presidential Task Force on Missing and Murdered American Indians and Alaska Natives, visit the Operation Lady Justice website at www.operationladyjustice.usdoj.gov.**

• **For more information on the Montana Missing Indigenous Persons Task Force, visit www.dojmt.gov/mmip-home.**

• **For more information on Truckers Against Trafficking, visit www.truckersagainstafficking.org.**

The Montana Missing Indigenous Persons Task Force is the hallmark of collaboration and communication needed to improve the response to missing Indigenous persons in Montana.



PRESIDENTIAL TASK FORCE ON MISSING AND MURDERED AMERICAN INDIANS AND ALASKA NATIVES

As stated in Executive Order 13898, in order to enhance the operation of the criminal justice system and address the concerns of American Indian and Alaska Native communities regarding missing and murdered people, the Presidential Task Force on Missing and Murdered American Indians and Alaska Natives shall:

- Consult with tribal governments on the scope and nature of the issues regarding missing and murdered American Indians and Alaska Natives.
- Develop model protocols and procedures to apply to new and unsolved cases of missing or murdered persons in American Indian and Alaska Native communities.
- Develop best practices for improving the way law enforcement investigators and prosecutors respond to the high volume of such cases and to the investigative challenges that might be presented in cases involving female victims.
- Collect and share data among jurisdictions and law enforcement agencies.
- Improve use of existing criminal databases, such as the National Missing and Unidentified Persons System, the National Crime Information Center, the Combined DNA Index System and the National DNA Index System.
- Establish a multi-disciplinary, multi-jurisdictional team, including representatives from tribal law enforcement and the departments of justice and the interior, to review cold cases involving missing and murdered American Indians and Alaska Natives.
- Address the need for greater clarity concerning roles, authorities and jurisdiction throughout the lifecycle of cases involving missing and murdered American Indians and Alaska Natives.
- Develop and publish best-practices guidance for federal, state, local and tribal law enforcement in cases involving missing and murdered American Indians and Alaska Natives.
- Develop and publish best practices related to communication with affected families from initiation of an investigation through case resolution or closure.
- Facilitate formal agreements or arrangements among federal, state, local and tribal law enforcement to promote maximally cooperative, trauma-informed responses to cases involving missing and murdered American Indians and Alaska Natives.
- Develop and execute an education and outreach campaign for communities that are most affected by crime against American Indians and Alaska Natives to identify and reduce such crime.
- Develop, in partnership with the National Missing and Unidentified Persons System, a public-awareness campaign to educate rural and urban communities about the needs of affected families and resources that are both needed and available.

CVSA'S HUMAN TRAFFICKING PREVENTION PROGRAM

CVSA's Human Trafficking Prevention program seeks to reduce human trafficking throughout North America through coordinated enforcement and investigative and educational awareness measures within the commercial motor vehicle industry. For more information about this program, visit www.cvsa.org/programs/human-trafficking-prevention.



Human Trafficking Awareness Initiative

CVSA launched a new three-day human trafficking awareness initiative.

- In the U.S., the initiative took place Jan. 11-13.
- In Canada, it's scheduled for Feb. 22-24.
- In Mexico, the dates are March 15-17.

For more information, including links to relevant websites and an online order form for free wallet cards and window clings, visit www.cvsa.org/programs/human-trafficking-prevention/htai.

Join the Program

The Human Trafficking Prevention program committee is open to all CVSA members. Committee members can be involved in this fight by participating in important discussions, shaping the future of this committee and its priorities, sharing feedback and perspectives, and providing recommendations and suggestions.

To join this committee, log in to your CVSA member portal. Under the "My Committees & Programs" heading, select "Browse Committees" to see the full listing of CVSA committees. Click on "Human Trafficking Prevention" to join that committee.

Once you're a member of the committee, you'll be alerted of upcoming meetings and conference calls, and will be involved in the decision-making process. ■



More Than 550 Individuals Attend CVSA's First In-Person Annual Conference Since 2019

CVSA President (2019-2021) Sgt. John Samis welcomed annual conference attendees to his home state of Delaware.

More than 550 people came to Wilmington, Delaware, for CVSA's first in-person annual conference since 2019. Attendees reflected the variety of professions which play a part in making our roads safer, with representatives from law enforcement, the motor carrier industry, transportation safety companies and commercial motor vehicle organizations.

The conference took place Aug. 29-Sept. 2, 2021, with board meetings held on the first and last day. Commercial motor vehicle safety professionals gather at this conference each year to work together to improve commercial motor vehicle safety, eliminate roadway crashes, and to improve inspection and enforcement uniformity, consistency and reciprocity throughout North America.

This year's conference was held in the home state of the Alliance's outgoing president – Sgt. John Samis of the Delaware State Police – in accordance with CVSA Bylaws. When his term ended on Oct. 1, Sgt. John Broers, with the South Dakota Highway Patrol, became the new president and Maj. Chris Nordloh, with the Texas Department of Public Safety, became vice president.

During the general session on Aug. 30, each member-country of the Alliance provided an update. Salvador Monroy Andrade, director of international matters for the Secretaría de Comunicaciones y Transportes (Ministry of Communications and Transportation) provided an in-person update on behalf of Mexico. Joel Turner, chair of the Canadian Council of Motor Transport Administrators Committee on Compliance and Regulatory Affairs provided his update remotely by video, as did Jack Van Steenburg, executive director and chief safety officer for the U.S. Federal Motor Carrier Safety Administration (FMCSA).

Attendees also heard Thomas B. Chapman, National Transportation Safety Board (NTSB) board member, speak about NTSB's Safe System approach, which aims to eliminate fatalities and serious injuries for all road users through a holistic view of the road system.

The conference also included region, committee and program meetings. All 10 CVSA committees met at the conference: Crash Data and Investigation Standards, Driver-Traffic Enforcement, Enforcement and Industry Modernization, Hazardous

Materials, Information Systems, Passenger Carrier, Policy and Regulatory Affairs, Size and Weight, Training, and Vehicle. Meetings were also held on each of the CVSA programs: Cooperative Hazardous Materials Enforcement Development, Human Trafficking Prevention, International Roadcheck, Level VI Inspections, Operation Airbrake, Operation Safe Driver and North American Inspectors Championship. There was also a meeting of jurisdictions that use performance-based brake testers.

At the annual conference, CVSA's membership voted for the next CVSA secretary. The secretary position is a direct path to the presidency. The person elected into the secretary position will serve one year in that position, one year as vice president, one year as president, then three years as past president. CVSA membership voted Col. Russ Christoferson, with the Montana Department of Transportation, into the position of CVSA secretary on Sept. 1. His term began on Oct. 1.

This year's secretary vote was the first time in the Alliance's history that Class II Local Members voted for the secretary. In the past,



CVSA held an awards luncheon to acknowledge departing leadership members, the CVSA President's Awards and the 2021 International Driver Excellence Award Winner. FMCSA Deputy Administrator Meera Joshi joined the luncheon virtually to announce FMCSA's MCSAP Leadership Awards.



CVSA Executive Director Collin Mooney (pictured right) joins Class II Local Members as they place their first-ever vote for CVSA secretary.



CVSA membership voted Col. Russ Christoferson, with the Montana Department of Transportation, into the position of CVSA secretary.

Commercial motor vehicle safety professionals gather at this conference each year to work together to improve commercial motor vehicle safety, eliminate roadway crashes, and to improve inspection and enforcement uniformity, consistency and reciprocity throughout North America.

only Class I Members were permitted to vote for CVSA secretary; however, the CVSA Board of Directors voted last spring to amend the bylaws to also grant Class II Members a vote. The Class II Local membership class may now vote as one membership block, as stated in the updated bylaws.

CVSA also held an awards luncheon, its first in more than a decade. The luncheon started with remarks from FMCSA Deputy Administrator Meera Joshi, along with the announcement of FMCSA's Motor Carrier Safety Assistance Program Leadership Awards. In addition, Kylla Lanier, deputy director for Truckers Against Trafficking (TAT) presented the TAT Champion Award to the Ohio State Highway Patrol.

CVSA President Sgt. Samis presented recognition plaques to members of the Alliance who were leaving their leadership roles – Lt. Allen England with Tennessee Highway Patrol; Buzzy France with Maryland State Police; Sgt. Eric Bergquist with Maine State Police; Adrian Kelleher with Louisiana State Police; David Lorenzen with Iowa

Department of Transportation; Scott Maguire with Massachusetts State Police; Sean Mustatia with Saskatchewan Ministry of Highways and Infrastructure; Terry Renfrow with Reliance Steel and Aluminum Co.; and Capt. Daniel Wyrick with Wyoming Highway Patrol.

Choosing and announcing the recipients of the President's Award is one of the special honors granted to each CVSA president. The President's Award is reserved for individuals who have made significant contributions to CVSA. Sgt. Samis presented the President's Awards to four deserving individuals – Tim Adams with International Registration Plan Inc.; David Lorenzen with Iowa Department of Transportation; FMCSA's Thomas Keane; and Richard Roberts with the British Columbia Ministry of Transportation and Infrastructure. The four new President's Award recipients join an exclusive and distinguished group of honorees from past years.

The final award of the luncheon was the International Driver Excellence Award (IDEA) which was presented to Allen Parker with Werner Enterprises Inc. CVSA recognizes

the exceptional careers of professional commercial motor vehicle drivers and their commitment to public safety through its driver excellence award. At the awards luncheon, Parker received a crystal trophy and a check for \$2,500.

Each year, at the annual conference, the proceeds from conference raffles are donated to a charity selected by the current president. This year, CVSA President Sgt. Samis selected Special Olympics Delaware. The Alliance raised more than \$3,500, all of which will go to provide year-round sports training and athletic competition for children and adults with intellectual and physical disabilities in the Delaware area.

The 2021 CVSA Annual Conference and Exhibition marks the reintroduction of CVSA's in-person events. View CVSA's in-person conference schedule at www.cvsa.org/future-events and mark your calendar for the next annual conference, scheduled for Sept. 18-22, 2022, in Rapid City, South Dakota. ■

CVSA Creates New Inspection Bulletin on Electronic Documents, Updates Two Existing Bulletins

CVSA created a new inspection bulletin on accepting specific electronic documents in place of hardcopies during roadside inspections. The Alliance also updated existing bulletins on the Drug and Alcohol Clearinghouse and hydraulic and trailer brake inspections.

Although the documentation required by Title 49 Code of Federal Regulations (CFR) Parts 300-399 is acceptable in an electronic format during roadside inspections and compliance reviews as long as it satisfies the regulatory record-retention requirements in Parts 300-399 in the U.S. and applicable provinces/territories in Canada, some industry stakeholders are hesitant to rely on electronic documents during roadside inspections. CVSA created a new inspection bulletin (2021-05 – Acceptance of Electronic Documents) to ensure all enforcement personnel and industry stakeholders are aware of the acceptability of certain electronic documents. The bulletin also includes examples of documents requested at roadside or in a compliance review that may be surrendered in electronic format. French Canadian and Spanish versions are also available.

CVSA also updated the following two inspection bulletins:

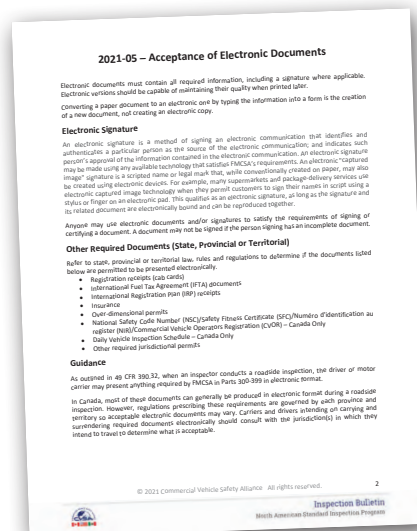
- **2020-02 – Roadside Examination of Drug and Alcohol Clearinghouse Status (Spanish version available)**
- **2012-04 – Hydraulic Brake System and Trailer Brake Inspection Procedure (French Canadian and Spanish versions available)**

CVSA reminds all certified roadside inspectors to visit the CVSA website for the latest versions of all inspection bulletins. To view all inspection bulletins, visit www.cvsa.org/inspections/inspection-bulletins. Inspection bulletins are also available in the CVSA Operations Manual in the CVSA member portal (www.cvsa.org/memberportal). The website and the operations manual will always contain the current version of each bulletin to be used by CVSA-certified roadside enforcement personnel.

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

'CVSA Inspector Focus' Videos Provide Additional Inspection Bulletin Instruction

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





INSPECTOR'S CORNER

Respect

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

There are a lot of issues dividing our society right now, and it seems like the list of issues that divide us is only growing. Maybe this is nothing new and it's simply the way in which we communicate now that makes it seem worse than ever. It used to be that if you had a feeling or opinion, you would share it with the people you see on a daily basis or perhaps you would express it on the phone with a few people. With the advent of social media, however, it seems that everyone is just waiting to post their most inane thoughts on every subject. Then, because everyone has to follow what everyone else is posting, someone with an opposing view will reply with their own inane thought. From there, the argument just grows and grows as everyone else comments with their equally inane thoughts.

Putting aside my feelings on social media, however, we are still left with the fact that there are a lot of issues that divide our society. Some of them may be larger than others. Some of them are deeply serious and some are just plain ridiculous. Although, when an argument starts, no one thinks it is a ridiculous thing to argue about, even if it is. Some of them are not about a difference of opinion, but differences in how people look, how they talk or sound, the clothes they wear, how they identify themselves or even their profession. Now, that is a pretty big list of differences getting turned into issues, and I don't think that I have the space in this article to discuss them all. However, I will take on that last one – choice of profession.

It has probably been going on forever. The first hunters probably looked down their noses at the first gatherers, and the gatherers probably thought the hunters were cruel for killing the woolly mammoths. All right, so maybe this is a bit of a flight of fancy, but you get the idea. Take some time to think about it and I'm sure you can come up with a few career choices upon which you have some less-than-positive thoughts.

Truck driving has long been one of those professions. Most people don't understand the necessity of commercial motor vehicles and simply think of them as a nuisance on the road. Most people have no idea how demanding it is to drive a large vehicle. They

have no idea of the additional space that is needed around a large vehicle or the blind spots created by its size. They get upset when they are moving near a truck because they think the trucks are unsafe. They don't realize that if something goes wrong, it's most likely because they, the drivers of passenger vehicles, did something wrong, like cut off the truck or drive in one of those blind spots. They get impatient when a truck is trying to maneuver into a loading dock—a loading dock that was precariously placed in a parking lot or alley by someone who is just as clueless about trucks as the impatient person who thinks their time more valuable than the truck driver's.

A lot of the reason people look down on truck drivers is because, just like in every profession, there are bad truck drivers. We've all seen drivers who don't know how to drive very well and have no business handling something larger than a golf cart. Fortunately, those drivers are in the minority. Unfortunately, that doesn't stop some people from stereotyping all truck drivers and thinking they all have those failings.

It seems that law enforcement is now in a similar situation. I will not deny that there are people who have no business in law enforcement. There are those who put on the uniform and badge and think that somehow means they are above the society we are sworn to serve. There are those who think that because they carry a gun, they are allowed to act like tyrants. Now, it may sound cliché, but I got into this profession because I wanted to serve my community. I didn't do it for any kind of power trip, or because I think I'm better than anyone else. Now that I'm on this path, I truly feel that this is my calling. Because of this, it pains me to see my profession being poorly represented. It doesn't matter that the offender may not be in my agency or even in my state. When I see evidence of someone who abused their power or acted in contradiction to our oath, it truthfully makes me sick.

There is an analogy by retired army Lieutenant Col. Dave Grossman in which he compares law enforcement, soldiers and others in similar roles to sheepdogs who are there to protect the flock from the wolves who would prey

on the sheep. But they must also, at times, protect the sheep from themselves. While a true sheepdog would not hurt one of its flock, the sheep don't always like having the sheepdog around. The sheepdogs may look a lot like wolves because they prepare to fight against the wolves, and sometimes they must growl or bark at the sheep to keep the flock together and out of harm's way.

Now, while this analogy is apt, it only goes so far. One way in which I disagree is that it implies that law enforcement is separate from the rest of society. I don't feel this is the case. I live in the community that I patrol and have stopped people I know and associate with off duty. Unfortunately, just as there are those outside law enforcement who try to divide us from the rest of society, there are some in law enforcement who do the same thing. They stereotype certain groups and separate them from others, and they also do the same to themselves. Some even divide themselves into subgroups within law enforcement. They think their particular version of policing is better than others.

I'm sure there are similar thoughts in the trucking industry. One type of transportation, or one company, looks down on others. While there is something to be said for having loyalty within a team, this goes beyond that. I can be proud of my team or group without dividing us from others. Why do we need to divide ourselves more and more? Why do we need to have a mentality of us versus them? Because that is the root of the issue right there. When we divide ourselves, we start to focus more on our differences than our common ground, and we could fight forever about our differences.

I am fortunate in my particular version of law enforcement. Although I have seen my share of not-so-professional drivers, I have also had the privilege of associating with some true professionals. While most people don't enjoy it when we stop them, professional drivers and motor carriers who are interested in safety understand our role and appreciate what we do. This also works in reverse. Law enforcement involved in commercial motor vehicle enforcement must understand and

Continued on next page

Continued from page 21

If we could all just take a step back from ourselves and show some respect for each other, it would prevent a lot of problems.

appreciate the role of the drivers and companies as well, because we need those professional drivers and companies interested in safely transporting the goods on which we all rely. We could put every truck out of service but that would not accomplish our goal. It would just mean that there is no one left to haul goods. It is the drivers and companies that want to do the right thing that keeps commerce flowing while making the roads safer.

This brings us back to my main point: respect. We don't need to divide ourselves and fight. Even if we disagree on something, we can each respect the other. Just because I've caught you making a mistake doesn't mean you are less of a person or not deserving of the same respect I would show anyone else. Conversely, a driver who was just called in for an inspection can respect the officer and understand that the stop is for the greater good, and that cooperating with the process will make the whole thing go smoother and quicker.

We all know, however, that within this process there will still be areas of disagreement. Truck regulations are unfortunately a complicated thing at times, especially with all the different rules for different situations and exemptions that are in place. When the FAQs and interpretations are almost as numerous as the rules themselves, that tells you that you're dealing with something complex. I would like to say that all of us in law enforcement are experts and know every aspect of every rule, but that simply is not the case. Like I've said in previous articles, we all make mistakes at times. The same goes for drivers and companies. While it would be nice to say that anyone who operates in the industry should know every rule and follow them all correctly, this is again not going to be the case. Just because someone makes a mistake or doesn't understand something correctly, though, does not mean they are not deserving of respect.

This is the difference in interactions between enforcement and industry compared to a lot of the rest of society. If you follow the news or look at social media, it would seem that gone are the days where two people could disagree on something and have a

constructive conversation about it. We can't agree to disagree anymore. Instead, it seems that everyone thinks they are right; therefore, if you think something different, you must be wrong. Further, not only are you wrong, but because you don't agree with them, you are a bad person. Then, because they think you're a bad person, they must spout some vitriol telling all the world how terrible you are. Now, because this is how we pass information and communicate in the world these days, everyone else starts taking sides. Because you can't remain neutral either. You have to make a choice: you're either on their side or you're a bad person.

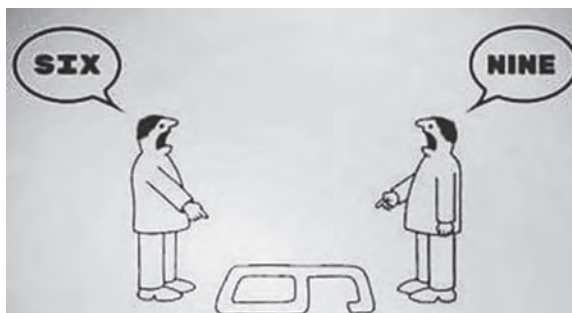
Conversely, there have been numerous times throughout my career where I have been able to communicate with a driver or even the trucking company and come to an understanding. Even if we don't agree on something, there is respect for each other, and in the end, acknowledgment that each of us has a different perspective. Even though I may disagree with them, I still have respect for them. I don't think they are bad people just because we disagree.

Unfortunately, there are exceptions to these "agree to disagree" interactions. Some of the not-so-professional drivers don't want to hear

anything an inspector explains to them. There are also law enforcement personnel who will never admit they are wrong simply because they have a badge. Both are entrenched in their thinking and don't believe they are wrong, even when shown incontrovertible evidence. It's even worse when one of them comes into contact feeling that way before the inspection has even started. The person with this mindset automatically thinks that the other person is the problem, because they already think the other person is bad. Further, truck drivers and law enforcement can use social media to the same effect as anyone else, and now everyone else starts to take sides.

If we could all just take a step back from ourselves and show some respect for each other, it would prevent a lot of problems. I'm not a theologian, but every religion that I'm aware of has some version of the same rule – treat others with respect. It doesn't matter if you don't agree with someone's choices or how they act. They are still a human being and deserve some respect.

Just as I've discussed before, you can't always change the world by yourself. However, if we all work on changing ourselves and our little corner of the world, just imagine what the world would start to look like. ■



**Just because you are right
does not mean I am wrong.
You just haven't seen life
from my side.**

**We don't
need to divide
ourselves and
fight. Even if
we disagree
on something,
we can each
respect the
other.**



THE LEGISLATIVE AND REGULATORY RUNDOWN

Infrastructure Bill Invests Millions in Safety Programs

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

In November 2021, after months of debates and negotiations, Congress passed the Infrastructure Investment and Jobs Act. While the bill is largely focused on infrastructure investment, with \$1 trillion dedicated to various initiatives and priorities, it also included a five-year surface transportation reauthorization. The reauthorization makes several policy changes impacting commercial motor vehicle safety programs; however, the big story is the significant increase in funding for the commercial motor carrier safety grants and the Federal Motor Carrier Safety Administration (FMCSA).

The Motor Carrier Safety Assistance Program (MCSAP) will see an increase of more than \$80 million in the first year of the authorization, going from \$308.7 million to \$390.5 million. The High Priority grant program increases from \$45.9 million to \$57.6 million, and the Commercial Driver's License Program Implementation grant program increased from \$33.2 million to \$41.8 million. All three programs see modest increases in the subsequent years of the authorization as well.

This legislation presents a rare opportunity to make a significant impact on roadway safety. The investment and opportunity come at a

critical time, as we see crashes and fatalities on the nation's roadways increasing. Report after report tells us that people are driving faster and more recklessly, and we are seeing the results of that behavior in the crash and fatality rates. The first half of 2021 saw the largest increase in roadway fatalities ever recorded – a nearly 20% increase over the same time period in the previous year.

Stakeholders throughout the transportation safety field are working to understand this alarming data and figure out how to address the trend. FMCSA is reaching out to the states and other stakeholders to identify creative ways to invest those funds in programs that advance its critical safety mission as swiftly and effectively as possible. The agency is looking for ways to reach more motor carriers, more quickly and with better precision, and is encouraging jurisdictions to do the same, with an emphasis on high-visibility traffic enforcement and other tactics proven to have a direct impact on safety. FMCSA is also exploring how to improve new entrant safety audits and compliance reviews, and it is looking for new ideas from the jurisdictions.

One of the biggest challenges the states and FMCSA will face is how to invest the

additional MCSAP funds quickly. While other transportation programs can focus funds on hard infrastructure, like roads and bridges, MCSAP is a program driven by people – and hiring and training people takes time. The states will have to balance the desire to staff up programs and deploy more enforcement personnel with the need to ensure long-term program stability. While the next five years will see historically high funding levels for MCSAP, the jurisdictions are unsure about what comes after that: Will the funds remain at these levels or will they be reduced, forcing them to eliminate positions in just a few years?

In addition, the grants come with match and maintenance-of-effort requirements. This means that states will have to come up with a lot of additional money to access the federal funds. The jurisdictions are working with FMCSA to try to address these and other challenges to investing Infrastructure Investment and Jobs Act funds. These challenges, while real, are not insurmountable and those in the commercial motor vehicle safety community do not want to miss this opportunity to better serve the shared mission of reducing crashes, injuries and fatalities on our roadways. ■

Visit www.cvsa.org/legislative-updates/2021 then click on the Nov. 12, 2021, legislative update for a helpful summary of relevant commercial motor vehicle provisions in the bill.

 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.

Canada Funds New Road Safety Projects

This summer, Canada's Minister of Transport, the Honorable Omar Alghabra, announced that Transport Canada selected 29 new projects to receive funding from the Enhanced Road Safety Transfer Payment Program.

The program will provide \$12.5 million to fund projects across Canada that will improve vehicle safety and reduce the risk of collisions, including new tools to decrease drug-impaired driving, improve cyclist safety, utilize connected and automated vehicle sensors, and decrease distracted driving and speeding.

Examples of key projects include:

- developing a virtual reality simulator for commercial drivers to improve road safety
- assessing how simulation technology impacts truck driver training, and determining if this technology is helpful in creating favorable conditions for women to join the trucking industry
- creating a commercial vehicle inspection station with virtual operations
- monitoring impaired driving in Canada
- increasing public awareness to find visual cues to promote road safety

Provincial and territorial governments, non-governmental organizations, academia, safety organizations and private sector enterprises are among the groups receiving funding.

The Enhanced Road Safety Transfer Payment Program directly supports Canada's national road safety priorities. A list of all successful projects, including those from previous years, is available online at www.tc.canada.ca. ■

- Transport Canada provides annual contributions to the provinces, territories and the Canadian Council of Motor Transport Administrators to support the implementation of the National Safety Code standards, as well as the management of the national Instructor Training and Certification Program, through the existing Road Safety Transfer Payment Program. Budget 2019 bolstered these efforts by adding additional funding through the Enhanced Road Safety Transfer Payment Program.
- The Enhanced Road Safety Transfer Payment Program funds projects to help create tools that address road safety challenges. The program provides funding to government and non-governmental organizations to support road safety initiatives.
- Funding for the Enhanced Road Safety Transfer Payment Program for 2021-2022 is \$12.5 million, an increase of \$2 million over the previous year and the highest level offered to date.
- Combined, the existing and the enhanced programs provide \$43.2 million over three years, dedicated to improving road safety in Canada.





Entry-Level Driver Training Regulations Require Minimum Training for CDL Applicants

By **Joshua Jones**, Commercial Driver's License Division, Federal Motor Carrier Safety Administration, U.S. Department of Transportation

The final countdown is on to Feb. 7, 2022, the compliance date for the Entry-Level Driver Training (ELDT) regulations.

Mandated by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and published in 2016, the ELDT regulations set a federal minimum standard for the required training of entry-level drivers. An entry-level driver is defined as an individual applying to:

- Obtain a Class A or Class B commercial driver's license (CDL) for the first time,
- Upgrade a Class B to a Class A CDL, or
- Obtain a school bus (S), passenger (P) or hazardous materials (H) endorsement for the first time.

ELDT requirements will improve safety on our nation's roads by:

- Setting a national baseline for entry-level driver training to ensure drivers have the knowledge and skills they need to safely operate commercial motor vehicles (CMVs) on our nation's roadways
- Ensuring only drivers who have successfully completed the required training will receive a Class A or Class B CDL, or school bus, passenger or hazardous materials endorsement
- Requiring states to verify that a driver has completed the applicable entry-level driver training before administering the CDL skills or knowledge tests
- Setting qualification standards for training providers and ELDT instructors
- Providing drivers with the knowledge and experience they need to operate CMVs safely and meet their operational responsibilities

The Training Provider Registry

The ELDT Final Rule established a Training Provider Registry, which is an electronic database administered by the Federal Motor Carrier Safety Administration (FMCSA). The Training Provider Registry will support FMCSA's goal of ensuring only qualified drivers are behind the wheel of CMVs, by connecting entry-level drivers with eligible training providers that have registered with FMCSA and self-certified that they meet all requirements established by the ELDT regulations.

States Play a Critical Role in ELDT

Beginning Feb. 7, 2022, state driver licensing agencies (SDLAs) must verify that CDL applicants subject to the ELDT regulations have successfully completed the required training before administering the Class A or Class B CDL skills or knowledge test for the H endorsement. SDLAs will verify this electronically, using their IT systems to access information stored in the Training Provider Registry.

An SDLA may issue a CDL to an individual who obtained a commercial learner's permit (CLP) before Feb. 7, 2022, who has not completed entry-level driver training, as long as the individual obtains a CDL before the CLP or renewed CLP expires.

The Training Provider Registry will only verify whether a driver has completed the federal minimum standard required by the ELDT regulations. It will not verify whether a driver has met any state or local requirements that exceed the minimum federal requirements.

Mandating that entry-level drivers complete minimum federal training standards improves safety for all users of our nation's roadways. State personnel, training providers and drivers should be aware of the approaching compliance date for this important safety initiative.

If you have any questions about ELDT or the Training Provider Registry, please visit <https://tpr.fmcsa.dot.gov> or email TPR@dot.gov. ■

HOW DOES THE TRAINING PROVIDER REGISTRY SUPPORT ELDT?



U.S. Department of Transportation Announces 2021 Road Safety Student Art Contest Winners

U.S. Secretary of Transportation Pete Buttigieg and Federal Motor Carrier Safety Administration (FMCSA) Deputy Administrator Meera Joshi announced the winners of the 2021 Road Safety Student Art Contest via a congratulatory video. The announcement was made during National Truck Driver Appreciation Week, Sept. 12-18, when truck drivers throughout the country were honored for their contributions to keeping the economy moving as they safely delivered essential goods.

"Every year, the Federal Motor Carrier Safety Administration asks young artists to help raise awareness about how important it is to keep people safe on the road – and this year's submissions were terrific," said Secretary Buttigieg. "I want to thank every student who chose to share your art with us."

"You've used art to create powerful and important messages," said FMCSA Deputy Administrator Meera Joshi in congratulating all of the winners, adding, "What you've done with color and images drives home the message of safety in a way words alone just cannot."

The winning artwork of the following 12 students will be showcased in the U.S. Department of Transportation headquarters building in Washington, D.C., and featured in the 2022 Road Safety Student Art Calendar.

GRAND PRIZE WINNERS:

(shown on the top of the next page)

- **Kindergarten to Fifth Grade:**
Avni Choudepally - Cary, North Carolina
- **Sixth to Eighth Grade:**
Amy Lin - Belle Meade, New Jersey
- **Ninth to Tenth Grade:**
Abigail Regnier - Jefferson City, Missouri
- **Eleventh to Twelfth Grade:**
Olivia Stone - Anchorage, Alaska

FMCSA PEOPLE'S CHOICE ART CONTEST AWARDS WINNERS:

(shown below)

- **Aaban Mahmood** - Coraopolis, Pennsylvania
- **Abby Chan** - Crofton, Maryland

HONORABLE MENTION RECIPIENTS:

(shown on the bottom of the next page)

- **Karthikeya Vatterm** - McDonald, Pennsylvania
- **Lynn Sun** - Livingston, New Jersey
- **Noah Cho** - Wheaton, Illinois
- **Pranav Balakrishnan** - Plano, Texas
- **Preetigga Sudhakar** - Simpsonville, South Carolina
- **Yohann Lee** - Studio City, California

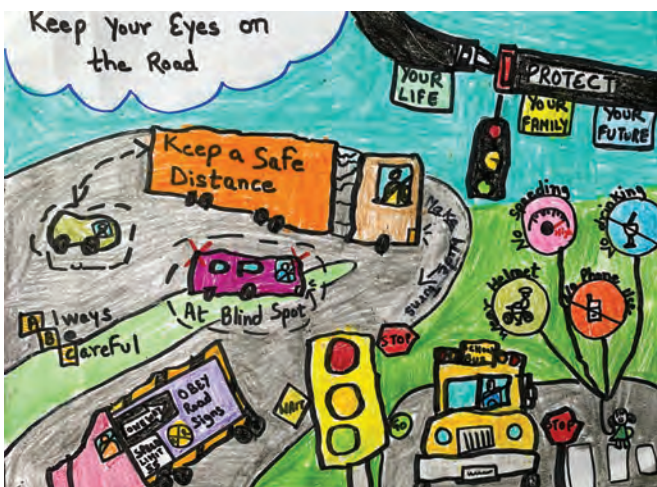
This year's Road Safety Student Art Contest challenged students ranging from kindergarten through high school to design and create motivational artwork providing safety messaging for all roadway users — truck and bus operators, passenger vehicle drivers, motorcyclists, scooter riders, bicyclists, skateboarders and pedestrians.

Conducted annually, the contest is sponsored under FMCSA's Our Roads, Our Safety partnership, of which CVSA is a member, along with more than 30 governmental, safety, industry and private organizations. Every roadway traveler, young to old, can help save lives and reduce injuries by making safety a priority. Always buckle up, avoid becoming distracted, stay alert and pay attention when entering intersections.

Through their work, the young artists call on commercial truck and bus operators to do their part for safety, while also reminding everyone to give large commercial motor vehicles extra room to maneuver. Submitted art included messages such as never cut in front of a large truck or bus, never tailgate, and avoid lingering in the drivers' blind spots – "The No Zone" along the sides, immediately in front and behind the trucks and buses where cars cannot be seen.

To learn more about the Road Safety Student Art Contest and to see the winning entries, visit www.fmcsa.dot.gov/OurRoadsArtContest. ■

PEOPLE'S CHOICE WINNERS:



Aaban Mahmood



Abby Chan

"What you've done with color and images drives home the message of safety in a way words alone just cannot."

- FMCSA Deputy Administrator Meera Joshi

GRAND PRIZE WINNERS:



Avni Chouddepally



Abigail Regnier



Amy Lin



Olivia Stone

HONORABLE MENTION RECIPIENTS:



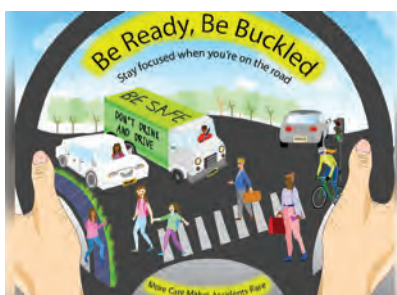
Karthikeya Vattam



Noah Cho



Preetigga Sudhakar



Lynn Sun



Pranav Balakrishnan



Yohann Lee

FMCSA Reminds Motor Carriers of 3G Network's Sunset and Effect on ELDs

The Federal Motor Carrier Safety Administration (FMCSA) is reminding motor carriers that when mobile providers sunset 3G in the near future, electronic logging devices (ELDs) on that network may no longer be able to meet the ELD Technical Specifications. Therefore, FMCSA strongly encourages motor carriers relying on 3G to take action as soon as possible to avoid compliance issues.

Mobile providers will begin shutting down their 3G networks to make room for more advanced network services, including 5G. This will leave many older mobile devices unable to use data services.

Once a 3G network is no longer supported by a provider, it is highly unlikely that any ELDs that rely on that network will be able to meet the minimum requirements established by the ELD Technical Specifications, including recording all required data elements and the transfer of ELD output files.

Therefore, any ELD that requires 3G cellular connectivity to function will no longer be in compliance with the ELD rule after the 3G network it relies on is sunset. In accordance with Title 49 Code of Federal Regulations 395.34, the carrier has eight days to get the malfunction resolved, in this case by replacing the outdated device, unless an extension is granted.

Major providers have announced anticipated dates for completing shutdown of their 3G networks. The dates are below. However, sunsetting of 3G will take place over a period of time, with providers retiring parts of their networks sooner than the listed completion dates. A 3G device will register a malfunction when in an area that does not support that network.

- AT&T 3G: Feb. 22, 2022
- Sprint 3G (T-Mobile): March 31, 2022
- Sprint LTE (T-Mobile): June 30, 2022
- T-Mobile 3G: July 1, 2022
- Verizon 3G: Dec. 31, 2022

Note that many providers not listed, such as Cricket, Boost, Straight Talk and several Lifeline mobile service providers, run on the AT&T, Verizon or T-Mobile networks.

What actions do motor carriers need to take? Confirm whether your ELD relies on a 3G network. If you are unsure, contact your ELD provider.

- **If your ELD does not rely on 3G** and meets all minimum requirements, no further action is needed.
- **If your ELD does rely on a 3G network**, ask your ELD provider about their plan for upgrading or replacing your device to one that will be supported after the 3G sunset, and complete the necessary actions as soon as possible.

While the announced sunset completion dates listed in this article can help you to avoid service disruptions and compliance issues, dates are subject to change. Contact your mobile carrier for up-to-date information. FMCSA strongly encourages motor carriers to take the above actions as soon as possible to avoid compliance issues, as portions of carrier 3G networks will be unsupported in advance of the announced sunset dates.

Questions? Contact ELD@dot.gov.

<https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices> ■



NHTSA Launches Spanish-Language Website: NHTSA en Español

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) unveiled a new Spanish-language website, NHTSA en Español ([NHTSA.gov/Espanol](https://www.nhtsa.gov/Espanol)), to provide safety information to more than 62 million Spanish speakers living in the United States. NHTSA's first priority is safety, and a large portion of the agency's work includes education and raising awareness of critical safety issues to reduce the number of injuries and deaths on our roadways.

"This new website allows us to reach Spanish speakers with critical safety information," said Dr. Steven Cliff, NHTSA's acting administrator. "All of the safety information we provide in English is now available in Spanish to the public, safety advocates and anyone interested in learning more about vehicle safety. This initiative is part of the U.S. Department of Transportation's commitment to protect the public on our roadways, including some of our most vulnerable populations."

NHTSA en Español is designed for the general Spanish-speaking public, providing them information to make informed decisions about their families' safety on the road. The website replicates all of NHTSA's English-language website's consumer-facing topics, including recalls, vehicle safety ratings, impaired driving prevention, seat belt safety, child passenger safety, technology and tires and other equipment. The website also makes NHTSA's multilingual vehicle safety hotline number more prominent and incorporates NHTSA's existing live chat function, now available in Spanish.

NHTSA will also increase its outreach to Spanish-speaking media to help highlight behavioral and vehicle safety programs.

After Mexico, the United States is the second largest Spanish-speaking country in the world. According to the U.S. Census Bureau, the Hispanic population in the United States, which include people of any race, was 62.1 million in 2020, a 23% increase since 2010.

NHTSA has had a long-standing practice of providing translations of its safety campaigns to stakeholders and safety partners through its [TrafficSafetyMarketing.gov](https://www.traffic-safety-marketing.gov) website, and will continue this practice by providing customizable templates and media material. ■



FROM THE DRIVER'S SEAT

Safe Driving Around Construction Zones

By **Don Biggerstaff**, Professional Driver, ABF Freight; America's Road Team Captain

If you are one of the 218 million licensed drivers that travel our nation's roads and highways for work, pleasure or just the essentials of life, you have encountered a construction zone. These zones can add time to your trip, cause delays and test your patience, which is why drivers need to have an extra level of concentration in these areas. However, they are necessary to our infrastructure and ability to travel freely around our great nation with as much ease as possible.

Safety in a work zone starts before you get to one because they, at times, can cause long traffic back-ups, creating hazardous conditions. When traveling, be observant for signs alerting you of work zones ahead because traffic could be stopped at any point moving forward. Work zone accidents occur not only in the zone itself, but also in the traffic back-ups leading up to the construction area.

When entering the construction zone, pay attention to all posted signs as they will help inform and guide you through the zone. You will normally encounter reduced speeds, rough or uneven pavement, narrowed lanes and/or lane changes. It is vital for you to be on high alert for

any of these conditions and not to speed or rush through the construction zone.

When driving my tractor trailer through a construction zone, the speed that is posted is sometimes too fast for me to feel comfortable, so I slow down to a rate that feels safer for me and my vehicle. Use good judgment and keep a firm grip on the steering wheel. It is okay to go slower than asked so that everyone in and out of your vehicle remains safe. If possible, stay a little to the far side of the road away from the workers.

The key to safe travels in a work zone is being alert and not getting distracted by anything because conditions can change quickly. At night, the glare of work zone lights can be bright and cause difficulty seeing.

When entering a construction zone, my first thought is of the workers. I often think about how the people who work at these sites must have nerves of steel to do this job. In some instances, workers can be only a couple of feet away from your vehicle or my vehicle, which may weigh 80,000 pounds and be traveling at

a speed of 45 to 55 miles per hour. I have the utmost respect for these workers and what they do. They work in the heat of the day, in the cold, at night and around the clock to make highway conditions better for all of us. This is one of the reasons that educating the public on highway safety is extremely important. People mostly think of vehicles on the highways, but these workers are essential to highway safety and are relying on us as drivers to keep them safe while they work.

According to the Federal Highway Administration, from 1982 to 2017, 27,037 people lost their lives in work zone areas. Most, if not all, of these deaths could have been prevented. It is necessary for these workers to be there, doing a dangerous job that will make it better for us all to commute in the long run, and it's necessary for us to give them the ability to do so safely.

For your safety and theirs, slow down, concentrate, stay alert and don't be distracted. Be thankful for those workers who will make your drive a much more enjoyable experience. Stay safe and enjoy the ride. ■





Drivewyze Demonstrates New Weigh Station e-Inspection Experience at CVSA Conference

Drivewyze demonstrated how automated electronic roadside inspections (e-inspections) can save time and money, while improving highway safety, at the 2021 CVSA Annual Conference and Exhibition in Wilmington, Delaware. Conference attendees included state law enforcement and fleets from throughout the country.

Trucks and drivers for the demonstration were provided by Western Express and Schneider. A simulated inspection site showed how time-consuming elements of traditional manual inspections can be automated to save significant time for both inspectors and drivers.

Traditional inspections are slowed by the necessity for an officer to collect information after a truck has been stopped. The officer must then search multiple databases to verify motor carrier, vehicle and driver credentials, and then enter the data into each authoritative data system.

In contrast, an officer conducting an e-inspection would receive vehicle, carrier and driver-level information electronically while the vehicle was still in motion. The e-inspection system further streamlines the inspection process by screening carrier, vehicle and driver data automatically against

multiple systems – all at once – for compliance issues, allowing the officer the freedom to use their time to validate data or focus on non-electronic elements of an inspection.

In addition, the officer's inspection form is automatically pre-filled at the start of the inspection, avoiding time-consuming and error-prone manual data entry. When the officer is satisfied, the inspection may be completed at the touch of a button, saving significant time and improving the accuracy of the inspection.

"What the demonstration showed was not the future – it's showing the here and now," said Brian Mofford, Drivewyze's vice president of government experience. "It takes the leadership of our public agency partners and the capabilities of our connected truck technologies to create a new paradigm in delivering highway safety."

Mofford added: "There are too few inspectors for enforcement to operate effectively against an ever-increasing number of trucks on the road. E-inspections are a force multiplier that increase the reach of our agency partners without impacting the movement of our economy's freight. We're witnessing a move from a manual data-entry world

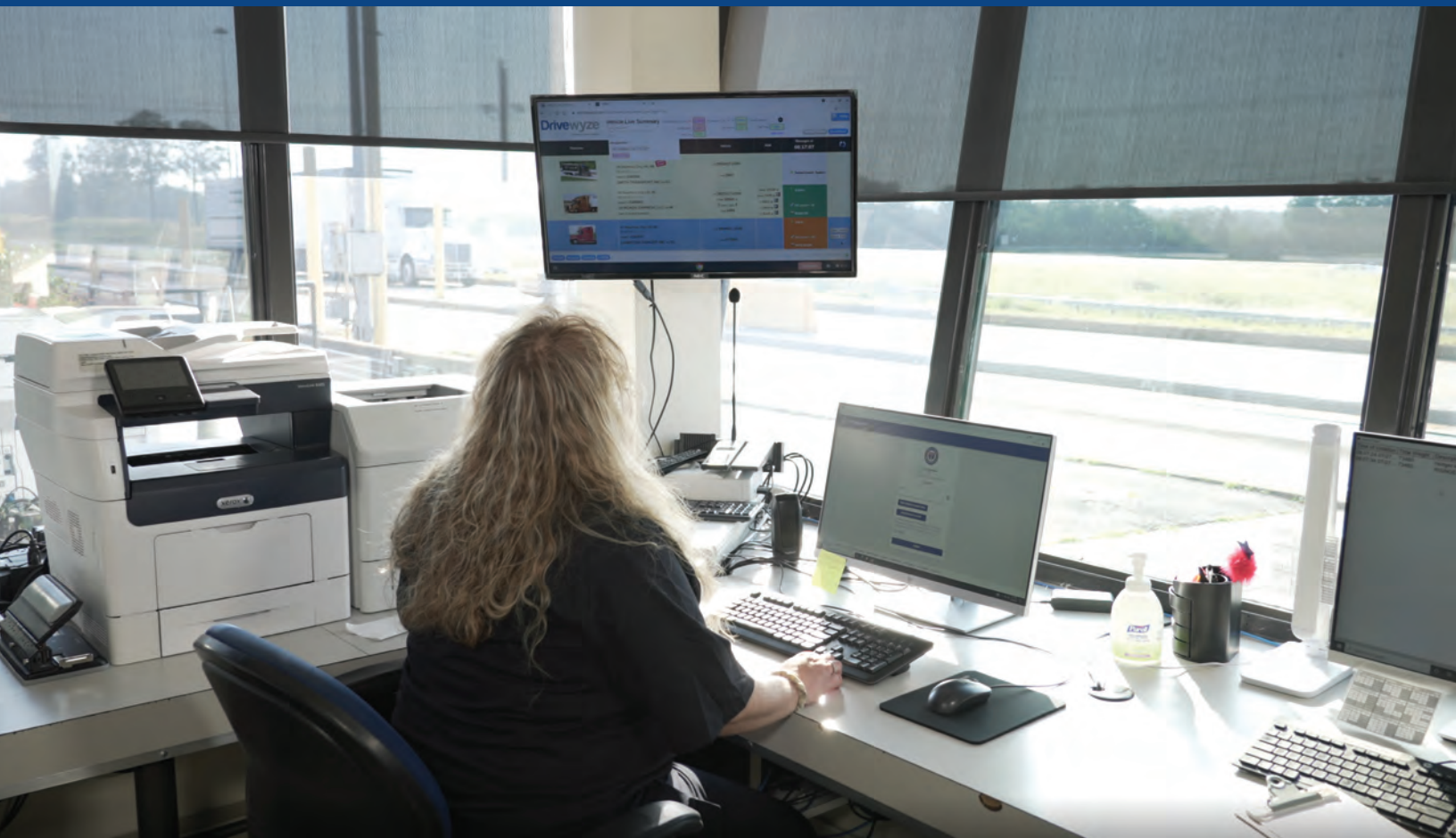
at the inspection site to one where data is automatically transmitted for auto population on inspection forms. This can cut a 'clean inspection' from 30 minutes or more down to a few minutes without degrading the effectiveness of the inspection itself. It benefits carriers and drivers who can log more drive time, plus it allows inspection officers to screen more vehicles in a timely fashion."

According to Mofford, five states – Maine, Maryland, Michigan, New Hampshire and Virginia – are rolling out e-inspections and additional state partners will be announced soon.

"Momentum is building quickly," said Mofford. "This is a movement toward more efficiency at the inspection site, which translates into making our highways safer and carriers more productive."

Mofford noted that in addition to improving the efficiency of traditional inspections, e-inspections allow more inspections to be conducted, which is welcome news to many carriers.

"Agencies do not have enough inspectors to stop every truck, and this has caused a data sufficiency problem with the Federal Motor



Carrier Safety Administration's Compliance, Safety, Accountability (CSA)," he said. "The reason is a combination of limited enforcement officers – 13,000 inspection officers as opposed to 6 million trucks that go through weigh stations – and manual paperwork that takes time to complete."

Mofford added: "To reduce congestion, officers sometimes have no choice but to release trucks cleared of any violations, but without a formal clean inspection to its credit. Waving a truck on after it has stopped and documents [are] screened does reduce congestion, but it does not credit the carrier and driver's safety profile within CSA, which is unfair given the loss in fuel and drive-time. Another impact of too few inspections is that carriers needing more inspections to improve their safety score cannot get them."

"E-inspections speed the process so the inspection officer can do more inspections, allowing safe fleets to bolster their scores and unsafe fleets to have a bit more scrutiny via more thorough inspections," continued Mofford.

"Additional inspection data will also reduce the lag time in today's CSA safety scores that do not always represent a carrier's existing safety investments and practices," he said. "Today,

any fleet that may have had a bad incident and had their safety score negatively impacted may suffer from poor scores long after incidents occur, regardless of changes in safety practices. More inspections would increase data sufficiency in CSA, reduce lag time in adjusting a safety score, and validate and reward a carrier's current safety performance."

According to Daniel Patterson, Director of Safety at Western Express, who participated in e-inspection trials earlier this year, being able to efficiently transfer data to make inspections more seamless is a positive for both law enforcement and carriers.

"It's very important to us. e-inspections allow us to achieve the goal of gathering more data and increasing safety of our roadways," said Patterson. "We are very excited for this program to expand throughout more states and increase the effectiveness of our partnership both with Drivewyze and with law enforcement agencies."

Drivewyze Inc. is a leader in connected truck services and operator of the largest public-private weigh station bypass network in North America.

To learn more, visit www.drivewyze.com. ■



Increasing Freight Capacity in the U.S. to Ease Long-Term Supply Chain Disruption

By Fred Fakkema, Vice President, Safety and Compliance, Zonar



Without action, the supply chain crunch will not be alleviated anytime soon, with COVID-19 continuing to disrupt shipping across the world and impact the global economy. Labor and supply shortages have created challenges across all modes of freight, which are experiencing extremely tight capacity in their daily operations.

Retailers and manufacturers are also impacted by the supply chain disruption, with global brands, like Nike, having issued warnings about delays during the holiday season. Furthermore, retailers and manufacturers are also seeing increased costs for almost everything from energy resources and vehicles to groceries. Impacts of the supply chain crunch are expected to be felt well into 2022 and unraveling these disruptions could take several years.

Two Major Challenges Creating Long-Term Supply Chain Disruption

Looking ahead, there are two issues I foresee creating longer-term supply chain challenges, which will continue to suppress capacity and make freight deliveries less predictable and more costly.

• The Structural Labor Shortage

There is currently a shortage of more than 60,000 truck drivers in the U.S. In addition to the COVID-19 pandemic, factors such as an aging driver population and an increase in freight volumes contribute to the shortage. Over the next decade, experts predict the trucking industry will need to hire 1.1 million new drivers to support economic growth.

• Climate Change

Increasingly unpredictable and more

severe weather conditions attributed to climate change create another challenge for the supply chain. In addition to making travel more difficult, severe flooding and snowstorms also destroy infrastructure and cause more rapid deterioration of facilities and equipment.

Increasing Freight Capacity

To solve long-term supply chain disruption, we need to look at a range of options for increasing capacity across all modes of freight. One of the options to achieve this and curb long-term impacts of the supply chain disruption is to evaluate the size and weight restrictions of freight trucks.

• Reevaluate Federal Mandates for Truck Weight and Size

The national federal standard for weight of trucks on interstates has not been updated since 1982. I believe it is time to take another look at this federal standard for a few reasons. First, the design of highways and bridges has improved in the past 40 years. Most bridges today are built to handle far higher weight limits than are currently allowed by the federal standard, and states still have the flexibility to restrict bridge access to heavier trucks, if necessary. In addition, states do not have to be concerned about damage to their roads due to increased truck weight if axle weight does not increase significantly.

The safety of freight trucks has also improved, with widespread adoption of new features like rollover prevention technology, forward collision avoidance, anti-lock brakes and more. We've also seen improvements in driver safety requirements, such as national training standards and drug and alcohol testing.

• Leverage Long Combination Vehicles

Additionally, the ability of states to allow double and triple long combination vehicles (LCVs) has been frozen since 1991. I also believe it is time to reevaluate this federal standard, as there is evidence to suggest that LCVs can be operated by drivers just as safely as common configurations and, in some cases, even have a better safety record.

In comparison with the rest of the world, the United States has the lowest nationwide weight limits of any developed country. While all 50 states allow weight limits higher than the federal standard, in most cases these increased weight limits only apply on non-interstate highways, which are generally less safe and not as well built or maintained as interstates.

Benefits of Increased Freight Capacity: Productive Fleets and Safer Roads

Through increased freight capacity, fleets can bolster productivity by lowering the number of trucks they need to use. This, in turn, decreases crash exposure and lost time on the road due to congestion or equipment failure, lowers fuel costs and emissions and results in less infrastructure damage.

Even during the current supply chain crunch, the freight industry could lower costs and increase productivity if federal size and weight laws were aligned with current vehicle safety technology and the upgraded state of our roads and bridges. By making fleets more efficient, we will also take strides toward closing the labor shortage gap and further the industry's ability to adapt to supply chain disruptions. ■



Video-based Onboard Safety Management Systems Pay for Themselves

By **Eric DeJesus**, National Fleet Safety Manager, Pitney Bowes

The Federal Motor Carrier Safety Administration (FMCSA) reports that driver-related factors, such as speeding, distraction and impairment, contribute to 32% of truck drivers' and 53% of passenger vehicle drivers' crashes. Some studies indicate that human factors were identified as "definite causes" of 70.7% of accidents. At the "probable level," that percentage was 90.3%.

According to the National Highway Traffic Safety Administration's (NHTSA) "Economic and Societal Impact of Motor Vehicle Crashes" 2010 report, the economic impact of crashes was estimated at \$242 billion in direct costs and \$836 billion in comprehensive costs annually, with the average truck crash costs at \$184,000, increasing to \$422,000 if there are injuries, and \$6.9 million should the crash result in a fatality, according to FMCSA. These costs rise every year and increase insurance rates for the industry.

The human cost is also staggering, with NHTSA reporting that in 2018, 4,951 people were killed, and 151,000 people were injured, in truck crashes.

A desire to mitigate the high costs associated with heavy-truck accidents has led to the development of onboard safety management systems (OSMS), which use in-vehicle technology to measure and record a driver's performance. Factors, such as speed, harsh braking, harsh cornering, distracted driving and cellphone use, can be monitored, depending on the capabilities of the device installed.

Video-based systems allow companies to directly observe and coach driver-specific behaviors and provide video to assist in coaching. The use of video-based OSMS in heavy trucks may reduce crashes and injuries, identify risky drivers who can be coached and exonerate drivers from fault, and reduce costs.

Cameras, both driver- and forward-facing, provide a video record of events leading up to and during a crash, helping to identify who is at fault. Determination of responsibility will allow companies to decide if they should fight or settle a claim. If a company's driver is at fault, the company can avoid a lengthy and costly trial in favor of a settlement, saving the company money. If a company's driver is not at fault, the company has the option to fight any claim with a reasonable expectation of winning based on the video evidence. Identifying when and where to spend resources fighting a crash claim can save companies thousands in unnecessary legal fees, court costs or fraudulent claims. In our increasingly litigious society, knowing when to fight is crucial.

Additionally, the Foundation for Traffic Safety found that onboard video-monitoring systems allowed companies to gather safety-specific information about drivers' detrimental driving habits, allowing focused driver coaching that can reduce safety incidents, crashes and citations.

Researchers at the University of Nottingham studied the effects of heavy-vehicle driver monitoring and coaching in reducing risky behavior. They found in a limited trial that

drivers with cameras and coaching had an average of 45% fewer safety events compared to the baseline.

Matthew Camden, an expert in driver behavioral analysis with the Virginia Tech Transportation Institute, says that "video-based OSMS systems ... have the most potential to reduce crashes and prevent injuries and fatalities" and "the potential to prevent an average of 24,231 to 63,243 total crashes, 4,740 to 12,371 injury crashes (resulting in 6,534 to 17,054 total injuries), and 102 to 267 fatal crashes (resulting in 112 to 293 fatalities) each year." Identifying unsafe driver behaviors and coaching those behaviors will benefit a trucking fleet with reduced crashes.

Video-based OSMSs have a good return on investment and save companies money. For example, in 2018, the average cost of equipping a truck with a video-based OSMS was roughly \$2,000, with an average monetized savings of \$11,500, according to Camden. While some companies might cite the expense of retrofitting their vehicles with a video system or adding cameras to the specifications of new trucks as a reason to forgo cameras, a single prevented accident could save the company thousands or even millions in the case of a fatality. Even a high-end video system, costing the company as much as \$6,000, would be offset by preventing one accident for most fleets.

As Camden pointed out, "video-based OSMSs were shown to be cost-effective for equipping all new trucks and retrofitting all existing trucks."

[Continued on next page](#)

“Video-based OSMS systems ... have the most potential to reduce crashes and prevent injuries and fatalities” and “the potential to prevent an average of 24,231 to 63,243 total crashes, 4,740 to 12,371 injury crashes (resulting in 6,534 to 17,054 total injuries), and 102 to 267 fatal crashes (resulting in 112 to 293 fatalities) each year.”

— Matthew Camden, an expert in driver behavioral analysis with the Virginia Tech Transportation Institute

Continued from page 33

The principal objection to video-based OSMSs is the risk of increasing employee turnover given the current driver shortage. The American Trucking Associations predicts the driver shortage in 2023 to be more than 100,000 drivers. In this climate, many companies are reluctant to impose unpopular policies on their drivers. Some drivers feel that the cameras invade their privacy and can lead to employers micromanaging their driving. The company can mitigate these negative feelings with open and comprehensive communication. Explain the purpose of the cameras, what type of video is captured and how the cameras will be used. Describe the measures taken to protect privacy, such as event-triggered video, pixelated driver faces and strict video usage policies. Take the time to get feedback from your drivers and answer their questions. Companies must develop a written policy for camera usage that is communicated to the drivers. The policy should outline all aspects of camera usage and any coaching or disciplinary action that results from captured events.

“Business Insider” featured two articles on Amazon’s video-based OSMS and how drivers reacted to it. They found the same issues raised as in other studies: concerns about micromanaging and privacy intrusion. The drivers understood the necessity of the cameras and that they provide protection and help improve driving habits. However, it was clear from the driver comments about not being able to take breaks, not having time to use a restroom and dispatch pressuring drivers to go faster that Amazon hadn’t established operational policies that support

the OSMS. While the OSMSs advise drivers to be cautious and stay within the speed limit, Amazon dispatchers were pressuring drivers to go faster to meet their goals. This mixed message created a situation in which the driver cannot win. In developing a policy around an OSMS, the operational parameters must be considered. A company’s safety policy cannot conflict with its operational policy.

It is vital to make sure drivers know the video system protects them along with the company. In the event of an incident, footage from a rear-facing camera showing that the driver was focused with a lack of distraction removes any speculation that the driver was inattentive, using a cellphone or drowsy. Reminding drivers of this benefit can minimize their negative feelings and any attrition those might cause. Rear-facing cameras and the coaching associated with triggered events show a company’s commitment to continuous training and supervision, as well as a driver’s commitment to safety.

Rear-facing cameras can also be used to promote driver-supervisor relationships. Reviewing a video requires a supervisor to interact with a driver for more than a casual conversation. The coaching process should be viewed as a team-building experience where the driver can explain their side of an event. In some cases, the video may not provide the whole story. Video is an excellent tool for seeing the facts of a situation but not the underlying root cause of the safety event. Was the driver eating because the dispatcher was pushing them too hard and they did not have enough time to take a break? It is essential to

not only coach the event, but the underlying cause of the unsafe behavior too.

Providing safety incentives are another way to aid in driver acceptance of a video-based OSMS. Rewarding positive driving is just as important as coaching adverse events. Without a safety incentive program, carriers can only acknowledge drivers when they do something wrong, which can create a toxic environment. Reward drivers who do not have excessive safety events. When a video shows a driver taking evasive action to avoid a potential crash, call that out. Group safety meetings should focus on positive events as much as possible. While videos of negative events can have significant training benefits, to avoid embarrassing drivers, do not use such footage in a group session without their prior knowledge. Additionally, having the driver view the event and identify what was done wrong and what could have been done more safely is invaluable.

While driver acceptance of video-based OSMSs may prove challenging, and the systems do come at a cost, their benefit cannot be understated. A 2014 study showed that video systems could prevent 25,000 crashes yearly and save as many as 850 lives. The human and financial savings from reducing these numbers is substantial. In addition, the ability of cameras to exonerate the company and its drivers of wrongdoing make OSMSs a reasonable and necessary safety measure that quickly pays for itself. So, with all the benefits of an OSMS and obstacles that can be overcome easily, the question is, why not use a video-based OSMS in your trucks? ■

CVSA Holds Its 2021 Train the Trainer Course

After several postponements due to COVID-19, this past August the Level VI Inspection Program held its annual Train the Trainer Course in Columbus, Ohio. Twenty-three students were in attendance, representing jurisdictions from California, Colorado, Idaho, Michigan, Missouri, New Jersey, New York, Nevada, Ohio, Oklahoma, South Carolina, Tennessee, Texas and Washington. Students were provided guidance and instructional tips from the Level VI national instructor team on how to provide the eight-hour Level VI refresher training back in their home jurisdictions. Students were prepared to instruct the entire course; however, for expediency's sake, each student instructed one training module when called upon. Students also had to pass a series of quizzes and a final certification exam. Each state trainer must attend and pass the Level VI Train the Trainer Course every two years. ■



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." ■

Register for the 2022 Level VI Train the Trainer Course MARCH 1-3, 2022 | RALEIGH, NORTH CAROLINA

CVSA has resumed offering training courses in-person and has scheduled the 2022 Level VI Train the Trainer Course for March 1-3 in Raleigh, North Carolina.

This course is designed for representatives from agencies who are responsible for providing Level VI refresher training to their state's Level VI CVSA-certified inspectors. All Level VI refresher trainers must attend the approved Level VI Train the Trainer Course every two years as noted in CVSA's Operational Policies. An inspector must maintain their Level VI certification to conduct North American Standard Level VI Inspections.

There is no registration fee for this course. Registration is required; the deadline is Friday, Jan. 28. To register and for more information about this and other CVSA training courses, visit www.cvsa.org/training.

NOTE: Jurisdictions are responsible for their staff's travel, hotel accommodations and per diem. CVSA will provide training materials.

If you have any questions, such as identifying who is Level VI CVSA-certified in your jurisdiction or if your Level VI refresher trainer is required to attend the Train the Trainer Course this year, contact CVSA Director of Level VI Inspection Program Carlisle Smith via email at carlisle@cvsa.org or call 301-830-6147.

This training course is offered under a cooperative agreement from the U.S. Department of Energy. ■



Level VI Roadside Inspections (2021 - Fiscal)

LEVEL VI INSPECTIONS	Federal	State	Total
Number of Level VI Inspections	0	587	587
Point of Origin	0	321	321
En Route	0	264	264
Point of Destination	0	2	2
Unknown Location	0	0	0
Level VI Inspections with No Violations	0	572	572
Level VI Inspections with Violations	0	15	15
Level VI Inspections with Out-of-Service Conditions	0	7	7

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	13.04%	3	100%
393.75A3	Tire - Flat and/or Audible Air Leak	3	3	13.04%	3	100%
393.9A	Lamps Inoperable, Obstructions of Lamps and Reflectors	1	2	8.70%	1	50%
393.45D	Brake Connections with Leaks or Constrictions	2	2	8.70%	1	50%
393.45B2	Brake Hose or Tubing Chafing and/or Kinking	2	2	8.70%	0	0%
393.47A	Inadequate Brakes for Safe Stopping - Brake Lining Condition	1	2	8.70%	2	100%
396.3A1	Inspection, Repair and Maintenance of Parts and Accessories	2	2	8.70%	2	100%
396.17C	ELD Cannot Transfer ELD Records Electronically	1	1	4.35%	0	0%
393.67	Fuel Tank Requirement Violations	1	1	4.35%	0	0%
396.17C	No or Incomplete Route Plan for Radioactive Materials	1	1	4.35%	0	0%
396.17C	Operating a CMV Without Proof of a Periodic Inspection	1	1	4.35%	0	0%
393.26	Requirements for Reflectors	1	1	4.35%	0	0%
393.25F	Stop Lamp Violations	1	1	4.35%	1	100%
393.78	Windshield Wipers Inoperative/Defective	1	1	4.35%	0	0%

Transportation of Spent Nuclear Fuel and Radioactive Materials

The Nuclear Regulatory Commission (NRC) works with the U.S. Department of Transportation (DOT) to oversee the transportation of radioactive materials, including spent nuclear fuel.

U.S. DOT:

- Regulates shippers of hazardous materials, including radioactive materials
- Oversees vehicle safety, routing, shipping papers, emergency response, security and shipper training

NRC:

- Regulates users of radioactive material in 11 states (39 states regulate users within their borders)
- Approves the design, fabrication, use and maintenance of shipping containers for the most hazardous radioactive materials, including spent nuclear fuel
- Regulates the physical protection of commercial spent fuel in transit against malicious acts

The NRC requires radioactive materials shipments to comply with U.S. DOT's safety regulations for transporting hazardous materials.

Millions of packages of radioactive material are shipped throughout the United States each year by rail, air, sea and road. Most of these shipments contain small amounts of radioactive material that are used in industry and medicine. Examples include smoke detectors, watch dials, nuclear material to diagnose and treat illnesses, and slightly contaminated equipment, such as syringes used for radioactive medicines. The packages used for these shipments provide a safe and economical means of transporting small quantities of radioactive material.

The greater the potential risk posed by the contents, the more stringent DOT's packaging requirements are. The U.S. DOT regulations limit how much radioactivity can

be transported in each package. That way, the dose from any accident that takes place in transport will not pose a serious health risk to workers or the public.

NRC regulations for the safety of transport packages for large quantities of radioactive materials, including spent nuclear fuel, can be found in Title 10 of the Code of Federal Regulations, Part 71.

Spent Nuclear Fuel Shipping Containers

Spent nuclear fuel has been used to power a nuclear reactor and is no longer useful for producing energy. It contains solid, highly radioactive fuel pellets in metal cladding bundled into fuel assemblies. After it is removed from a reactor, spent fuel is stored on site for several years. If it is transported, it must be placed in containers that shield and contain the radioactivity and dissipate the heat.

The NRC requires shipping packages, under both normal and accident conditions of transport, to:

- Prevent the loss of radioactive contents
- Provide shielding and heat dissipation
- Prevent nuclear criticality (a self-sustaining nuclear chain reaction)

Normal conditions that a spent fuel transport package must be able to withstand include hot and cold environments, changes in pressure, vibration, water spray, impact, puncture and compression.

To show that it can withstand accident conditions, a package must pass impact, puncture, fire and water immersion tests. Transportation packages must survive these tests in sequence, including a 30-foot drop onto a rigid surface followed by a fully engulfing fire of 1475 degrees Fahrenheit for 30 minutes. These very severe tests equate to the package hitting a concrete highway overpass at high speed, and being involved in a severe and long-lasting fire. The test sequence encompasses more than 99 percent of vehicle accidents.

The NRC reviews each package design to confirm that it meets the required conditions. Before a package can be used to transport spent fuel, the NRC must issue an approval certificate.

Multiple Layers of Safety

The NRC's regulatory controls apply to every U.S. shipment of spent nuclear fuel from commercial reactors. For several decades, this oversight has resulted in an outstanding record of safety and security. Thousands of domestic spent fuel shipments have been completed safely.

NRC regulations reflect the International Atomic Energy Agency (IAEA) transportation safety standards. They also supplement U.S. DOT regulations. The NRC looks at its transportation regulations every few years and proposes changes, if needed, to address new requirements, policies or technical improvements, or to harmonize with the IAEA standards.

To ensure large quantities of radioactive materials are transported safely, the NRC:

- Reviews and certifies transport package designs
- Requires designers to follow strict quality assurance programs for package design, fabrication, use and maintenance
- Inspects package designers and fabricators to ensure that packages conform to NRC-approved designs and quality assurance programs
- Inspects some shipments

Many additional requirements help to ensure these shipments are safe:

- DOT regulations require shipper and carrier training
- DOT and the Federal Emergency Management Agency oversee emergency response coordination, training, and communication
- DOT carries out its own transportation inspection and enforcement programs

[Continued on next page](#)

2022 Level VI Certification Training Schedule

Visit www.cvsa.org/training to register and for more information about these and other training courses. CVSA will host virtual Level VI Certification classes as needed, based on demand.



APRIL 25-28, 2022
SACRAMENTO, CALIFORNIA



MAY 16-19, 2022
LAS VEGAS, NEVADA



JUNE 21-24, 2022
CHEYENNE, WYOMING

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There is no way to completely eliminate risk. Still, the NRC has found both the likelihood of an accident that releases nuclear material and the risk to the public should one occur to be small. The NRC will continue to be vigilant about public safety as an essential part of its mission.

Regular NRC Safety Studies

The NRC periodically studies the risks from spent fuel shipments. Each study uses newer technology than the last. As computer programs advance, simulations can address more and more data taken from actual spent fuel transport casks.

The first study, completed in 1977, showed that the NRC's transportation regulations adequately protect public health and safety. Studies in 1987 and 2000 found the risks were even smaller than the 1977 study predicted. The 2000 study used improved technology to analyze the ability of containers to withstand an accident.

In 2014, the NRC published a Spent Fuel Transportation Risk Assessment. This study modeled the radiation doses people might receive if spent fuel is shipped from reactors to a central facility. The results show that NRC regulations for spent fuel transport are adequate to ensure safety of the public and the environment. It found:

- Doses from routine transport would be less than 1/1000 the amount of radiation people receive from background sources each year
- There is less than a one in 1 billion chance that radioactive material would be released in an accident
- If an accident did release radioactive material, the dose to the most affected individual (e.g., the driver) would not cause immediate harm

The NRC also studies major transportation accidents across the country to understand the actual accident conditions. These studies allow NRC to determine whether its regulations would protect the public if large quantities of radioactive materials were involved. These studies coupled with the risk assessments give the NRC added confidence in the safety of spent fuel shipments.

Transportation Security

The NRC and the Department of Energy jointly operate a system to track domestic and foreign nuclear materials shipments. The NRC also requires licensees shipping spent fuel to:

- Follow only approved routes
- Provide armed escorts through heavily populated areas
- Provide monitoring and redundant communications
- Coordinate with law enforcement agencies before shipments
- Notify, in advance, the NRC, local tribes and states through which the shipments will pass

After the terrorist attacks on Sept. 11, 2001, the NRC enhanced security requirements for transporting spent fuel and large quantities of radioactive materials. Through advisories and orders to licensees, and later through regulation, the NRC required:

- More pre-planning and coordination with affected states
- Additional advance notification of shipments
- Enhanced control and monitoring
- Trustworthiness checks for individuals with access to or information about the shipment
- Stronger security controls over shipment routes and schedules

Accident Response Assistance

State and local governments have primary responsibility to oversee the response to any accident involving a nuclear materials shipment. They would ensure the carrier and others take the actions required to protect public health and safety.

Any event involving NRC-licensed material that could threaten public health and safety or the environment would trigger special NRC procedures. The NRC may activate its Headquarters Operations Center. It also may activate one of its four Regional Incident Response Centers (Region I-King of Prussia, Pa.; Region II-Atlanta, Ga.; Region III-Lisle, Ill.; and Region IV-Arlington, Texas).

The NRC's highest priority in any accident is to provide expert consultation, support, and assistance to state and local responders. Teams of NRC specialists evaluate information, assess the potential impact on the public and environment, and evaluate possible recovery strategies. Other experts consider the effectiveness of different protective actions, including sheltering in place or evacuation. More information about emergency response is on NRC's website at www.nrc.gov/about-nrc/emerg-preparedness/respond-to-emergency. More information on the safety of spent fuel transportation can also be found online at www.nrc.gov/waste/spent-fuel-transp. ■

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PBBT Users

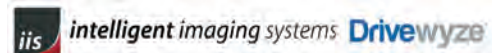
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