

Transportation Safety

Training ADVISOR

January 2025

Personal safety

Securing safety on and off the road

**CVSA's Roadcheck 2024
results revealed**

**Proposed rule could save up
to \$100 million**

Information and resources to help your drivers operate safely



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In This Issue

Training Blueprint3

Help your drivers learn to recognize and avoid potentially harmful situations before they happen.

Training Handout4

Remember that safety and security are top priorities.

Test Your Knowledge5

Ready to test your drivers' personal safety knowledge?

CVSA's Roadcheck 2024 results revealed6

Get insights to help focus training efforts for dispatch, fleet maintenance, drivers, and more.

Proposed rule could save up to \$100 million6

PHMSA is proposing new rules to help simplify shipping processes for truck drivers.

Expert Help7

Can a CMV operator be cited for cell phone use on private property?



MESSAGE FROM THE EDITOR

Keep it secret. Keep it safe.

Whether you're a *Lord of the Rings* fan or not, most can agree that keeping precious items secret and safe is great advice. This is especially true when it comes to personal and vehicle safety!

After coming to a full stop and before exiting the vehicle, drivers must ensure all valuables are stowed away and placed out of sight. Otherwise, thieves might not be able to resist the urge to break a window and grab those valuables right from the vehicle. And who knows what else they might do once inside?

Personal items might be just the beginning. If a thief notices valuable items just by looking into the cab, there's not much stopping them from seeking out whatever valuables might be hidden in the back of the truck, too. Theft is a serious issue for truck drivers, and thieves have countless sophisticated strategies at their disposal. Without the driver even realizing it, a thief can unhitch a trailer from the cab and then hitch it to their own tractor without notice.

Keeping precious items safe

To stay safe:

- Keep items like wallets, laptops, cash, tablets — and even very old rings — out of plain sight when stepping away from the vehicle;
- Keep all doors and windows shut and locked;
- Avoid detailed conversations about your load or route around others; and
- Be aware of any suspicious-looking characters who may be eying precious items and cargo.

Whether on a long voyage along a road less traveled or just a quick trip across town, drivers should always remember that 2000-year-old wizard's sage advice about guarding valuables: Keep it secret. Keep it safe. ♦



Lucero Truszkowski

Lucero Truszkowski joined J. J. Keller & Associates, Inc. as an Associate Editor in 2022. Lucero edits, writes, and researches content on a variety of topics, including transportation, human resources, and driver training. She holds a Master of Science (MS) in Professional Writing from New York University.



TRAINING BLUEPRINT — PERSONAL SAFETY

Securing safety on and off the road

Thousands of drivers are injured and millions of dollars are lost each year in theft and robberies.

The key to staying safe is to recognize and avoid potentially harmful situations before they happen. A well-thought out trip plan and a keen sense of awareness go a long way in preventing potentially harmful situations.

TIP: Consider asking local law enforcement if any officers can assist in addressing your drivers on this topic. They may even have training materials you can use as well.

At the shipper

Drivers must be prepared to show photo identification (ID) when at the shipper. The shipper may also ask for the name of the receiver and the destination of the materials before releasing the shipment.

When it's time to load the vehicle, the driver should:

- Supervise the loading process or load it themselves,
- Only accept scheduled cargo,
- Be suspicious of requests to load unauthorized or unscheduled freight,
- Contact the motor carrier if asked to load unauthorized or unscheduled freight,
- Load the most valuable cargo in the nose of the trailer as far away from the doors as possible,
- Make sure all cargo is free of visual damage,
- Review and verify all load-related documents, and
- Report and resolve any discrepancies on load-related documents before signing the paperwork or sealing the trailer.

Once the vehicle is loaded, the trailer doors should be secured with a heavy-duty padlock and/or trailer seal.

On the road

Many cargo thefts and hijackings happen within just a few miles of the load's origin. With this in mind, drivers should be alert when leaving the shipper. All doors and windows on the vehicle should be closed, rolled up, and locked until the driver is back on the road. The driver should also pay special attention when near popular hijacking areas like signal-regulated highways, stoplights, and on/off ramps.

A driver who suspects someone might be following the vehicle should immediately contact both law enforcement and the motor carrier.



To ensure safety on the road, drivers should:

- Regularly check in with the motor carrier;
- Vary the driving route;
- Be suspicious of anyone who is signaling the vehicle to stop or pull over;
- Never share information about the load, pick up schedule, delivery schedule, or routing;
- Lock the vehicle when stopped; and
- Inspect the vehicle and its seals/locks at the end of each stop/rest period.

At the receiver

Drivers may be asked for ID as well as the bill of lading or shipping papers when arriving at the receiver. When unloading the trailer, the driver and receiver should:

- Match the bill of lading or other load-related numbers and paperwork,
- Inspect the seal(s) and match the number(s) with corresponding documentation,
- Break the seal(s),
- Unload the shipment, and
- Sign the bill of lading or other load-related paperwork.

The driver should supervise the unloading process and report any discrepancies to the company immediately. ♦

TIP: Distribute and review your company policy on this topic. Answer any questions your drivers may have and help advise them.



TRAINING HANDOUT — PERSONAL SAFETY

Safety and security are your top priority

Trip planning

- Map out a safe place for each rest or refueling stop
- Make note of some alternative safe stopping locations, just in case
- Establish clear communication with the motor carrier, shipper, and receiver



When driving

- Stay alert and pay attention, especially at stops and on/off ramps
- Watch out for anyone following the vehicle
- Be suspicious of anyone trying to get you to pull over
- Vary your route
- Check in with your motor carrier regularly
- Never share information about your load, route, or schedule



When stopped

- Park in a well-lit, high-traffic area
- Lock your doors, roll up your windows, and inspect seals/locks
- Never leave valuables in plain sight
- Don't discuss any details of your work while outside of the truck
- Walk in places where others can clearly see you ♦



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TEST YOUR KNOWLEDGE — PERSONAL SAFETY

1. It's okay to discuss your load with other drivers at a truck stop.
 - A. True
 - B. False

2. When driving on the road:
 - A. Be wary of anyone asking you to pull over
 - B. Make sure you're not being followed
 - C. Be aware of your surroundings
 - D. All of the above

3. You should never lock your windows and doors while in the vehicle because it poses a personal safety risk.
 - A. True
 - B. False

4. A good trip plan includes:
 - A. Using your intuition to pick a stop
 - B. Packing your favorite snacks
 - C. Mapping out two or three safe stops for each rest/refuel
 - D. All of the above

5. It's a best practice to keep your valuables hidden to avoid thieves.
 - A. True
 - B. False

NAME: _____ DATE: _____

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CVSA's Roadcheck 2024 results revealed

This year's International Roadcheck results have been officially released, offering a glimpse into truck/motorcoach safety performance.

The Commercial Vehicle Safety Alliance's (CVSA's) three-day event during May 14-16 yielded **48,761** total inspections across Mexico, the U.S., and Canada. Vehicle inspections included an examination of the tractor protection systems (TPS), which was the focus area for this year's event.

International Roadcheck 2024 results

This year, **77** percent of commercial motor vehicles (CMVs) and **95.2** percent of CMV drivers got through the inspection without any out-of-service (OOS) violations.

In contrast,

- 23 percent (**9,345**) of inspected vehicles were placed out of service, and
- 4.8 percent (**2,290**) of CMV drivers were placed out of service.

Inspectors identified a total of **13,576** vehicle OOS violations and **2,714** driver OOS violations, as well as **163** hazardous materials/dangerous goods OOS violations.

2024 focus results

The 2024 *vehicle focus* area was TPS, including the tractor protective valves, anti-bleed-back valves, and trailer supply valves. Inspectors discovered **564** TPS-related violations on CMV combinations.

The 2024 *driver focus* area was on alcohol and controlled-substances possession. In total, inspectors discovered **78** drug and **26** alcohol possession/use OOS violations. Additionally, there were **535** safety belt violations.

Inspections by level

The inspection levels break down as follows:

- Level I Inspections: **29,342**
- Level II Inspections: **10,098**
- Level III Inspections: **8,303**
- Level V Inspections: **1,018**

Level I Inspections include a 37-step process that checks the driver's credentials and the vehicle's components while a Level II Inspection is a less-comprehensive walk-around driver and vehicle inspection. A Level III Inspection is a driver-only inspection and checks credentials, Clearinghouse status, and hours-of-service records. Finally, a Level V Inspection is a comprehensive vehicle-only inspection.

Top 5

Top 5 North American vehicle OOS violations:

- Defective service brakes (**3,387**)
- Tires (**2,821**)
- Other brake violations (**2,486**)
- Lights (**1,569**)
- Cargo securement (**1,303**)

Top 5 North American driver OOS violations:

- Hours of service (**870**)
- No commercial driver's license (**688**)
- No medical card (**304**)
- False logs (**297**)
- Suspended driver's license/commercial driver's license (**138**)

The top 5 North American hazardous materials/dangerous goods OOS violations:

- Loading (**60**)
- Placards (**43**)
- Shipping papers (**37**)
- Bulk package (**8**)
- Training certification (**7**) ♦

Proposed rule could save up to \$100 million

The Pipeline and Hazardous Materials Safety Administration (PHMSA) has proposed to revise the Hazardous Materials Regulations to help enhance safety when transporting hazardous materials. These



revisions include adopting modal-specific amendments to reflect modern trends and conditions that impact safe hazardous material transportation.

Impact

The goal of PHMSA's proposed changes is to update requirements that will help improve safety, reduce costs, and make transportation easier on drivers.

If PHMSA's proposed rule is accepted, it could:

- Provide nearly \$100 million in annual savings for both consumers and businesses,
- Improve supply chains by simplifying regulations that impact drivers, and
- Enhance safety standards across multiple modes of transportation.

Some highlights include simplifying hazard communication requirements for certain fuels, reducing review times for tank car design improvements on rail cars, and updating certain standards for agricultural equipment.

PHMSA's proposed amendments

PHMSA proposes to amend the provisions of highway, rail, and vessel hazardous materials. Some of the key changes include updates to:

- Highway cargo tank specifications and requalification requirements,
- Rail tank car and service equipment design approval requirements,
- Rail tank car use requirements as recommended by the Rail Safety Advisory Committee, and
- Marking requirements for cargo tanks that contain multiple petroleum distillate fuels.

Submit your comments

Comments may be sent via online portal, fax, mail, or hand delivery. Submitters should include the agency name and Docket Number PHMSA-2018-0080 (HM-265) at the beginning of their comment. ♦



Next Month's Topic: City driving

City driving requires your undivided attention. Heavy traffic, narrow streets, and obstructed views are just some of the challenges drivers face when operating in the city. Make sure drivers are alert to the challenges and potential dangers associated with city driving. ♦

Expert Help

Your print publication gives you access to our Expert Help feature. Get answers to your toughest compliance questions from our team of experts, within one business day. Email us, privately and securely, at: asktheexpertprint@jjkeller.com.



Expert Help: Question of the Month

Question: Can a CMV operator be cited for cell phone use on private property such as a parking lot while in motion?

Answer: Under federal DOT rules, yes. The prohibition on using a handheld cell phone applies to operation on a "highway," but the definition of "highway" includes private property that does not have restrictions to keep the public out. If the vehicle were legally parked or stopped on private property, then it's not a violation.

Refer to the following, and remember that state and local cell-phone laws may vary:

392.82 Using a hand-held mobile telephone.

(a)(1) No driver shall use a hand-held mobile telephone while driving a CMV.

(2) No motor carrier shall allow or require its drivers to use a hand-held mobile telephone while driving a CMV.

(b) Definitions. For the purpose of this section only, driving means operating a commercial motor vehicle on a highway, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle when the driver has moved the vehicle to the side of, or off, a highway and has halted in a location where the vehicle can safely remain stationary.

390.5, Definitions.

Highway means any road, street, or way, whether on public or private property, open to public travel. "Open to public travel" means that the road section is available, except during scheduled periods, extreme weather or emergency conditions, passable by four-wheel standard passenger cars, and open to the general public for use without restrictive gates, prohibitive signs, or regulation other than restrictions based on size, weight, or class of registration. Toll plazas of public toll roads are not considered restrictive gates. ♦

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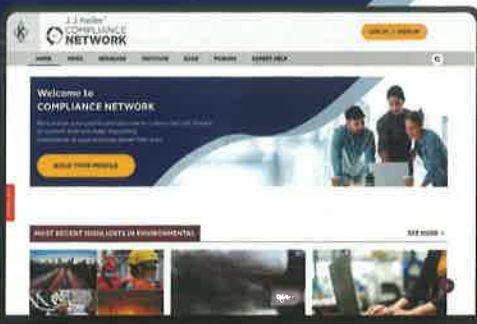
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