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

Arlington, VA June 11, 2019
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
  • COHAMED Hazardous Material Training Program
  • Level VI Inspection Program
CVSA Overview

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
CVSA Overview

• **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
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Completing 3rd year of the 5 year Cooperative Agreement for Federal Fiscal Years 2017 - 2021
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• Level VI Certification Classes
• Industry Awareness Training
• State Train the Trainer
• Public Outreach
• State Program Peer Review
• Level VI Inspection Data Report
CVSA Level VI Program Review

Certification Training Classes
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• CVSA National Instructors
  • Reggie Bunner, West Virginia Public Service Commission
  • Kelly Horn, Illinois Emergency Management Agency
  • Artez Lester, Florida Highway Patrol
  • Juel Leuis, Federal Motor Carrier Safety Administration
  • Adam Roha, California Highway Patrol
  • Rob Rohr, Public Utilities Commission of Ohio
  • Rion Stann, Pennsylvania State Police
  • Carlisle Smith, CVSA
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• Certification Classes – FFY 2019 to date
  • Austin, Texas – October 2018
  • Sacramento, California – November 2018
  • San Antonio, Texas – COHMED, - January 2019*
  • San Antonio, Texas – Train the Trainer – February 2019
  • Elkridge, Maryland – March 2019
  • Pearl, Mississippi – April 2019
  • Golden, Colorado – May 2019
  • Harrisburg, Pennsylvania – July 9 – 12, 2019

* 8 hour refresher class
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• Certification Classes Scheduled for – FFY 2020
  • Union Gap, Washington – October 7 – 10, 2019
  • Austin, Texas – November 4 – 7, 2019
  • Raleigh, North Carolina – December 2 – 5, 2019
  • Louisville, Kentucky – COHMED Conference – January 27, 2020*
  • Albuquerque, New Mexico – March 2020 (TBD)
  • Knoxville, Tennessee – September 7 – 10, 2020

• * 8 hour refresher class
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- CY 2017 certified 81 Officers
- CY 2018 certified 82 Officers
- CY 2019 certified 39 Officers to date

- 730 certified Level VI Inspectors - USA
- 9 certified Level VI Inspectors - Canada
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• **Deliverables**
  - Funding for 8 Certification classes each year
  - Provide Train the Trainer refresher each year
  - 2019 - Inspection Peer Review Report (Texas, Maryland)
  - FFY 2020 - Inspection Data Report  FFY’s 2018 – 2019
  - FFY 2021 – Inspection Peer Review Report (TBD)
<table>
<thead>
<tr>
<th>Level VI Inspections</th>
<th>FY 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fed</td>
</tr>
<tr>
<td>Number of Level VI Inspections</td>
<td>0</td>
</tr>
<tr>
<td>Point of Origin</td>
<td>0</td>
</tr>
<tr>
<td>En Route</td>
<td>0</td>
</tr>
<tr>
<td>Point of Destination</td>
<td>0</td>
</tr>
<tr>
<td>Unknown Location</td>
<td>0</td>
</tr>
<tr>
<td>Level VI Inspections with No Violations</td>
<td>0</td>
</tr>
<tr>
<td>Level VI Inspections with Violations</td>
<td>0</td>
</tr>
<tr>
<td>Level VI Inspections with OCS Violations</td>
<td>0</td>
</tr>
</tbody>
</table>

Data Source: FMCSA’s Motor Carrier Management Information System (MCMIS) data snapshot as of 4/26/2019, including current year-to-date information for FY 2019. The data presented above 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.
<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 Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>305.45D  Brake connections with leaks or corrections</td>
<td>2</td>
<td>2</td>
<td>14.28%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>2</td>
<td>305.48A  Inoperative/defective brakes</td>
<td>2</td>
<td>2</td>
<td>14.28%</td>
<td>1</td>
<td>50.00%</td>
</tr>
<tr>
<td>3</td>
<td>306.3A1  Inspection, repair and maintenance of parts &amp; accessories</td>
<td>2</td>
<td>2</td>
<td>14.28%</td>
<td>1</td>
<td>50.00%</td>
</tr>
<tr>
<td>4</td>
<td>305.53B  CMV manufactured after 10/16/94 has an automatic airbrake adjustment system that fails to compensate for wear</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>5</td>
<td>305.47E  Clamps or Roto-type brake out of adjustment</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>6</td>
<td>305.3A4DP Driving beyond 14 hour duty period (properly carrying vehicle)</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>7</td>
<td>305.3A1A Frame cracked / loose / sagging / broken</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>8</td>
<td>305.9A   Inoperative required lamps</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>9</td>
<td>172.30I4A No proper shipping name and/or ID# marking on non-bulk package</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
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<tr>
<td>10</td>
<td>305.95A  Non-discharged/secured fire extinguisher</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td>11</td>
<td>305.09EHYS Windshield - Obstructed</td>
<td>1</td>
<td>1</td>
<td>7.14%</td>
<td>0</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

Citations marked with an asterisk (*) will be shown on the Driver/Vehicle Examination Report given to the driver after a roadside inspection.

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