



---

# Commercial Vehicle Safety Alliance

## *TRB Truck & Bus Safety Committee Update*

# Current Policy Issues

- Regulations/Issues
  - 12 Outstanding Petitions for rulemaking
  - Bus Safety
  - **Size & Weight**
  - **Hours of Service**
  - **EOBRs/Supporting Documents**
  - New Entrant Safety Fitness
  - Roadability
  - Roll Stability
  - ELD Training
  - MedCert
  - **Alternative Compliance**
- Driver Issues
  - CDLIS/NLETS Integration
  - **Distracted Driving**
  - **EOBRs**
  - Speed limiters
  - Speed and Traffic Enforcement
  - Drug & Alcohol Testing
  - ENS System/DIR
  - Fatigue/Sleep Apnea
  - Non-CMV Traffic Enforcement
  - Language Proficiency
- Major Programs
  - **CSA**
  - MCSAP (RIs, CRs, SAs, TE)
  - CVSP Best Practices
  - **Data Quality/Uniformity and Safety Data Improvement**
  - **Technology**
    - **Expanded CVISN, Onboard Safety Systems**
    - **Tax Incentives, Universal ID**
  - MCSAC
- Security
  - Corporate Security Reviews
  - SAs
- Canada
  - Safety Rating Reciprocity
  - EOBRs
  - Cargo Securement
  - PMVI
  - Road Safety Strategy 2015
- Mexico
  - NAFTA
  - NOM-068
  - Training for Mexico
  - Operating Authority/Cabotage Enforcement



# Size & Weight

- CVSA Heavy Vehicle Data Collection Study
  - 18 states from 2012-2014
  - Look at nexus between overweight vehicles (permitted and illegal) and safety performance
- Uniformity in permitting
  - Working with AASHTO, WASHTO, SASHTO and FHWA to harmonize
- MAP-21 Study
  - Collaboration with a number of groups
  - Sent letter to Sec'y LaHood with several key CVSA priorities



# Hours of Service

- CVSA was not supportive of the FMCSA proposal
- The Final Rule has pieces that are good, some not so good
- Enforceability a concern
  - Rest break, Restart, On-duty time definition
  - Supporting Documents
- Rule implementation scheduled for July 2013 but still up in the air
  - 2 lawsuits filed
  - Training in development
- Buses are coming....
  - Listening sessions



# Electronic Logging Devices

- CVSA supports industry-wide mandate
- Working through the regulatory, policy and legislative processes to make it happen
- EOBR-1 vacated, SNPRM on the way
- EOBR-2 still in limbo
- MAP-21 mandate
- “Driver Harassment” is a current hangup
  - 7<sup>th</sup> Circuit vacated EOBR-1
  - Listening sessions
- MCSAC Subcommittee, CVSA had input
- Coordinating with Canada on their standards development
- Webinars, education and outreach
  - Engaged with vendors
  - Existing AOBRDs and what is on the way



# Distracted Driving

- VTTI Study
  - Texting is a no-no
- Operation Safe Driver Activity
  - Training, enforcement and media events
  - Model fleet policies
  - Defeating Distracted Driver Training for CMV Drivers
  - Just launched distracted driver training for youth drivers
  - Other educational materials
- Rules are being enforced
- Webinar/Outreach
  - Enforcement best practices/indicators



# CSA

- September Hearing in Congress
- FMCSA correspondence
- Multiple CVSA committees addressing several issues
  - Data Quality
  - DataQs
  - Compliance vs. Crash Risk, violation weightings and peer groupings
  - Inspection vs. Screening and investigating CSA “Credit” concept
  - Crash Accountability
  - Due process
  - Training for inspectors
- Collaboration with industry and FMCSA
- MCSAC Subcommittee



# Data Quality/Improvement

- Contrary to some, the data is good
  - In 2010, 1.1 Million of 3.5 Million inspections were clean
- States are being measured
- Data Quality AdHoc Committee
  - Provide updates and recommendations to FMCSA for IT changes
  - Training for inspectors
- 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





# Technology

- CVSA supports technology deployment and federal funding to the states
  - CVISN, PRISM, E-screening, Virtual Weigh Stations, Data Quality Initiatives
  - CVISN Grant funding legislative effort
- States know their needs best and a cafeteria style approach is optimal
- ITS Forum and Best Practices
- Exhibits and Demonstrations at CVSA Conferences



# Inspection vs. Screening

- Lengthy policy discussion on where screening events stop and inspections start.
- Ultimate decision was enforcement needs discretion.
  - CSA and how data is treated should not drive inspection procedures
- HOWEVER, industry concerns are real.
- Program Initiatives Committee is looking at alternative approaches.
  - Alternative Compliance Task Force
  - TRB
  - Australians
  - Congress



# DOT Reauthorization -- MAP 21

## Themes

- Improve Flexibility and Efficiency to Enhance Performance
- Be More Methodical and Surgical in deploying the 3 E's
- Improve Accountability for all Links in the Safety Chain
- Stimulate Innovation by Government and Industry
- "Top 12"
  - Grant flexibility
  - Streamlined CRs and strengthen enforcement/ penalties
  - Exemptions
  - Inter/Intrastate reciprocity
  - MOE
  - New Entrants
  - One-Stop-Shop
  - Drug & Alcohol Testing
  - Outreach
  - Bus/Motorcoach Safety
  - Onboard Safety Systems
  - Truck Size & Weight



# 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 Established
  - Early 2013 timeline to develop CVSA Policy positions
  - Enforcement and industry
  - Outreach planned in coming months



# 2012 Enforcement Details

- Size & Weight
- ABS
- Bus Safety
- Oil & Gas
- OSD
- Roadcheck
- OAB



# CVSA Programs



# Operation Safe Driver

[www.operationsafedriver.org](http://www.operationsafedriver.org)

- October 14-20, 2012 Mobilization effort
  - Enforcement and outreach
- Objectives
  1. Increase commercial vehicle traffic enforcement activity.
  2. Increase non-commercial vehicle traffic enforcement activity.
  3. Increase safety belt enforcement activity.
  4. Increase driver roadside inspections.
  5. Increase driver regulatory compliance.
  6. Implement commercial driver educational and awareness programs to the motor carrier population.
  7. Increase awareness to the motoring public about safe operations around large trucks and buses.
  8. Increase awareness of teenage and younger drivers regarding safe driving practices around large trucks and buses.
  9. Increase awareness to commercial drivers and the motoring public of the dangers of distracted driving.

