Rectifying Roadside Problems

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Missouri Department of Transportation

About CVSA

- A non-profit 501(c)(3) trade association
  - 70 members, 450 associate members
  - Began at industry’s urging in 1982 with several western States and Canadian provinces

- Why was it initiated?
  - Safety was a concern—deregulation
  - Need for uniformity and reciprocity in regulation, standards, and enforcement

- How does it work?
  - Support from public and private sectors critical
  - All CMV disciplines at the table and involved in setting and maintaining the standards
  - Focused agenda, clear expectations and results
  - Open the doors from the get-go
  - Processes and procedures for input and output are explicit and inclusive

CVSA Core Activities

- Roadside CMV Inspector Certification
- The North American Standard (NAS) Inspection Procedures
  - 7 inspection types
- NAS Out of Service Criteria
- NAS Training Program
- CVSA Decal Program

8 Technical Committees and 6 Programs that do the work
Special Committees

- Driver/Traffic Enforcement
- Hazardous Materials
- Information Systems
- Passenger Carrier
- Program Initiatives
- Size and Weight
- Training
- Vehicle

Programs

- COHMEC
- NAIC
- Level VI
- Operation Safe Driver
- Operation Air Brake
- Roadcheck

What Are We Seeing Roadside?

- Vehicle issues
  - Brakes
  - Lights
  - Tires
  - Oil/grease leaks
- Driver issues
  - RODS Form and Manner and not current
  - Speeding
  - Seat belts
  - Medical Certificate
  - 14 hour rule
  - False logs

What Are We Seeing Roadside? (cont.)
A Few Tips

- Do proper trip planning
- Do a good pre-trip inspection
- Know the rules and obey them
- Have all your paperwork in order
- Answer the officer’s questions accurately and truthfully
- Be respectful of the officer’s job, don’t be confrontational
Policy Development and Advocacy

- Principal North America federal agencies are engaged in the dialogue
  - FMCSA, FHWA, PHMSA, NHTSA, RITA, TSA, DOE (United States)
  - Transport Canada, CCMTA (Canada)
  - SCT, Federal Police (Mexico)
- US Congress
  - Government affairs
  - Legislative activity
  - Hearings testimony
- Industry has a seat at the table

Current Policy Issues

- Regulations
  - Outstanding Petitions for rulemaking
  - Bus safety
  - Hours of Service
  - ELDs/Supporting documents
  - ELD Training
  - Medical
  - GCWR/GVWR
  - Drug and alcohol testing
- Driver Issues
  - CDL改革/STATE integration
  - Disqualified drivers
  - Distracted driving
  - Speed limits
  - Speed and traffic enforcement
  - Fatigue
  - Non-CMV traffic enforcement
  - Language proficiency
- Vehicle Issues
  - Cargo securement
  - Brakes, lights and tires
  - Size and weight
- Programs
  - Streamlining
  - CSA
  - 21st Century Transportation
  - SIS
  - CVISN, WRI, Smart Roadside
- Technology
  - CVISN, WRI, Smart Roadside
  - Uniform Safety Data Improvement
- Vehicle Issues
  - Cargo securement
  - PMVI

MAP-22(?)

- MAP-21 has a bunch of good stuff in it, but FMCSA has a heavy lift
  - B+ is our grade, implementation is key. Lack of movement on enroute bus inspections and expansions of exemptions in bill are problematic for enforcement
- MAP-22 CVSA Task Force
  - CVSA policy positions developed
  - Enforcement and industry
  - Outreach ongoing
CVSA Policies for MAP-22

- Importance of funding/training
- Improving and streamlining the grant programs
- Regulatory effectiveness
- Exemptions
- En route inspections
- Crashworthiness standards
- Preventing and mitigating CMV crashes with technology
- Hazmat positions
- CMV size and weight
- Data quality
- Miscellaneous 2nd tier positions

Electronic Logging Devices

- CVSA supports industry-wide mandate
  - Have been working through the regulatory, policy and legislative processes
- SNPRM comments in development
  - Data transfer, interoperability, data security, certification
  - MCSAC subcommittee, CVSA had input
- Coordinating with Canada
- Webinars, education and outreach
  - Engaged with vendors
  - Existing AOBRDs and what is on the way
  - New training developed for enforcement

Data Quality/Improvement

- Contrary to some, the data is good
  - In 2012, 1.1 million of 3.5 million inspections were clean
  - Less than 1% of inspections were challenged
  - States are being measured
- Information systems and data quality adhoc committees
  - Provide updates and recommendations to FMCSA for IT changes
  - Software rewrite
  - Adjudications of citations
  - Training for inspectors and data analysts
  - Constant interaction with FMCSA IT on issues
  - DataQs
    - Using it for trends and training needs
    - Best practices discussion/implementation
    - Has created a significant increase in resources on states
    - Many RDRs not substantiated or legitimate
Education and Outreach

- NAS Inspection Program
- Cargo Securement
- Brakes
- Driving Behaviors

Enforcement Works!

- Roadside Inspections...
  - Help to avoid 10,000 crashes, 6,500 injuries and save 400 lives annually.
- Traffic Enforcement initiated inspections...
  - Help to avoid 10,000 crashes, 6,200 injuries and save 370 lives annually.
- Compliance Reviews...
  - Help to avoid 3,000 crashes, 2,000 injuries and save 100 lives annually.
- Based only on the benefits of the lives saved from these three programs, the benefits accrued are $5.2 Billion
  - MCSAP funding…..less than $250 Million
  - Each roadside inspection is worth $2,414.26 in safety benefits
  - **Benefit to cost ratio is 18:1**

Thanks!

*Come join us!*

- CVSA Annual Conference & Expo
  - September 14-18, 2014
  - Buffalo, NY
- Contact info
  - www.cvsa.org
  - 301-830-6143
Adjournment

Follow the TCA Safety & Security Division Annual Meeting at

#TCASafety14
Addendum

Full-sized Charts and Graphs
2013 “Top 10”
Driver Violations

Total number of Driver Inspections in FY 2013: 3,381,821
Total number of Driver Violations in FY 2013: 1,047,076
Total number of Driver Out-Of-Service (OOS) Violations in FY 2013: 192,116

<table>
<thead>
<tr>
<th>Violation Code</th>
<th>Violation Description</th>
<th># of Inspections</th>
<th># of Violations</th>
<th>% of Total Violations</th>
<th># of OOS Violations</th>
<th>OOS Pct</th>
</tr>
</thead>
<tbody>
<tr>
<td>365.8</td>
<td>Log Violation (General/Form and Manner)</td>
<td>120,041</td>
<td>155,295</td>
<td>14.83%</td>
<td>158</td>
<td>0.10%</td>
</tr>
<tr>
<td>365.8F1</td>
<td>Drivers Record of Duty Status Not Current</td>
<td>99,922</td>
<td>100,554</td>
<td>9.60%</td>
<td>138</td>
<td>0.14%</td>
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<tr>
<td>391.11B2</td>
<td>Non-English Speaking Driver</td>
<td>83,083</td>
<td>83,237</td>
<td>7.95%</td>
<td>3,752</td>
<td>4.51%</td>
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<tr>
<td>392.25LLS2</td>
<td>State/Local Laws - Speeding 8-10 Miles Per Hour Over the Speed Limit</td>
<td>64,821</td>
<td>64,830</td>
<td>6.19%</td>
<td>5</td>
<td>0.01%</td>
</tr>
<tr>
<td>392.16</td>
<td>Failing to Use Seat Belt While Operating Crane</td>
<td>55,469</td>
<td>55,765</td>
<td>5.33%</td>
<td>3</td>
<td>0.01%</td>
</tr>
<tr>
<td>391.41AF</td>
<td>Operating a property-carrying vehicle without possessing a valid medical certificate</td>
<td>50,828</td>
<td>50,802</td>
<td>4.85%</td>
<td>892</td>
<td>1.76%</td>
</tr>
<tr>
<td>365.3A2PROP</td>
<td>Driving beyond 14 hour duty period (Property carrying vehicle)</td>
<td>42,337</td>
<td>50,055</td>
<td>4.78%</td>
<td>21,626</td>
<td>43.20%</td>
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<tr>
<td>391.41A</td>
<td>Driver Not In Possession Of Medical Certificate</td>
<td>45,373</td>
<td>45,468</td>
<td>4.34%</td>
<td>2,814</td>
<td>6.19%</td>
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<tr>
<td>362.2C</td>
<td>Failure To Obey Traffic Control Device</td>
<td>42,590</td>
<td>42,844</td>
<td>4.09%</td>
<td>21</td>
<td>0.05%</td>
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<tr>
<td>365.8E</td>
<td>False Report Of Drivers Record Of Duty Status</td>
<td>31,530</td>
<td>35,748</td>
<td>3.41%</td>
<td>26,819</td>
<td>75.02%</td>
</tr>
</tbody>
</table>
2013 “Top 10” Vehicle Violations

Total number of Vehicle Inspections in FY 2013: 2,392,363  
Total number of Vehicle Violations in FY 2013: 4,151,895  
Total number of Vehicle Out-Of-Service (OOS) Violations in FY 2013: 662,292

<table>
<thead>
<tr>
<th>Violation Code</th>
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<th>% of Total Violations</th>
<th># of OOS Violations</th>
<th>OOS Pct</th>
</tr>
</thead>
<tbody>
<tr>
<td>393.9</td>
<td>Operating Vehicle Not Having The Required Operable Lamps</td>
<td>343,810</td>
<td>487,066</td>
<td>11.75%</td>
<td>45,693</td>
<td>9.36%</td>
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<tr>
<td>393.11</td>
<td>No/Defective Lighting Devices/Reflective Devices/Projected</td>
<td>168,104</td>
<td>226,866</td>
<td>5.44%</td>
<td>5,296</td>
<td>2.33%</td>
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<tr>
<td>393.75C</td>
<td>Tire—Other Tread Depth Less Than 2/32 Of Inch</td>
<td>158,392</td>
<td>211,739</td>
<td>5.10%</td>
<td>17,538</td>
<td>8.28%</td>
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<tr>
<td>393.47E</td>
<td>Clamp/Roto-Chamber Type Brake(S) Out Of Adjustment</td>
<td>132,220</td>
<td>206,293</td>
<td>4.94%</td>
<td>256</td>
<td>0.12%</td>
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<tr>
<td>396.3A1</td>
<td>Inspection/Repair And Maintenance Parts And Accessories</td>
<td>140,937</td>
<td>178,399</td>
<td>4.30%</td>
<td>24,410</td>
<td>13.68%</td>
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<td>396.5B</td>
<td>Oil And/Or Grease Leak</td>
<td>144,096</td>
<td>177,778</td>
<td>4.28%</td>
<td>2,345</td>
<td>1.32%</td>
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<tr>
<td>393.45B2</td>
<td>Failing To Secure Brake Hose/Tubing Against Mechanical Damage</td>
<td>119,870</td>
<td>158,273</td>
<td>3.81%</td>
<td>14,969</td>
<td>9.40%</td>
</tr>
<tr>
<td>393.95A</td>
<td>No/Discharged/Unsecured Fire Extinguisher</td>
<td>152,126</td>
<td>152,970</td>
<td>3.68%</td>
<td>24</td>
<td>0.02%</td>
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<tr>
<td>396.17C</td>
<td>Operating A Cmv Without Periodic Inspection</td>
<td>120,028</td>
<td>150,370</td>
<td>3.62%</td>
<td>103</td>
<td>0.07%</td>
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<tr>
<td>393.53B</td>
<td>Automatic Brake Adjuster Cmv Manufactured On Or After 10/20/1994— Air Brake</td>
<td>94,673</td>
<td>101,061</td>
<td>2.43%</td>
<td>5</td>
<td>0.00%</td>
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