

Trucking News

THE OFFICIAL PUBLICATION OF THE SOUTH DAKOTA TRUCKING ASSOCIATION

JANUARY 2024

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Congratulations to
MIKE WHITEHEAD
for being named as a 2024-2025
America's Road Team Captain

Page 14



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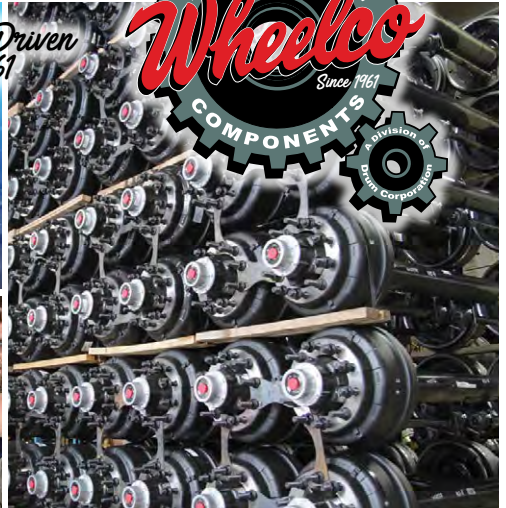
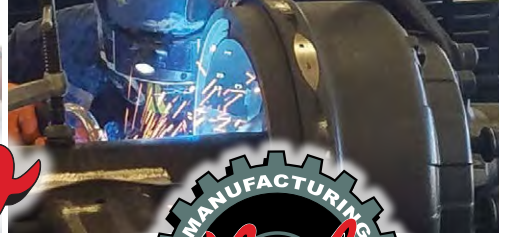


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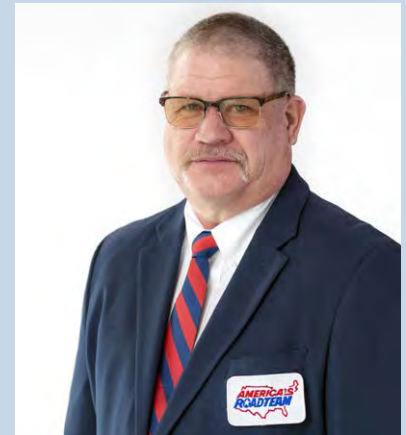


Photo Courtesy of ATA

Mike Whitehead, FedEx Freight, Inc., was selected as a 2024-2025 America’s Road Team Captain in Washington, D.C. early this month.



Join Us
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February 12th & 13th, 2024
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MONDAY, FEBRUARY 12TH
6:00 p.m. **Winter Reception with Legislators**
along with Pierre’s Largest Sundae Bar
Hors d’oeuvres will be served.

TUESDAY, FEBRUARY 13TH
10:00 a.m. **Winter Executive Committee Meeting**
12:30 p.m. **Winter Board of Directors Meeting**
OPEN TO ALL SDTA MEMBERS

Please RSVP for the Winter Reception with Legislators and Pierre’s Largest Sundae Bar by scanning the QR code below or by calling (605) 334-8871.



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MESSAGE FROM THE **Chairman**

Good day, ladies and gentlemen. We are approaching our upcoming legislative reception and board meeting on February 12th and 13th, with our reception being held on the evening of the 12th and the board meeting on the 13th. If you need rooms, I would suggest that you reserve them sooner rather than later, with the legislature in session and all the groups coming into town. There will be a shortage of rooms.

I read that there are two bills being introduced on the federal side that will affect our industry. Senate bill S. 3273 and House bill H.R. 6359 both are referred to as the Guaranteeing Overtime for Truckers Act. They deal with paying drivers overtime for over 40 hours. I am not in favor of this at all. It will increase the cost of goods substantially. For the people that have been in this industry, this is not a 40-hour-a-week job. I am not opposed to a driver being paid what they are worth, but this will almost double the cost of goods, so where do we stop?

Another article I read discussed a proposal that team drivers will have to be paid for over 8 hours of sleeper berth. I don't know if you can see the irony in this. If the feds mandate that you have to take 10 hours off duty sleeper and off duty, and now they want the company to pay for two hours of federally mandated time. I don't know who dreamed this up, but it was not thought out at all.

Safe travels,

A handwritten signature in black ink that reads "Robert Willey".

Bob Willey

Bob Willey Trucking

bwilleytrucking@gmail.com



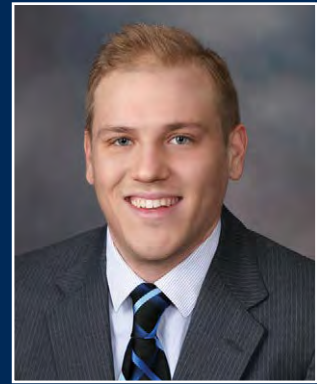
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Website: southdakotatrucking.com

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MESSAGE FROM THE
President

Christine's Corner

Happy New Year to you all!

This week I write to you from Pierre, SD, as the 99th South Dakota Legislative Session kicks off. On January 9th, Governor Kristi Noem gave the state of the state address to the House, Senate, and audience. Every session seems to have a few hot-button topics, and this year is no exception.

As far as the trucking industry is concerned, we are monitoring several bills on your behalf. You will receive weekly emails highlighting "Under the Dome," which will brief you on the bills we are involved in. Should you have any questions, concerns, or additional legislative items in which you have an interest, please contact me.

Please mark your calendars for Monday, February 12th, for the Annual Legislative Reception co-hosted with SDADA. Our SDTA Board meeting will be held the following day, Tuesday, February 13th. Both functions will be held in Pierre at the Ramkota.

As always, reach out anytime to your SDTA staff.

Onward,

Christine M. Vinatieri-Erickson

CHILI FEED

**WEDNESDAY
FEBRUARY 28**

11:00 AM – 2:00 PM

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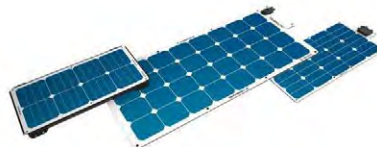
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JANUARY 2024 DRIVER OF THE MONTH



Mark Hungerford, Johnson Feed, Inc. (JFI), Canton, SD, was selected as the January 2024 Driver of the Month by the South Dakota Safety Management Council.

Mark has logged 4 million miles in his 32-year career. 11 of the 32-years have been with JFI. Mark is an over-the-road driver, and if you were to ask anyone at JFI about Mark they would say, "Mark does it right, every trip, every day, every month, every year." He accepts all dispatches and has no late loads. From operations, "a go-to quiet driver." Safety Director Dave Dailey will tell you that Mark demonstrates as a leader with his commitment to safety and protecting the motoring public. Mark never misses his quarterly safety reviews or annual safety meetings. If we could clone a driver, this one would be a winner that every company would love to have.

Mark resides in Bennington, NE.

The South Dakota Trucking Association joins the Safety Management Council in congratulating Mark Hungerford for being selected as the January 2024 Driver of the Month.

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HONOR YOUR BEST DRIVERS!



Nominate them for Driver of the Month

A nomination form & rules can be found on page 21 or online at www.southdakotatrucking.com under Membership Opportunities.



For more information, please contact the SDTA office at 605-334-8871 or michelle@southdakotatrucking.com



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Upcoming Events



MARK YOUR CALENDAR

FEBRUARY 12, 2024

Annual Legislative Reception and Sundae Bar
6:00 p.m.
Ramkota Hotel & Conference Center
Pierre, SD

FEBRUARY 13, 2024

SDTA Winter Executive Committee Meeting
10:00 a.m.
Ramkota Hotel & Conference Center
Pierre, SD

FEBRUARY 13, 2024

SDTA Winter Board of Directors Meeting
12:30 p.m.
Ramkota Hotel & Conference Center
Pierre, SD

APRIL 9-11, 2024

Call on Washington
Washington, D.C.

MAY 9, 2024

SDTA Spring/Summer Executive Committee Meeting
10:00 a.m.
AmericInn
Chamberlain, SD

MAY 9, 2024

SDTA Spring/Summer Board of Directors Meeting
1:00 p.m.
AmericInn
Chamberlain, SD

MAY 9, 2024

Social Hour, Dinner and Calcutta for the Annual Cliff Tjaden Fishing Event
6:00 p.m.
AmericInn
Chamberlain, SD

MAY 10, 2024

Annual Cliff Tjaden Fishing Event
7:30 a.m. - 3:30 p.m.
Cedar Shore Marina
Oacoma, SD

MAY 18, 2024

SD Truck Driving Championships
7:00 a.m.
Southeast Technical College
Sioux Falls, SD

JUNE 6-9, 2024

Wheel Jam
State Fairgrounds
Huron, SD

JULY 18, 2024

SDTA East River Golf Event
9:00 a.m.
Brandon Golf Course
Brandon, SD

AUGUST 21-24, 2024

National Truck Driving Championships
Indianapolis, IN

SEPTEMBER 15-21, 2024

National Truck Driver Appreciation Week

SEPTEMBER 25-27, 2024

SDTA 89th Annual Convention
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States Waive HOS for Fuel Deliveries Amid Severe Weather

Extreme Cold Prompts Efforts to Prevent Shortages

Noël Fletcher | Staff Reporter | *Transport Topics*

Governors from several states have issued emergency proclamations waiving federal hours-of-service requirements for truckers carrying fuel, to prevent shortages to safeguard people due to extreme cold weather.

Although some states issued orders several days ago that soon expire, others with longer duration emergency orders are Alabama, Arkansas, Indiana, Mississippi, Missouri, Nebraska, New York, North Carolina, South Dakota and Tennessee.

Alabama Gov. Kay Ivey's proclamation bans price gouging for the sale or rental of any commodity or rental facility Jan. 14-27. It also waives HOS requirements for 30 days from Jan. 14 for truckers bringing emergency- or disaster-related supplies, goods and services to assist with the extreme weather emergency.

Ivey also instructed relevant transportation agencies in the state to arrange necessary documents to assist with the movement of equipment and supplies. For example, the state department of transportation is allowed to issue waivers for vehicles or combinations of vehicles and (divisible/nondivisible) loads with weights, dimensions or combinations exceeding maximum legal limits. Transporters must display proper vehicle markings, flags and oversize signs, and have escorts as defined in Alabama's procedures. Alabama's order doesn't waive insurance requirements or weight limits on bridges.

Arkansas Gov. Sarah Huckabee Sanders waived HOS regulations through Jan. 26 for commercial vehicles carrying heavy equipment, oversized loads, electric power equipment and essential goods to people (groceries, medical and pharmaceutical items) and animals (poultry and livestock).

Indiana Gov. Eric Holcomb's emergency order, which expires Jan. 25, halts HOS regulations for truckers transporting propane gas that is used by 500,000 Hoosiers for heating homes, businesses, schools and public buildings.

The order, signed Jan. 15, said current demand exceeds local supplies, forcing distributors there "to experience shortages in supply, long lines at terminals, and related transportation challenges such as a shortage of drivers and the necessity for existing drivers to travel longer distances in search of propane gas."

Extreme freezing temperatures and severe winter weather prompted Mississippi Gov. Tate Reeves on Jan. 16 to waive HOS regulations through Jan. 30 for transporting fuel and other essential goods.

Nebraska's emergency order by Gov. Jim Pillen lasts for 30 days from its issuance Jan. 12 to waive HOS drive time regulations for drivers "hauling residential heating fuel and oils or fuel used to generate power for residential heating into or within Nebraska." Drivers operating under this order must carry a copy of the state declaration to prove their direct support to Nebraska during the emergency.

New York Gov. Kathy Hochul's HOS waiver (Jan. 12-Feb. 11) "is necessary to ensure that crews can clear vital roadways and hasten the movement of utility power restoration crews into New York state."

North Carolina's HOS waiver order expires Feb. 8. Gov. Roy Cooper declared a statewide emergency Jan. 8 and temporarily waived/suspended motor vehicle regulations. He directed that the HOS waiver applies to drivers transporting:

- Essential fuels, food, water, nonalcoholic beverages, medical supplies, feed for livestock and poultry
- Livestock, poultry and crops ready to be harvested
- Vehicles used to restore utilities and transportation services

South Dakota Gov. Kristi Noem's HOS waiver remains in effect until Feb. 11 for the transportation and delivery of residential heating fuels into or within the state. Noem noted when she issued the Jan. 12 order that state residents faced "extremely low inventories and outages of residential heating fuels and the return of normal supply flows to fuel terminals in South Dakota is unknown."

Patrick Sheehan, director of the Tennessee Emergency Management Agency, declared a winter weather emergency and fuel transportation regulatory relief order Jan. 13 under authority granted by the governor.

Through Jan. 27, HOS is waived for commercial motor vehicle operators who are providing fuels (including fuel oil, diesel, gasoline, kerosene, propane, liquid petroleum, and other refined petroleum products and heating fuels).

Reprinted from Transport Topics.



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South Dakota Success with ATA's America's Road Team

Photo Courtesy of ATA

Drivers on this year's team hail from 14 different states, represent 14 different motor carriers and have a total of 61.6 million accident-free driving miles.

Two drivers from South Dakota were selected as finalists for America's Road Team Captains out of nearly one thousand entries submitted. They flew out to Washington, D.C., this month to participate in the final selection event. The two drivers are Mike Whitehead, FedEx Freight, Inc., Sioux Falls, and Gary Schmidt, Cliff Viessman, Inc., Gary. They both were able to attend this event at ATA's headquarters. We are very proud of both Mike and Gary for their success in their careers!

America's Road Team is an elite group of professional truck drivers selected by the American Trucking Associations (ATA) to serve as ambassadors for the trucking industry. These drivers, known as Captains, are chosen based on their exceptional safety records, extensive experience, and commitment to the industry's values. The primary mission of America's Road Team is to promote safe driving practices, educate the public about the trucking industry, and address misconceptions surrounding it.

Every driver that is selected as a finalist has dedicated time to attending industry events, speaking at schools, and



meeting with policymakers to advocate for the trucking profession. They play a crucial role in enhancing the industry's public image and serve as role models within their communities. Sponsored by companies such as Volvo Trucks, Captains embark on a national tour, spreading their message in a specially designed truck equipped with a driving simulator and mobile classroom.

Overall, America's Road Team aims to raise awareness about the importance of safety in the trucking industry and highlight the professionalism and dedication of truck drivers. It serves as a platform for experienced drivers to share their expertise and contribute to the positive representation of the trucking community. We are very proud of everyone who was selected to attend this event and the enormous sacrifices they have made for the trucking industry.

There were several hundred applications received by ATA from professional truck driving hoping to join America's Road Team. Of those hundreds of applications, 36 finalists advanced to the semi-finals in Washington. A panel of evaluators, including industry officials and trucking news media representatives, judged the contenders on their knowledge of the trucking industry, dedication to safety, ability to communicate the industry's messages and overall safe driving record.

The South Dakota Trucking Association is proud to announce the selection of FedEx Freight Driver Mike Whitehead as a 2024 - 2025 America's Road Team Captain. This prestigious honor comes as a recognition of Mr. Whitehead's unparalleled dedication, exemplary skills, and substantial contributions to the trucking industry.

Mike Whitehead, from Lennox, South Dakota, has become a notable figure in the trucking industry. His journey began 37 years ago, and for the past 22 years, he has been driving for FedEx Freight, always with a focus on professionalism and safety. As a testament to his commitment, Mr. Whitehead has been serving as a part of South Dakota's Road Team for the past 6 years, actively engaging in advocacy and safety initiatives that contribute to the betterment of the industry.

A Trailblazer's Achievements:

Mr. Whitehead's career is full of achievements that testify to his exceptional skills and commitment. Notable among these awards is the prestigious FedEx President Award, a testament to his outstanding contributions within the company. His prowess was further recognized on a national stage with the Vehicle Condition Award at the 2018 National Truck Driving Championships, a testament to his meticulous approach to vehicle safety.



Photo Courtesy of ATA

Within the South Dakota Trucking Association, Mr. Whitehead has been a standout role model. Acknowledged as Driver of the Month and Driver of the Year, he has consistently demonstrated a commitment to excellence. Some of his crowning achievements include being crowned Grand Champion at the South Dakota Truck Driving Championships and securing the Best Written Exam and Best Pre-Trip Inspection awards multiple times, showcasing his comprehensive understanding of the industry's intricacies.

Having accumulated an impressive 3.9 million accident-free miles throughout his career, Mr. Whitehead stands as a beacon of safety and reliability in the trucking community. South Dakota is honored to call him one of its own, and the South Dakota Trucking Association takes immense pride in having such an accomplished professional represent the state.

Embarking on a New Chapter:

As Mr. Whitehead steps into his role as a 2024 America's Road Team Captain, he brings with him a wealth of experience and a legacy of excellence. The America's Road Team serves as a platform for industry ambassadors to spread the message of safe driving and educate the public about the trucking profession. With his extensive background and dedication, Mr. Whitehead is poised to make significant contributions to the team's mission.

The South Dakota Trucking Association extends its heartfelt congratulations to Mike Whitehead on this well-deserved achievement. As he takes on this new responsibility, the association wishes him continued success in representing the trucking community with the same passion, dedication, and excellence that have defined his career. South Dakota is not just his home; it is a place that takes pride in calling him a trucking icon.

Congratulations to Mike Whitehead and Gary Schmidt on their accomplishments!

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NEW YEAR'S RESOLUTION: Prioritize Driver Health and Safety

Statistics show that truck drivers are among the least healthy groups in the workforce, so a new year is a good time for the industry to prioritize their health and safety.

Jenna Hume | Digital Editor | *FleetOwner*

Truck drivers are statistically the most unhealthy group of people in the workforce, according to Steve Kane, president of RollingStrong, a wellness provider for the transportation industry.

According to a CDC study released last decade, long-haul truck drivers' health is worse than the average national working population:

- Prevalence of obesity is twice as high (69% vs. 31%).
- Prevalence of morbid obesity is twice as high (17% vs. 7%).
- Prevalence of current cigarette smoking is more than double (51% vs. 19%).
- Prevalence of self-reported diabetes is elevated (14% vs. 7%).
- More than twice as many drivers are not covered by health insurance or a health care plan (38% vs. 17%).
- A lower percentage of drivers perceived their health status as excellent, very good, or good (84% vs. 94%).

When truck drivers suffer from poor health, their safety, the safety of others, and their freight are at risk.

"They [drivers with poor health] have less reaction time, they have micro-sleeps or fall asleep at the wheel more often, or are more prone to a catastrophic event behind the wheel, such as a heart attack or stroke," Kane said. "That not only puts them at risk for their personal health, but it puts our highways at risk, and it puts the driver at risk, and certainly other families that are on the road at risk."

This has been an ongoing issue in the industry, but 2024 could be the year for change. For change to happen, drivers and fleet managers need to understand how driver health got to this point in the first place.

How did we get here?

The environment truck drivers work in does not promote healthy living, which in turn does not help drivers practice



safe driving. Due to the nature of their job, drivers are sedentary for hours per day. While sitting may seem harmless, it can have many adverse effects on one's body and health, according to Kane.

"We've actually analyzed what happens when you're in that seated position for a long period of time," Kane said. "Those hips get hinged, and we turn off the glutes and the hands, and our shoulders and our chin come forward, and we get a misalignment of the spine. It just creates a whole bunch of issues from your head all the way down to your toe, and those issues prevent us from even feeling capable of doing some of the other things that we should be doing, like walking, jogging, or going to the gym, because our bodies just get very out of alignment."

Accessing healthy food and exercise on the road is also difficult. According to Kane, most truck stops do not provide healthy food options, sometimes even to the extent that McDonald's truck stop restaurants do not offer healthy food options that they do at their other, non-truck stop locations. And this lack of access keeps truck drivers from making healthy choices.

"Some of the truck stops do have a cooler or a small section that has some healthy options, but when you're a person that isn't educated or not aware of what the right choices are, and you're also very limited on time ... that's the perfect storm to make a bad choice. And that's often what happens," Kane explained.

What drivers and fleet managers can do

In this perfect storm of unhealthiness, what can drivers do to prioritize their health? How can fleet managers and staff support their drivers in being healthy? According to Kane, change has to start at the top; fleet managers must make healthiness part of their company culture, and they must bring healthiness into the safety conversation.

With the support of their fleet, drivers should prioritize their health more this year. This will look different for each driver, but the basics would be to eat healthier and move your body more while on the road to avoid sedentary habits.

And while being healthier is a safety issue, there are also specific ways drivers can pledge to be safer on the road this year, such as:

- Avoid distracted driving. Distracted driving isn't just a problem for regular drivers; it's also something professional drivers can be guilty of. According to Corey Woinarowicz, chief revenue officer of NoCell Technologies, a software company that helps drivers stay focused on the road, drivers should take precautions

before hitting the road to stay focused, such as putting their phone in "do not disturb" mode.

- Don't put yourself in a bad situation. When possible, drivers should give themselves extra time when traveling to a destination. "You don't want that stressful drive. You're hurrying," Ina Daly, an XPO driver with 40 years of experience, explained. "That lends to bad driving behaviors like tailgating and speeding, which leads to accidents. Don't put yourself in that situation."

New Year's resolutions, however, can be challenging to keep. According to a Forbes survey, only 6% of people follow through with their resolutions; most quit within the first few months.

To keep a resolution that sticks, keep your goal realistic, specific, and flexible. Kane also suggests sharing your goal with someone who will hold you accountable for achieving it. Don't punish yourself if you get off track. It's important to remember that progress is the main goal.

Reprinted from FleetOwner.

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DRIVER OF THE MONTH NOMINATION FORM & RULES

Date: _____ Jacket Size: _____

Name of Driver: _____ Age: _____

Marital Status: _____ Spouse's Name: _____

Residence Address (in full): _____

Children & Ages: _____

Name of Carrier: _____

Home Terminal Address (in full): _____

Phone Number: _____ Email: _____

Years Employed by Present Employer: _____ Total Years of Experience: _____

Type of Equipment Operated: Truck Tractor-Semitrailer Doubles Other

Type of Driving: Over the Road City Other

Total Mileage: _____ Mileage with Present Employer: _____

of Accidents: _____ Chargeable Dates: _____

_____ Non-Chargeable Dates: _____

Has your driver ever been selected as a Driver of the Month or Driver of the Year in South Dakota or any other state?

Yes No If yes, when?: _____

Participation in truck driving championships or other transportation related activities: _____

Basis of Nomination: _____

With this entry, company agrees to send their driver, if selected as Driver of the Month, to the South Dakota Trucking Association Annual Convention, where the driver will participate in a personal interview. Drivers not being interviewed will not be eligible for the Driver of the Year honors. Interview times will be scheduled Friday afternoon during the convention.

With this entry, the company agrees to submit Driver of the Year Entry Form for National Competition if your driver is selected as the South Dakota Driver of the Year.

Submitted by: _____ Title: _____

RULES:

Driver may be nominated for Driver of the Month for any outstanding act of heroism, a contribution to highway safety, an extraordinary act of courtesy, an exceptional deed or act of service to mankind within the community reflecting positively on the motor carrier industry, or for a long period of safe and courteous driving. An outstanding act shall be deemed to mean unusual or other than the normal every day courtesies afforded by truck drivers.

ELIGIBILITY:

1. The nominated driver must be an employee of a member in good standing of the South Dakota Trucking Association.
2. The nominated driver must have been an employee of the present employer for at least two years and have a minimum of five years overall experience.
3. South Dakota domiciled* drivers are eligible for nomination for an outstanding act performed in any state. * The intent of the word "domiciled" shall be interpreted to mean: Any driver reporting to or regularly dispatched from a terminal within the state of SD (in keeping with the Federal Motor Carrier Safety Regulations definition of his/her home terminal) regardless of where the driver may dwell.

4. A driver may receive the Driver of the Month award only one time in any contest year. He/she may be renominated in any subsequent year.
5. Nominations for outstanding acts on the highway shall be accompanied by supporting evidence (letters, statements, news clippings, etc.). A clear, factual account is absolutely necessary. Vague generalizations will not be accepted.
6. A copy of recent driver motor vehicle record check must accompany the nomination.
7. Drivers nominated and not selected as Driver of the Month will be held over and used in the following month's selection.
8. Entries must be in the SDTA office no later than the 10th of each month for that current month's contest.
9. Nominations may be made by any party, but must be approved by the employer or a representative of the employer.
10. The annual contest will run from September of the previous year through August of the current year.
11. Company agrees to submit a professional head and shoulders photo of the winning driver.

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FMCSA Weighs Carrier Fitness Determination Agency Reviews Six Research Reports

Eric Miller | Staff Reporter | *Transport Topics*

The Federal Motor Carrier Safety Administration is reviewing six research papers on topics that include in-cab monitoring, automatic emergency braking and forward collision warning technologies as it weighs revision of its motor carrier safety fitness determination rules, the agency said.

The so-called Notice of Data Availability published Jan. 12 in the Federal Register “identifies information the agency has become aware of and provides an opportunity for public comment,” FMCSA said. “The agency may consider this information in preparation for further regulatory action following an advance notice of proposed rulemaking.”

Safety fitness determinations are currently based on an analysis of existing motor carrier data, collected during an investigation, and a compliance review conducted at a carrier’s place of business and/or remotely through a review of its records using a secure portal.

Comments on the data notice must be received by Feb. 12. The request for comment comes after FMCSA on Aug. 29 posted an advance that could allow it to scrap or modify the current way it evaluates motor carrier fitness, or even develop a new method that could incorporate the agency’s Compliance, Safety, Accountability Safety Measurement System, an unpopular idea among many motor carriers.

The six studies cited by FMCSA for review include:

- Jennifer Bell: “Evaluation of an in-vehicle monitoring

system to reduce risky driving behaviors in commercial drivers: Comparison of in-cab warning lights and supervisory coaching with videos of driving behavior”

- Maio Cai, et al.: “The association between crashes and safety-critical events: Synthesized evidence from crash reports and naturalistic driving data among commercial truck drivers”
- Guang Xiang Chen: “Impact of federal compliance reviews of trucking companies in reducing highway truck crashes”
- Jessica Cicchino: “Effectiveness of forward collision warning and autonomous emergency braking systems in reducing front-to-rear crash rates”
- Tsippy Lotan and Tomer Toledo: “In-vehicle data recorder for evaluation of driving behavior and safety”
- Department of Transportation, National Highway Traffic Safety Administration, FARS/CRSS coding and validation manual

Public comments on the fitness determination ANPRM ended Nov. 29, with only roughly 20 comments. Most leaned in support of the idea, but want to see what the agency does first with the proposal to change the fitness determination.

American Trucking Associations said it appreciates the agency’s attempt to develop a new methodology to determine when a motor carrier is fit to operate commercial motor vehicles in or affecting interstate commerce.

Continued on Page 25.



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FMCSA Weighs Carrier Fitness Determination continued from Page 23.

“For an SFD to be an accurate representation of a motor carrier’s fitness to operate, determinations must be based on a consistent and uniform data source. Unfortunately, data sufficiency concerns remain a serious limitation,” ATA wrote. “The Government Accountability Office has previously raised concerns about data sufficiency as part of the CSA/SMS methodology.”

In comments, the National Transportation Safety Board said that for more than two decades it has repeatedly issued recommendations to address the safety deficiencies with the FMCSA’s compliance review program and has called for SFD rulemaking to address the “critical need.”

“The NTSB strongly supports this initiative but remains concerned with the sluggish pace of the FMCSA’s efforts to develop a robust SFD process that will effectively use FMC-SA data and resources to identify unsafe motor carriers and remove them from our nation’s roadways,” NTSB said.

“As FMCSA pursues the development of a new methodology to determine when a motor carrier is unfit to operate, the agency must avoid relying on the Compliance, Safety, Accountability and Safety Measurement System programs,” the Owner-Operator Independent Drivers Association wrote. “Since their inception in 2010, CSA/SMS have completely failed in their objective to reduce injuries, fatalities and crashes. “This will not change until CSA/SMS incentivizes actual safety performance instead of regulatory compliance.”

“The Commercial Vehicle Safety Alliance does not support FMCSA retaining the current three-tiered rating system of Satisfactory, Unsatisfactory and Conditional,” the inspectors trade organization wrote. “The current system can be misleading and should be simplified for clarity.”

For more information, please go to: <https://www.federalregister.gov/documents/2024/01/12/2024-00522/safety-fitness-determinations>. To comment by February 12, go to: <https://www.regulations.gov/docket/FMCSA-2022-0003/document> and click on the Comment button.

Reprinted from *Transport Topics*.

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Welcome

8:15 to 9:45 a.m.

Top Industry Issues Roundtable Review, American Transportation Research Institute (ATRI)

Alex Leslie, ATRI Research Associate

9:45 a.m. to 10:00 a.m.

Break

10:00 a.m. to 11:00 a.m.

Federal Regulatory Updates and Q&A Panel

Federal Motor Carrier Safety Administration (FMCSA)

11:00 a.m. to 11:30 a.m.

Automated Commercial Motor Vehicle Evaluation (ACE) Program Smart Trailer Research Initiative

Mike Lukuc, General Engineer, FMCSA Technology Division

11:30 a.m. to 11:45 a.m.

Lunch

11:45 a.m. to 12:45 p.m.

Nine Vectors: Your Publically Available Safety Metrics

Paul Enos, Chief Executive Officer, Nevada Trucking Association

12:45 p.m. to 1:00 p.m.

Break

1:00 p.m. to 2:00 p.m.

Safety Management Q&A Panel

2:00 p.m. to 2:15 p.m.

Break

2:15 p.m. to 3:15 p.m.

The AWARE Program- A Scientific Solution for Objective Driver Fatigue Risk Evaluation

Richard Cook, Chief Operation Officer, ATA Associates

3:15 p.m. to 3:30 p.m.

Break

3:30 p.m. to 4:00 p.m.

Share the Road, Virginia Tech Transportation Institute (VTTI)

Rebecca Hammond, Group Leader, VTTI

4:00 p.m. to 4:30 p.m.

Commercial Vehicle Enforcement Q&A Panel

4:30 p.m. to 4:45 p.m.

Closing

5:00 p.m. to 6:00 p.m.

Reception

6:00 p.m. to 9:00 p.m.

Dinner and Entertainment

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TUESDAY

8:00 a.m. to 8:30 a.m.

Breakfast - Exhibit Hall Open

8:30 a.m. to 9:30 a.m.

Federal Policies & Issues

Dan Horvath, SR Vice President of Safety Policy, American Trucking Associations

9:30 a.m. to 10:00 a.m.

General Security Awareness for Transportation

Ron Gann, Transportation Security Inspector (Surface) Nebraska & Iowa, U.S. Department of Homeland Security Transportation Security Administration

10:00 a.m. to 2:00 p.m.

North American Fatigue Management Program (NAFMP)

Rodolfo Giacoman, Fatigue Management Specialist, Commercial Vehicle Safety Administration (CVSA)

A photograph of a man and a woman shaking hands in a professional setting. The man is on the left, wearing a light blue shirt, and the woman is on the right, wearing a light-colored button-down shirt. They are both smiling and looking at each other. The background is a bright, out-of-focus office environment with large windows.

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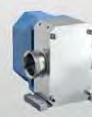
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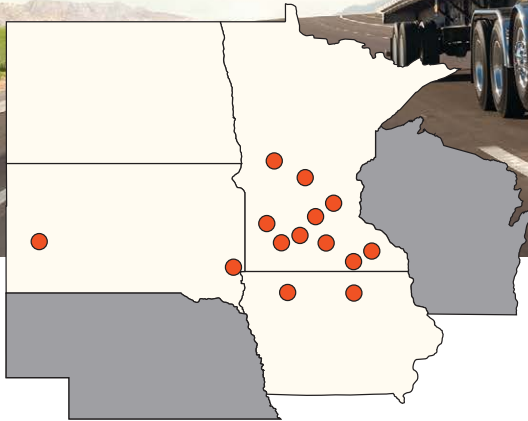
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