



North American Standard Level VI Inspection Program Update: Southern States Energy Board Radioactive Transportation Committee

Omaha, NE, June 5, 2018

CVSA Overview



- 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
 - Focused agenda, clear expectations and results
 - Open door policy
 - Processes and procedures for input and output are explicit and inclusive
 - Multiple disciplines represented and involved in establishing policies and procedures

CVSA Overview



- An organization of federal, state and provincial government agencies and industry representatives from the United States, Canada, and Mexico dedicated to the improvement of commercial vehicle safety
- Core Activities
 - Roadside CMV Inspector Certification program
 - The North American Standard (NAS) Inspection Procedures
 - North American Standard (NAS) Out of Service Criteria
 - NAS Training Program
 - CVSA Decal Program
 - Level VI Inspection Program



Technical Committees

- Associate Advisory (Industry)
- Driver/ Traffic Enforcement
- Hazardous Materials
- Information Systems
- Passenger Carrier
- Program Initiatives
- Size and Weight
- Training
- Vehicle



CVSA Overview



Programs

- North American Inspector's Challenge (NAIC)
- Driver Excellence Award
- Operation Safe Driver
- Road Check
- Teens & Trucks
- Operation Airbrake
- North American Standard Inspection
- COHMED
- Level VI



- Board of Directors
- International Officers
 - President, Vice President, Sec. Treasurer
- 1 Local P.D. President
- 3 Past Presidents
- 5 Region Presidents
 - Region 1 North East
 - Region 2 South
 - Region 3 Midwest
 - Region 4 West
 - Region 5 Canada
- Associate Advisory – Industry*
- FMCSA, PHMSA, TSA, Transport Canada, SCT *
- * Non voting



CVSA Level VI Program Review



Completing 2nd year of the 5 year Cooperative Agreement for Federal Fiscal Years 2017 - 2021



CVSA Level VI Program Review



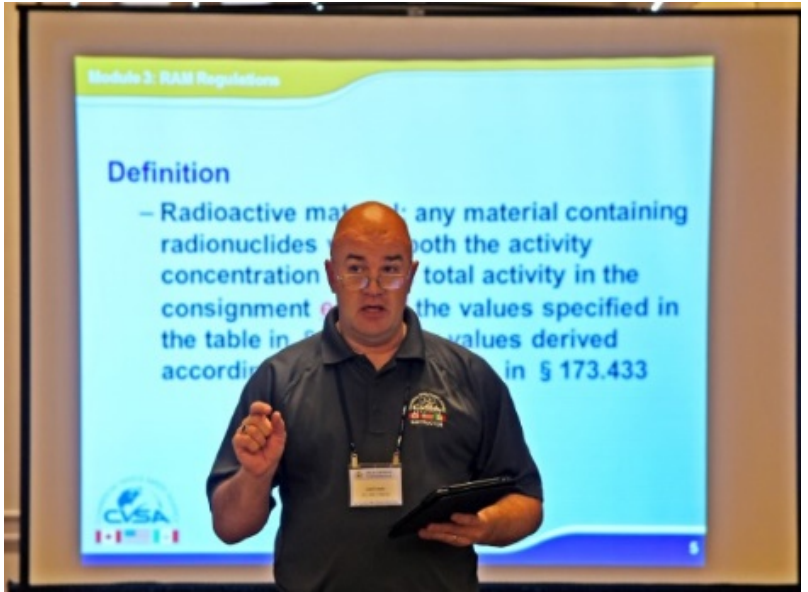
- Level VI Certification Classes
- Industry Awareness Training
- State Train the Trainer
- Public Outreach
- State Program Peer Review
- Level VI Inspection Data Report
- Out of Service Criteria



CVSA Level VI Program Review



Certification Training Classes



CVSA Level VI Program Review



- **CVSA National Instructors**

- Reggie Bunner, West Virginia Public Service Commission
- Tom Fuller, New York State Police
- Kelly Horn, Illinois Emergency Management Agency
- Artez Lester, Florida Highway Patrol
- Juel Lewis, Federal Motor Carrier Safety Administration
- Adam Roha, California Highway Patrol
- Rob Rohr, Public Utilities Commission of Ohio
- Rion Stann, Pennsylvania State Police



CVSA Level VI Program Review



- Certification Classes – FFY 2018 to date
 - Austin, Texas – October 2017
 - Albuquerque, New Mexico – November 2017
 - Garden Grove, California – COHMED, - January 29, 2018*
 - San Antonio, Texas – Train the Trainer – February 27 – March 2, 2018
 - Jefferson City, Missouri – May 14 – 17, 2018
 - Springfield, Illinois – June 18 – 21, 2018
 - Forsyth, Georgia – July 23 – 26, 2018

* 8 hour refresher class



CVSA Level VI Program Review



- Certification Classes – FFY 2019 to date
 - Austin, Texas – October 15 – 18, 2018
 - Sacramento, California - November 5 – 8, 2018
 - San Antonio, Texas COHMED – January 28, 2019*
 - San Antonio, Texas – Train the Trainer – February 25 – 28, 2019
 - Elkridge, Maryland – March 18 – 21, 2019

- * 8 hour refresher class



CVSA Level VI Program Review



- CY 2017 certified 81 Officers
- CY 2018 certified 10 Officers

- 775 Certified Level VI Inspectors Nationwide



CVSA Level VI Program Review



- Deliverables

- Funded for 8 Certification classes each year
- Provide Train the Trainer refresher each year
- FFY 2018 - Inspection Data Report FFY's 2015 - 2017
- FFY 2019 - Inspection Peer Review Report (TBD)
- FFY 2020 - Inspection Data Report FFY's 2018 – 2019
- FFY 2021 – Inspection Peer Review Report (TBD)



CVSA Level VI Program Review



2018



**NORTH AMERICAN STANDARD OUT-OF-SERVICE CRITERIA
AND LEVEL VI INSPECTION PROCEDURES**

and Out-of-Service Criteria (shaded items) for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials as defined in 49 CFR Part 173.403.

This document replaces and supersedes all previous North American Standard Out-of-Service Criteria.

APRIL 1, 2018

CVSA Level VI Program Review



Roadside Inspections, Level VI (2017 - Calendar)				
Level VI Inspections	CY 2017			
	Fed	State	Total	Pct of Total
Number of Level VI Inspections	1	610	611	100%
Point of Origin	1	338	339	55.48%
En Route	0	270	270	44.19%
Point of Destination	0	2	2	0.33%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	589	589	96.40%
Level VI Inspections with Violations	1	21	22	3.60%
Level VI Inspections with OOS Violations	1	12	13	2.13%

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 4/27/2017 , including current year-to-date information for CY 2017. The data presented below are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

CVSA Level VI Program Review



Roadside Inspections, Level VI (2018 - Calendar)				
Level VI Inspections	CY 2018			
	Fed	State	Total	Pct of Total
Number of Level VI Inspections	0	242	242	100%
Point of Origin	0	142	142	58.68%
En Route	0	99	99	40.91%
Point of Destination	0	1	1	0.41%
Unknown Location	0	0	0	0%
Level VI Inspections with No Violations	0	236	236	97.52%
Level VI Inspections with Violations	0	6	6	2.48%
Level VI Inspections with OOS Violations	0	3	3	1.24%

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 4/27/2018 , including current year-to-date information for CY 2018. The data presented below are accurate as of this date, but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.



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