



Transportation Times

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Ten Most Cited Violations on 2008 Wisconsin Compliance Reviews



The U.S. Department of Transportation has released their list of the Ten Most Cited Violations on 2008 Wisconsin Compliance Reviews. The violations that are in bold are the ones that are most commonly seen.

- **Failing to implement an alcohol and/or controlled substances testing program.**
- Using a driver before the motor carrier has received a negative pre-employment controlled substance test result.
- **Failing to implement a random controlled substance and/or an alcohol testing program.**
- Failing to test at the random controlled substance and/or alcohol rate.
- Using a driver known to have tested positive for a controlled substance.
- **False reports or records of duty status, such as:**
 - Dropping trips
 - Being 300 miles off
 - 18 hour trip
- Failing to preserve driver's record of duty status for 6 months.
- Failing to require driver to prepare driver vehicle inspection report.
- Using a commercial motor vehicle not periodically inspected.
- Using a driver not medically examined and certified.

Winter Driving Tips...

- Current road conditions: Call **511**
- Don't use your cruise control in wintery conditions
- Don't get overconfident in your 4x4 vehicle
- Leave plenty of room for stopping
- Watch for slippery bridge decks



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"It's All About You"

Distracted Driving a Major Concern

Acting National Transportation Safety Board (NTSB) Chair Mark Rosenker recently called for better recognition of the many hazards caused by driver distractions and the need to prevent these types of crashes. In a recent speech, Rosenker noted that many of NTSB's recommendations stem from crashes involving distracted driving by commercial and school bus drivers carrying passengers, and by teen drivers distracted by cell phones and other passengers.



Rosenker also highlighted distraction problems in other modes of transportation, citing the recent commuter rail collision in California that killed 25 people. In that incident, the engineer was engaged in text messaging almost up to the moment of the accident. Rosenker pointed to the promise of innovative technologies to improve roadway safety. "The technologies that hold the greatest potential for improving motor vehicle safety are the collision warning and adaptive cruise control systems."

Ten occupations account for 33 percent of all injuries and illnesses with days away from work

The Bureau of Labor Statistics (BLS) reported that 10 occupations had more than 20,000 injuries and illnesses in 2007. These occupations made up 33 percent of all injuries and illnesses with days away from work in 2007, and have had more than 20,000 injuries and illnesses every year since 2003.

The occupations with the most injuries and illnesses resulting in days away from work include the following:

- Laborers and freight, stock, and material movers (79,000)
- Heavy and tractor-trailer truck drivers (57,050),
- Nursing aides, orderlies, and attendants (44,930),
- Construction laborers (34,180), and
- Light or delivery service truck drivers (32,930).

For more information, visit the Bureau of Labor Statistics website at <http://www.bls.gov/opub/ted/2008/dec/wk1/art01.htm> .

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Details on the new HOS rule from FMCSA



The nation's 3.5 million truck drivers will be limited to driving for 11 hours and working for no more than 14 hours each day under a new rule issued on November 19, 2008, by the Federal Motor Carrier Safety Administration (FMCSA). The final rule is based on an exhaustive scientific review and designed to ensure truck drivers get the necessary rest to perform safe operations and have the quality of life they deserve, Administrator John Hill noted. "This rule was designed to continue the downward trend in truck fatalities and maintain motor carrier operational efficiencies," said Hill. "Our science is meticulous and our analysis exhaustive so that we can deliver definitive results: more alert and efficient drivers, safer roads, and even fewer fatalities."

FMCSA consulted with scientific and medical researchers, reviewed existing fatigue research and worked with organizations like the Transportation Research Board of the National Academies and the National Institute for Occupational Safety (NIOSH) in setting the final "Hours of Service" rules, Hill noted.

He added that the new federal rule requires all truck drivers to spend at least 10 hours resting between shifts before being allowed back on the road. Drivers also cannot operate a truck if they have worked more than 60 hours in a given week. Under the new rules, drivers that rest for at least 34 hours can also reset their weekly work schedule. "These rules are crafted to match what we know about drivers' circadian rhythms and the real world work environment truckers face every day," said Hill.

He also said the rule would build on safety improvements already under way among the nation's truck operators. For example, the number of large truck fatalities declined for the third year in a row in 2007 to 4,808 fatalities, down from 5,240 in 2005. Meanwhile, safety data show that between 2004 and 2006, there was only one fatigue-related fatality that occurred during a truck driver's eleventh hour behind the wheel. Hill also noted that in 2006 FMCSA proposed a rule that would require drivers and trucking companies with serious or repeat hours-of-service violations to track their hours-of-service using electronic on-board recorders (EOBRs). The final rule for EOBRs is still pending.

Let us know...

If you have any questions, comments or suggestions about the safety newsletter please let us know, we'd love to hear from you!!