



Safety

Compliance

Business

2019 Commercial Vehicle Safety Research Summit

**Best Practices for
Industry & Law
Enforcement
Partnerships to
Prevent Crashes**

umass **SAFE**
Traffic Safety Research Program



Introduction

Despite sharing the goal of ending roadway crashes and fatalities involving large trucks and buses, traffic safety stakeholders from disparate fields rarely have the opportunity to be in the same room to develop a call to action. The University of Massachusetts Traffic Safety Research Program (UMassSafe) received a Federal Motor Carrier Safety Administration (FMCSA) grant to rectify this, and set out to connect stakeholders and promote partnerships between the truck and bus industry, law enforcement, state driver's licensing agencies, universities, and government. The result was the 2019 Commercial Vehicle Safety Summit: Best Practices for Industry and Law Enforcement Partnerships to Prevent Crashes, which not only sparked rich conversation and collaboration across the diverse fields comprising commercial vehicle safety, but also signified a call to action. Everyone in attendance recognized that even a single death on our nation's roadways is one too many, and committed to working together toward the goal of zero deaths. In his keynote address, FMCSA Chief Counsel Alan Hanson commented that "Safety is our shared priority," and spoke to the necessity of "Being attuned to each other's needs." The partnerships forged and groundwork laid at the Summit represents the future of roadway safety, where diverse stakeholders work in concert with one another, rather than operating in isolation. Unlike many conferences that seek simply to inform, this Summit asked more of attendees — to take the thoughts of the collective and turn them into actionable tasks to take home.

Since the initial Eastern Service Center (ESC) region's Summit in 2016, which sought to promote partnerships between law enforcement and universities, the Commercial Vehicle Safety Summit has become a model for the rest of the nation. It has inspired two similar Summits with the purpose of promoting partnerships between law enforcement and universities, in both the Southern Service and Western Service Center regions. Now that the 2019 Summit is behind us, there is demand for a nationwide Summit, promoting partnerships between universities, law enforcement and the industry, where the successes established in the ESC region can expand across the country and move us closer to our goal of zero deaths on our roadways.





Summit Overview

The Summit was held on November 19-20 in Northampton, Massachusetts with over 150 participants. Each of the ESC region states and territories were

represented with representation varying from one to 23 participants per state. The Summit offered 46 presentations that encouraged open discussion and collaboration between both presenters and attendees. Highlights of the Summit are included below.

The impacts of marijuana decriminalization on truck and bus drivers was a major issue that led to lively and engaging discussion. Panelists expressed interest in researching the effect of marijuana decriminalization on the rise of reported injuries among drivers. Dr. Nicholas Ward of the Center for Health and Safety Culture at Montana State University presented findings from a survey of CDL and non-CDL drivers. According to Dr. Ward, almost 30% of the CDL drivers surveyed indicated that in the previous 30 days they have driven for work within two hours of consuming cannabis (compared to 4% of Non-CDL drivers). The same survey found that 49% of CDL drivers indicated they would be willing to drive within two hours of consuming cannabis (compared to 12% of Non-CDL drivers), and 46% felt that their immediate supervisor would find this acceptable. Summit participants asked a variety of questions and expressed strong interest in a further survey with a larger sample so these findings could be compared between long haul versus short haul drivers, owner-operated versus large companies, etc. Further research is needed, including how driver behavior may change based on the freight they carry, and whether drivers are using cannabis recreationally or for medical reasons. Other speakers discussed the expanding number of states that are



Who Attended the Summit?

45	<i>Truck & Bus Industry</i>
35	<i>FMCSA & Other Federal Government</i>
26	<i>Law Enforcement</i>
24	<i>Universities</i>
12	<i>Other State Government</i>
9	<i>State Drivers' Licensing Agencies</i>
6	<i>Other Nonprofit</i>

decriminalizing cannabis, as well as the ongoing efforts by law enforcement to address cannabis-impaired driving.

Similar sessions were held on various industry safety technologies, such as collision-avoidance systems and telematics, as well as risks on the road, including human trafficking, trucking through work zones, and distracted driving. Darrin Iketani, law enforcement and traffic safety consultant for University of California, San Diego Training, Research, and Education for Driving Safety (TREDS), discussed the Just Drive-Deliver Distraction-Free program for commercial drivers and their employers. This program consists of partnerships between the UC San Diego School of Medicine, law enforcement, and the California Trucking Association to educate drivers about the risks of distracted driving. Pam Martinez, Vice President of Human Resources and Risk Management at DATTCO,



gave a fascinating presentation on ways DATTCO has begun using telematics, video review, and coaching to improve driver behavior. Since implementing this program, crashes have declined, driver performance has improved, and drivers have demonstrated a heightened awareness of and complicity with all safety practices. Additionally, Michael Lasko, Manager of Safety and Quality at

Boyle Transportation, demonstrated how his company, as an early adopter of safety technologies, has integrated collision avoidance systems, roll stability controls, lane departure warnings, and side angle cameras to reduce crashes among their fleet. Due in part to the use of these technologies, Boyle Transportation drivers have not had a rear end collision in seven years.

The In-State Joint Initiatives session highlighted a sampling of state partner-developed best practices for possible replication in other states. Projects included an annual safety conference in New York coordinated by the state trucking association, state drivers licensing agency (SDLA) driver record and event notification systems in the District of Columbia and New York, the incorporation of safety programming within workforce development in Virginia, a state sanctioned Motor Carrier Advisory Council in Connecticut, and the Motorcoach Compliance Assistance and Regulatory Accountability (18 CARAT) Training in Pennsylvania. Throughout the Summit, organizers and speakers asked participants to share best practices across disciplines, compare successes and challenges, and plan next steps to promote and expand partnerships. Today, a variety of emerging trends and brand new issues exist within the field of transportation safety. Gathering as a group, participants of the Summit gained a more comprehensive understanding of these trends, looking at each from a variety of different angles and through the unique lenses of different agencies and organizations.

The Transportation Safety Problem

There are approximately 6.1 million commercial drivers in the United States, carrying 11.5 billion tons of freight over 315 million miles.

Since 2016, truck and bus involved fatal crashes have been increasing.

Furthermore, large trucks are more likely to be involved in fatal multiple vehicle crashes, and pedestrian fatalities in large truck crashes increased by 13% from 2017 to 2018, resulting in 51 more pedestrian deaths than in 2017.

Fatal crashes in work zones have declined, but the percentage of fatal work zone crashes that involved at least one large truck was nearly one third. Over the next 20 years, freight will increase by an estimated 43%, which will mean an increased risk of truck and bus involved crashes. As transportation safety stakeholders devise strategies for lowering the incidence of crashes involving large trucks and buses, innovation is key.

Another emerging issue in transportation is the age of truck and bus drivers as a whole. The average age of a truck driver is over 50, and the average age of a bus driver is over 60. These statistics point to an aging driving population, with a lack of younger drivers to take over as they retire. Other issues include distracted driving, the introduction of autonomous vehicles, and the need for more comprehensive data sharing. The Commercial Vehicle Safety Summit was created as a space for stakeholders from diverse backgrounds and fields to come together and better address these problems.



Comments from Attendees



Industry and law enforcement have traditionally been adversarial. It's necessary to create partnerships and share between the two entities. Wonderful to see this beginning here.

We are more effective together.

Working together means being attuned to each other's needs. What types of partnerships might we strengthen?

This is one of the best conferences I have attended.

I really enjoyed the opportunities to network with partners from a variety of states!

Call to Action:

The Summit was a call to action, not only in spirit, but also in the solidifying of real, actionable steps, shared by speakers and participants. By uniting traditional safety stakeholders with industry stakeholders in discussion and sharing experiences, attendees were asked to actively participate — not only by responding to the topics of the presentations, but also responding to the ideas and challenges they knew were missing from the conversation. This sentiment became a theme over the Summit’s two day duration, as speakers and attendees pushed themselves to develop solutions and next steps as a call to action to improve partnerships, expand safety, and ultimately reduce the incidence of truck and bus involved crashes.

Speakers and attendees suggested the following action steps:

1. *Develop and/or expand state-based partnerships via a coalition or advisory committee.*

These partnerships need to include not only representatives from law enforcement, state drivers licensing agencies, and state/federal government, but also universities, state trucking associations, and other representatives from the trucking industry. These coalitions or



advisory committees, which need to meet regularly, could develop and implement programs shared at the Summit, such as Connecticut’s online adjudication of traffic offenses for faster processing, and Pennsylvania’s Motorcoach 18-CARAT program.

As FMCSA’s Chief Counsel Alan

Hanson stated, “Working together means being attuned to each other’s needs.” One attendee expanded on this idea by suggesting collaboration among the various stakeholders across neighboring states. FMCSA Division offices could take the lead in promoting and expanding these partnerships by coordinating meetings as well as providing guidance and technical assistance.

Proposed Solutions/Next Steps

2. *Replicate the CV Summit pilot nationally.*

One participant commented that if one transportation agency encounters a problem, another from across the country has already solved it. Additionally, various industry representatives have utilized countless innovative safety technologies and could share the successes, challenges, and lessons learned with regions grappling with similar issues. Much like UMassSafe's 2016 Summit, which promoted partnerships with universities and was replicated in two other FMCSA regions, this 2019 Summit could be replicated across the country.

3. *Expand the group of truck and bus safety stakeholders beyond law enforcement, SDLA, industry and universities to include other stakeholders.*

Attendees suggested involving additional stakeholders at the state and federal level, including representatives from driver training schools, the school bus industry, courts, insurance companies, mobile phone carriers, etc.

4. *Create a Statewide Safety Inventory.*

As described earlier, one state or company's problem has often been successfully addressed by another. Therefore, it is essential that states inventory existing safety programs in order to understand the motivations, interests, and expertise necessary to implement each resource. These inventories can help provide states with an improved understanding of how to attune various efforts and meet future challenges without repeating work unnecessarily. The goal should be to understand which programs and which people are best suited to address emerging issues.



Call to Action Continued

5. *Incorporate successful state safety programming from other states.*

The vast majority of attendees expressed interest in working in partnership with other states to bring successful safety programming to their own state. Examples of programming that attendees were interested in replicating include:

- Create a crash reduction coalition with governor and industry
- Develop online adjudication for faster action on CDL drivers
- Increase partnerships with state Office of Highway Safety to target high profile crash locations
- Conduct outreach to small carriers
- Distribute information on new regulations at truck stops
- Conduct further analysis of the crashes that are happening
- Develop methods for reducing roll-over ramp crashes (a frequent occurrence)
- Conduct law enforcement and industry trainings, modeled after the California TREDs program
- Develop a system for timely posting of DMV/court records
- Plan state industry conferences coordinated by state truck/bus associations
- Collaborate with neighboring states to implement safety programming together



6. *In addition to replicating successful programming at the state level, participants had many ideas for national programming.*

Some examples of this include:

- Follow up with NHTSA on standardization of telematics
- Request that FMCSA evaluate information about crash avoidance systems
- Address the driver shortage by potentially working with non-violent offenders in the prison system and liberal arts majors
- Develop standards for how the industry adopts new technologies and determine the best products; then get the industry to buy-in and use these technologies
- Standardize equipment and give grants to the industry to support the inclusion of safety equipment
- Fund studies on how cannabis affects safe driving
- Determine who needs to come to the table to improve truck parking

7. *Continue growing the Commercial Vehicle-Safety Technical Assistance Center (CV-STAC).*

CV-STAC is an online resource created and managed by UMassSafe following the 2016 Commercial Vehicle Safety Summit. In addition to hosting summaries and copies of the presentations from both the 2016 and 2019 Commercial Vehicle Safety Summits, CV-STAC also contains best practice guides, webinars, and blog posts to assist law enforcement, state drivers' licensing agencies, and universities develop and/or expand new programs and partnerships, as well as replicate existing programs. Similar materials will be created to assist state truck/bus associations and the trucking industry as a whole.





(413)577-1035

UMassSafe@umass.edu

cvstac.umasssafe.org