



## Important Transportation Updates....must read!

### TRANSPORTATION NEWS SUMMARY

#### More Drivers Dying Under Drugs' Influence

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## More Drivers Dying Under Drugs' Influence

18% Nationally had Substance in System

[Jim Landers - Washington Bureau]

A rising number of drivers killed in traffic accidents are **driving with drugs other than alcohol in their systems**, U.S. officials said recently.

**Drugs** – either illicit ones or prescribed medication that can impair driving – **were found in 18 percent of drivers killed in crashes last year**, according to the **National Highway Traffic Safety Administration**. That's up from 13 percent in 2005.

**Many of the driver fatalities** were not tested for drugs. **But when tests were conducted**, one third showed evidence of drug use.

In Texas, drugs were found in 23 percent of fatally injured drivers. **But only about half of the state's 2,021 driver fatalities** were tested.

**BY THE NUMBERS** – according to the **NHTSA Drugs and fatal accidents**

2,021 – Fatally injured drivers

1,054 – Number reported tested for drugs

579 – No drugs found

461 – Drugs found

14 – Tested – results unknown

**"It is a huge cause for concern,"** said safety administrator David Strickland. **"The tests were for the presence of drugs.** We have no notion of impairment. One thing we do know is clear. **The numbers are going up.**

The numbers just released present an incomplete look at driving and drugs. **Of 21,798 drivers killed in highway accidents last year, 63 percent were tested for drugs.** Maine did not report any drug tests of driver fatalities, and Mississippi tested only 1 per cent.

New Mexico reported testing **all of its 221 driver fatalities** but found only two cases where drugs were present. Montana, meanwhile, reported **three-fourths of its 161 driver fatalities had drugs in their systems.**

## TRANSPORTATION

A little more than **half of U.S. driver fatalities** were tested in 2005, when **NHTSA** started collecting the information.

**Even with sketchy information,** White House drug policy coordinator Gil Kerlikowske said he hoped publicizing the results **would allow Americans to start addressing** the issue of **driving under the influence of drugs.**

A 2007 **sampling of weekend drivers** conducted by the **NHTSA** found that **more than 16 percent of weekend nighttime drivers tested positive for drugs.** About one in six U.S. teenagers say they **have driven under the influence of marijuana,** according to surveys done for the **Department of Health and Human Services.**

**If we had acted sooner on drunk driving,** we might have been able to get a **handle on the problem sooner,"** Kerlikowske said.

**Drunken driving fatalities have declined but still account for about 11,000 deaths a year.**

Among driver fatalities, **alcohol levels where a driver is considered legally impaired** were reported in 9,813 driver fatalities last year, according to the **NHTSA.**

Laura Dean-Mooney, president of **Mothers Against Drunk Driving,** said the finding on drugs should **encourage people** to take some of the **same steps they would** if someone they know has had **too much to drink.** What we can do as a community is, if we know somebody is taking drugs, licit or illicit, don't let them drive. **"Take away the keys,"** she said.



**Super Bowl Sunday**  
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**Drive Drunk.**

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**Campaign Planner (coming soon)**

# ATA Rings Alarm Bell on Pending Hours of Service Proposal

[TruckingInfo.com]



**American Trucking Associations** is alarmed about proposed changes in hours of service regulations it sees coming from the **Federal Motor Carrier Safety**

**Administration**, and in early December launched a website to coordinate an industry response.

The association **does not know what's in the proposal** but expects that it will include a **cutback in the 11-hour daily driving limit**, an **increase in the 34-hour restart provision** and addition of at least **one mandatory rest break** during each shift, according to an **ATA white paper** posted on the new website [www.safedriverhours.com](http://www.safedriverhours.com). Publication is expected at any time.

**ATA President and CEO Bill Graves** said he is concerned that the agency does **not have justification** for making the changes he anticipates.

**"To the extent there is an orchestrated effort to reduce our driver productivity**, it's being driven principally by politics and not by any **factual data or evidence** that the current rule has been anything but safe," he said.

The **ATA white paper** explains further: **"By further restricting driving and work time**, the Obama administration will be simply supporting organized labor's effort to **swell its ranks** by **forcing inefficiencies** on the trucking industry which would force motor carriers to **hire more drivers to haul the same amount of freight** - drivers who the Teamsters would hope someday to organize."

According to [todaystrucking.com](http://todaystrucking.com), "The white paper reminds **FMCSA** of its own cost benefit analysis, **estimating an annual cost of over \$2.25 billion** to the industry if the daily maximum drive time was **reduced by just one hour** and the **34 hour restart provision** was **significantly changed**."

"Indeed," states the paper, "in 2008, the agency expressly stated that **eliminating the 11th driving hour** was **'unlikely to be cost effective under any reasonable set of circumstances.'**"

"Finally, by **restricting truck driver productivity** and forcing the use of more **inexperienced drivers**, the revised rules are likely to **result in more highway crashes** -- **new drivers present more than 3 times the risk of crashes** than their more experienced counterparts."

Graves said the industry's safety performance under the current rule **demonstrates that the rule works**. "What we most hope to accomplish is to **drive home the point about the successes** that we've seen in safety performance on the nation's highways **under the existing rule**," he said. **"We need legitimate justification for why this rule ought to be changed."**

According to the white paper, the industry has shown **significant safety gains in recent years**. It says that **truck-involved highway crash fatalities** in 2009 were **33 percent down** from 2003, when the current hours rule went into effect, and that **crash rates are the lowest they have been since DOT began keeping track**.

There are a variety of reasons for these gains, including the **economic slowdown**, but they do show that the **current hours rule has not had a detrimental impact**, said Dave Osiecki, senior vice president for policy and regulatory Affairs at ATA.

## Driver Health as Justification?

**ATA** believes that **DOT** may cite **improvements in driver health** as justification for the changes in the rule. Such an approach would be "specious," the white paper contends.

**"FMCSA** has consistently gone on record over the past five years that the current **HOS rules** are having **no deleterious effect on driver health**," the white paper says. "Among other things, the agency has noted that **drivers are not driving any more hours per week under the new rules than before**, and that the enormous improvements in **diesel exhaust reduction** and other modern truck features **drastically limit the health risks associated with driving**."

The question of **driver health** was at the heart of the legal dispute that began when the agency first published the rule in 2003.

That year a coalition of safety advocacy groups led by Public Citizen **filed suit against the rule** on grounds that the **agency had not shown that it took driver health into account**. In 2004 the U.S. Court of Appeals for the D.C. Circuit agreed with Public Citizen and **rejected the rule**.

In 2005 the agency issued a **revised rule with only minor changes**. In 2006 Public Citizen again filed suit, this time charging that the agency **"paid only lip service" to driver health** and did not address concerns about the **11-hour driving time** and the **34-hour restart**. In 2007 the court vacated those two provisions.

A year later the agency responded to that court order by **reaffirming its commitment** to the 11-hour and 34-hour provisions.

The slugfest entered its current round last year when, **facing yet another suit** by the safety advocacy coalition and the Teamsters,

the **Department of Transportation** agreed to prepare a new proposed rule - the version that is now at **OMB** (Office of Management and Budget).

#### **"Do Their Jobs and Defend the Rule"**

It might be possible for **FMCSA** to come up with a **version of the rule** that will satisfy the safety advocacy community and the Teamsters, and still be **acceptable to trucking** - but that will be up to **the members of ATA**, Graves said.

"Until we see a **substantial defense of changing the rule**, we're going to do **everything in our power** to defend the current rule **against change**," he said. "I would encourage **FMCSA** and the Department of Justice to **do their jobs and defend the rule**. I mean, it is their rule and has been now since 2003."

He added that it would be a **very pleasant development** if the agency **does not make the changes** that the industry fears it is going to make. "I **pledge to be the first person to praise FMCSA** for taking a courageous but correct stand on hours of service."

## Can a Non-English Speaker Get a CDL?

[Grand Forks (North Dakota) Forum]

**QUESTION:** How do people get commercial driver's licenses when they **cannot read, write or speak English**? Now, there are companies **hiring semi drivers in the oil fields without CDLs**. Is it legal for companies to take part of a **one-truck owner operator's fuel surcharge**?  
- Phil Davis, West Fargo

**ANSWER:** Here's what **North Dakota Motor Carriers Association** Executive Vice President Tom Balzer said:

**"Federal regulation 49 CFR 391.11(b)(2)** requires that, **in order to operate a commercial motor vehicle**, a person **must be able to read and speak English sufficiently** to converse with the general public, to understand highway traffic signs, to **respond to official inquiries** and to **make entries** on reports and records.

"However, this is **not intended to be a roadside enforcement issue**. It is a call by the motor carrier whether the **driver speaks and reads English sufficiently** to meet the safety and operational needs of the motor carrier. A **motor carrier or driver not able to meet the requirement** could be subject to **federal civil or criminal penalties**.

"**In order to operate** a commercial motor vehicle, **you must have a CDL**. There are **exemptions to this rule for military personnel and farmers**, but oil field companies are **not exempt from this requirement**.

**"Driving without a CDL, or suspended CDL, incurs a civil penalty of up to \$2,500 or, in aggravated cases, criminal penalties of up to \$5,000 in fines and/or up to 90 days in prison.**

**"An employer is also subject to a penalty of up to \$10,000 if they knowingly permit a driver to operate a CMV without a valid CDL.**

"The **fuel surcharge** is a pricing and competitive issue, and **anti-trust laws prohibit me from commenting.**"

# It'll Be a Long Time Before the Lights are Turned Out on HOS...

[The Trucker]

We all were saddened recently when we heard that Don Meredith had passed away, but **smiled as we recalled how Dandy Don used to drive Howard Cosell up the wall during the early days of Monday Night Football.**

Among other things, when Meredith thought the **outcome of the game was no longer in question**, he'd sing the Willie Nelson tune "Turn Out the Lights, the Party's Over." Usually, Cosell would groan. So you wonder what Dandy Don's singing has to do with trucking.....Well here goes.

Since August when we first forecast that the new Hours of Service rule would allow for **10 hours of driving time each 24-hour period instead of the current 11**, we've been researching the issue in preparation for the announcement of the **proposed new rule.**

The **original rulemaking calendar** had the **publication date of Dec. 4** for the proposed rule. But things apparently **got a bit sticky** over at the White House when the folks at the **Office of Management and Budget** began asking for more information, we suspect because of some **radical changes between the current rule and the proposed rule.**

We bring up the song Meredith used to sing because **no matter how the proposed rule reads**, you can **expect an uprising** from whichever side comes out **on the short end of the stick.**

If the **11 hours and 34-hour restart rule are left intact**, the parties who've sued over each new rule published since 2003 will be **right back in court.** If the **number of driving hours drops to 10** (or lower) and the **34-hour restart is either scrubbed or extended to 40 or 44 hours** (or more) as many expect, trucking industry stakeholders will likely look to Congress for relief.

**Here's the real kicker....**Remember that the current rule was **developed under the Bush administration.** If the **new rule published by the Obama administration** drops the number of driving hours and **changes the restart rule**, it will in essence be **throwing much of the work done by the Bush administration under the**

**bus...er...truck, if you will.** It will be **interesting to see** how the current administration **explains away that work**, especially the **extensive research used in coming up with the current rule.**

Here are some of the comments published about the **current HOS rule** in the Nov. 19, 2008, **Federal Register.**

Under the topic of discussion of the rule: **"The scientific, operational and economic analyses** underlying this rule have been **meticulous and extensive.** The provisions made final today **reflect both the paramount importance** we attached to **safety** and the **critical role of the motor carrier industry** in the U.S. and world economy."

- Addressing the result of the research on the 11-hour rule: **"This result strongly supports** the Agency's conclusion that an **11-hour driving limit adopted in this final rule**, when combined with the 14-hour driving window and 10 hours of off-duty time, **does not post an increased risk to safety."**

- Addressing the **economic impact of 10 versus 11 hours of driving time:** Analysis carried out while preparing today's final rule estimated that **eliminating the 11th driving hour and 34-hour restart provisions** would result in a **net annual cost of \$2.2 billion.**

- Addressing the allegations by the plaintiffs in the suits brought against **HOS:** "Advocates et al. also argued that **FMCSA selectively quoted from the studies** it relied on to justify the **HOS** rule. Furthermore, they stated that **FMCSA has capriciously selected research studies** relying on **inadequate research and data** to justify the **IFR (interim final rule)**, while rejecting conflicting studies. On the contrary, **FMCSA has worked** on its current **HOS** rule for **more than a decade**, and has **funded considerable research** to expand the knowledge of sleep and fatigue science. This **HOS** rule has been developed by **FMCSA** experts who have **carefully reviewed and weighed the findings** from previous research efforts. Over the years the **research has improved** as more sophisticated technology for data collection became available. The Agency has **relied and will continue to rely** upon improved research studies to produce the **best possible regulations."**

**Bottom Line Is This:** Don't worry about the lights when it comes to Hours of Service. They'll be staying on for a long, long time we predict.

# FMCSA Launched New Compliance, Safety, Accountability (CSA) Program for Commercial Trucks and Buses – Dec 13, 2010

[fmcsa.dot.gov]

On Monday, the U.S. Department of Transportation's **Federal Motor Carrier Safety Administration (FMCSA)** took a **major step toward improving commercial truck and bus safety** with the launch of the **Compliance Safety Accountability (CSA)** program.

The centerpiece of **CSA** is the **Safety Measurement System (SMS)**, which will analyze all **safety-based violations** from inspections and crash data to **determine a commercial motor carrier's on-road performance**. The new safety program will allow **FMCSA** to reach more carriers earlier and **deploy a range of corrective interventions** to address a carrier's specific safety problems.

"The **CSA** program will help us **more easily identify unsafe commercial truck and bus companies**," said U.S. Transportation Secretary Ray LaHood. "**Better data and targeted enforcement** will raise the safety bar for commercial carriers and **empower them** to take action **before safety problems occur**."

The program also advances the Obama Administration's open government initiative by **providing the public with safety data** in a more user-friendly format. This will give consumers a **better picture** of those carriers that **pose a safety risk**. **CSA** was also **tested in nine pilot states** before the program was launched.

"**We worked closely** with our partners in the motor vehicle community to develop this powerful new program," said **FMCSA** Administrator Anne S. Ferro. "**CSA** is an important new tool that will **help reduce commercial vehicle-related crashes and save lives**."

The **SMS** uses **seven safety improvement categories** called **BASICs** to examine a carrier's **on-road performance and potential crash risk**.

The **BASICs** are •Unsafe Driving •Fatigued Driving (Hours-of-Service) •Driver Fitness •Controlled Substances/Alcohol •Vehicle Maintenance •Cargo-Related •Crash Indicator. Under **FMCSA's** old measurement system, carrier performance was **assessed in only four broad categories**.

By looking at a carrier's safety violations in each **SMS** category, **FMCSA** and **state law enforcement will be better equipped** to identify carriers with patterns of **high-risk behaviors** and apply interventions that provide carriers the information necessary to **change unsafe practices early on**.

**Safety interventions include** early warning letters, targeted roadside inspections and focused compliance reviews that concentrate enforcement resources on specific issues identified by the **SMS**.

**FMCSA** will **continue to conduct** onsite comprehensive compliance reviews for carriers with **safety issues across multiple BASICs**. And, where a carrier **has not taken the appropriate corrective action**, **FMCSA** will invoke strong civil penalties.

To learn more about the new **CSA** program, visit <http://csa.fmcsa.dot.gov/>.

To see the new **SMS**, visit <http://ai.fmcsa.dot.gov/sms>.



# Most Carriers Unranked as CSA Launches

[Commercial Carrier Journal]

Fewer than **14 percent** of active motor carriers are ranked in any of the **five safety categories** within the new **Safety Measurement System (SMS)** that the **Federal Motor Carrier Safety Administration** made public for the first time on Sunday, Dec. 12, according to an analysis by Commercial Carrier Journal.

The **SMS**, which replaced **SafeStat**, is a key component of what **FMCSA** now formally calls **Compliance, Safety, Accountability (CSA)** — not Comprehensive Safety Analysis 2010. The agency published **SMS** data and metrics after a **federal appeals court turned down an emergency request for a stay**.

CCJ's analysis of data published at **FMCSA's Analysis & Information website** shows that only 92,184 of the 758,682 active motor carriers in the agency's database **are ranked in any of the five publicly available Behavior Analysis and Safety Improvement Categories (BASICS)** •Unsafe Driving •Fatigued Driving •Driver Fitness •Controlled Substances •Vehicle Maintenance. **The Cargo-Related and Crash Indicator BASICS** are, for now, **withheld from the public** due to **agency concerns** that **the data could be misleading**.

Of the 92,184 carriers that are ranked in at least one **BASIC**, 52,967 carriers have **at least one alert**, meaning they exceeded the threshold for intervention. The greatest **number of alerts**, 29,207, are in the **Fatigued Driving BASIC**, followed by the **Vehicle Maintenance BASIC** at **21,791**. The **Controlled Substances BASIC** had the **fewest alerts** at **3,605**.

The **majority of carriers are unranked** because **FMCSA** set minimum thresholds of inspections to be considered within **BASIC safety event groups**. Those floors vary, but generally **carriers must have three to five inspections in the past 24 months** to be ranked in a **BASIC**. **FMCSA** plans to use those rankings to **target intervention** under its new graduated process, which starts with **warning letters and escalates potentially to full-blown compliance reviews**.

# Enforcement Community Applauds CSA 2010

[TruckingInfo.com]

Guest commentary by Stephen A. Keppler, Executive Director, Commercial Vehicle Safety Alliance

Government and law enforcement agencies at the state and local levels are **continuing to be fiscally challenged** with respect to resources being made available for **highway safety activities**. The public - and rightly so - has an **expectation** that a **basic responsibility of government** is to keep our citizens traveling the roadways **safe and secure**. The **challenge** unfortunately is all too often **public safety**, one of the **first areas of government to be cut** when budgets are tight.

**Using performance data** to reveal which motor carriers and drivers are **not complying with safety rules** allows inspectors and other law enforcement personnel to **more effectively focus on and remove the most unsafe drivers**, vehicles and carriers from the nation's roadways, **saving** countless lives in the process.

The **Commercial Vehicle Safety Alliance** is a strong advocate of the **Federal Motor Carrier Safety Administration's** Compliance, Safety and Accountability program, and particularly **CSA's** use of performance data to identify the nation's **most high-risk carriers**. There is clear evidence that links the **CSA Behavior Analysis and Safety Improvement Categories** and its associated **Safety Measurement System** with increased crash risk. Providing enforcement the **ability to use this data** is common sense and allows them to **keep an eagle eye** on those that do not comply.

**CSA** helps to **prioritize carrier interventions** through the use of additional metrics more so than in the past, including all **safety-based roadside inspection violations**, enforcement actions, crash data and **violation histories** and will update these data more frequently. **This is good news** as it will allow **interventions on high-risk operators** to occur sooner than what had been the case in the past, **ultimately saving more lives in the process**.

On August 16, 2010, **FMCSA** began providing carriers with information about where they stand with the new **CSA SMS based on roadside inspection data** and investigation findings. To date, **only 5 percent of the motor carrier population** has viewed their **data**.

**SafeStat** has been an **effective safety tool** for public and private stakeholders alike - and the **data has been publicly available** for more than a decade - **CSA** goes even farther at helping to **identify those carriers with the most severe compliance and performance problems** and in need of further attention. The **CSA** effectiveness study has revealed that the **SMS high-risk carrier list** has identified 25 percent more **high-risk carriers** who have been involved in 56 percent more crashes than what was the case with the **SafeStat high-risk list**.

By implementing **CSA**, federal and state inspectors and investigators are **improving on their ability** to proactively address the issues that are **most likely to contribute to crashes** and cause injuries and deaths related to large truck and bus crashes. The pilot program experience in the states has shown that **we can effectively "reach" more carriers**, which is a good thing and is an **improvement** over what has been the case in the past. The experience in the pilot states **by both enforcement and industry** has by and large **been very positive**.

**We wholeheartedly applaud FMCSA** for their leadership and for being as transparent as they have with **CSA** and **appreciate the level of engagement** throughout the development of **CSA**. They have brought everyone into the tent to create an **environment to help promote government, law enforcement and industry's common goal of saving lives** - it has been and will continue to **make a difference**.

●**Editor's Note:** Keppler said he wrote this editorial before the recent suit by a group of small trucking companies to block public access to CSA 2010 data.

"Our concern continues to be that people are quick to criticize without a full understanding of where we started from, what the experience has been to date and how this is linked to impact on saving lives," he said. "That is the goal. Most of peoples' concerns and issues are not new ones. We are not changing the basic compliance and enforcement programs or activities or the underlying regulations. **FINALLY** people are starting to wake up and take safety more seriously, and that is a good thing."



## Holiday Drunk Driving Crackdown Announced

*....supported by \$7 million in national TV and radio advertising and runs from Dec 15 - Jan 3.*  
[kellersonline.com]

U.S. Transportation Secretary Ray LaHood kicked off the annual **"Drunk Driving•Over The Limit•Under Arrest"** winter holiday crackdown involving **thousands of law enforcement agencies** across the nation. Secretary LaHood also highlighted the new **"No Refusal"** strategy that a number of states are employing to **put a stop to drunk driving**.

Through the **"No Refusal"** strategy, law enforcement officers are **able to quickly obtain warrants from "on call" judges** in order to **take blood samples from suspected drunk drivers** who refuse a breathalyzer test.

According to **DOT's National Highway Traffic Safety Administration**, in many states, a large proportion of people pulled over for DUIs **refuse to take an alcohol breathalyzer test**. The latest data show that states with the **highest refusal rates included** New Hampshire 81%; Massachusetts 41%; Florida 40%; Louisiana 39% and Ohio 38%. States that have adopted **"No Refusal"** programs report more **guilty pleas-fewer trials-more convictions**.

Secretary LaHood was joined for the announcement by NHTSA Administrator David Strickland, MADD President Laura Dean-Mooney, and Warren Diepraam, an Assistant District Attorney in Texas - a leading advocate of the **"No Refusal"** strategy. Lafourche Parrish Sheriff Craig Webre, who instituted a **"No Refusal"** policy in Thibodaux, Louisiana, was also on hand to share his experiences. The **officials strongly endorsed** the **"No Refusal"** initiative and applauded Texas, Louisiana, Florida, Kansas, Missouri, Illinois, Utah, Idaho, and Arizona for already employing this strategy to get **drunk drivers off of their roads**.

**It is against the law in all U.S. states** and the District of Columbia to drive with a Blood Alcohol Concentration (BAC) level of .08 or higher. Yet, **NHTSA** data show that last year, 10,839 people **were killed in alcohol-impaired driving crashes**, including 753 in December alone. Agency trend data have consistently

# CSA 2010 DRIVER RATINGS DEPEND ON GOOD ROADSIDE INSPECTIONS

[Len Dunman - Mercer Transportation]

A lot of folks have been stopping in to discuss **CSA 2010**, which will replace the current audit-based carrier safety rating system. I've written about it a lot and talked to a bunch of our drivers about it, both in Louisville and at every field inspection location I've visited this year.

It is important to understand that not only will carriers be rated, **but drivers will also receive a rating based on their roadside performance.** Data collection for that process began in 2009 and the data will be on each driver's record for three years. Not only will a driver's current carrier have access to it [beginning in December 2009] but any prospective carrier to which a driver applies [Employer] will also have access to it. It will add a **fourth element** to the mandatory "**Driver's Background Check**".

Carriers will look at experience, MVR, criminal history and **CSA 2010** driver fitness rating in making a leasing or hiring decision. **Anything written up on a roadside inspection will affect both the carrier's and the driver's fitness rating, anything!** The point weights of different violations vary, but everything is assigned a value. **Everything counts!**

Most of our folks are getting the message about this and I'm seeing more and more clean inspections. **Some need to do better....quickly.**

## Here's what I see:

**SPEEDING:** If you don't want to be inspected, don't speed, not a "nickel" over, not a "penny" over. Most of the inspections are the result of getting pulled over for speeding. Remember, under **CSA 2010**, if "speeding" is written on the inspection report, you just got burnt for it, **regardless of whether or not you were issued a ticket.**

**LOGBOOKS-HOURS OF SERVICE:** ANY problem with logs will be a big problem for you and will be on your record for three years, starting in 2009. Most log problems show up on the roadside when a driver is stopped for speeding. Remember, running hard **doesn't make you a "hero"**... it just shows that you **are in a hurry to find another line of work.**

**LOAD SECUREMENT:** Not putting an extra strap or chain on the first bundle or item of your cargo **causes more securement OOS write ups than anything else**, closely followed by defective straps. Smart drivers make it a habit to **put one extra securement device on the front no matter what and no matter if they think they have it right or not.** Always secure your load as if your career depends on it, because with **CSA 2010**, it does. I strongly recommend every driver become a member of the "strap of the month club". That is, **make it a habit every month to replace one strap.** You simply can no longer risk being written up for cut or torn straps. Toss the bad ones. No matter what you're told, my truck would have **twenty good 4 inch straps on it at all times....20.....viente.**

**BRAKES:** Have someone look at your brakes and **adjust them monthly**, check them daily. They have got to pass a Level 1 every week. You will see increased roadside activity under **CSA 2010... this is a biggie.**

Industry observers predict that **as many as 30% of the current driver workforce** will be out of a job after the first year of **CSA 2010** due to **deficient driver ratings.**

Remember, since all carriers can see them, if one carrier can't handle a driver due to bad inspections, it is unlikely any other carrier will want him or her, either. And if the **FMCSA** says a driver is unsatisfactory, neither Mercer nor anyone else will be able to ignore it and use him or her anyway.

Several drivers have asked about training for **CSA 2010.**

**Here it is:** Log legal • Over secure your load • Don't speed, not a "dime", not a "nickel", not a "penny" • Religiously maintain your truck.

**I can't overstate how important this stuff is. Everyone has got to get it right.**  
**The time to break bad habits is now- drive carefully, be safe.**