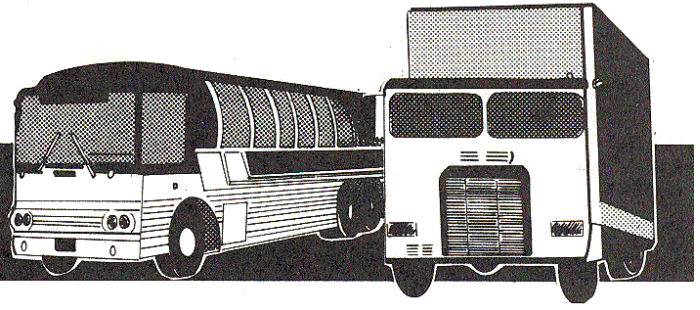


# NEVADA MOTOR TRANSPORT ASSOCIATION NEWSLETTER



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*Serving the Motor Carrier Industry Since 1932*

David L. Ipson, President  
Newsletter No: S-06

Paul J. Enos, CEO  
Summer 2006

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Nevada Motor Transport Association, Inc.*

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## **GOVERNMENT BY PETITION (By Knight Allen)**

Let's talk about *Government by Petition*, shall we?

To hear the Establishment tell it, you'd have to believe signing a petition is a subversive act designed to destroy our system of government. The very idea you have the right to change the ground rules the leadership operates under drives them to distraction.

Keep in mind the folks crying the loudest against the petition process are the ones who have made a very comfortable life for themselves operating within the system as it exists. They are the defenders of the status quo, because the status quo works very well - for them. The question is, do their arguments have validity and do they make sense - for you?

Let's take a look:

*"If you're going to do everything by petition, why even bother having a legislature?"*

We are not doing everything by petition. Changing the fundamental ground rules which the Legislature operates under does not mean you don't need a legislature. To suggest otherwise is just blowing smoke.

*"If you're not satisfied with your elected officials, throw them out!"*

How? Most of the legislative districts are so gerrymandered it's impossible. Unless the official is a total disaster (and

the vast majority are not) they're going to stay right where they are.

*"The initiative process is hijacked by special interests, some from out of state!"*

Do you think you've been better served having the legislative process hijacked by the in-state special interests? Do you know the huge difference between the legislative backroom wheelers and dealers in Carson City and the outside special interests? The Carson City gang does their deeds and shove the results down your throat. The outsiders can do all they want, but the only way they win is if you agree with them by voting for their proposal.

The back room gang in Carson City wins at your expense. The outsiders can only win if you win.

*"The petition process violates our system of representative government."*

Nonsense. Of course, you are free to follow the lead of the "expert" politicians and columnists, the media talking heads and the backroom movers and shakers.

You can surrender your right to petition. But you don't have to.

You could, if you want to, follow the lead of James Madison, the Classical Liberal who wrote the Constitution: "The right of petition should be viewed as complimentary... to a republican government." He also wrote that since "...the people are the only legitimate fountain of power" it should go back to the people to decide "to enlarge, diminish or new-model the power of government."

Clearly you are faced with two diametrically opposed attitudes towards the petition process. Which one do you think is in **your** best interest?

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### **Work on I-15 through Virgin River Gorge Complete**

LITTLEFIELD, ARIZ...Roadway restrictions associated with a construction project in the Virgin River Gorge on I-15 have been lifted, according to the Arizona Department of Transportation (ADOT). Travelers will no longer face periodic road closures and extra travel time while driving through Arizona's stretch of Interstate 15. Plus, rock climbers no longer will be restricted from accessing mountain trails and cliff walls in and around the project area.

"The rock containment project on I-15 is complete," said Dave Lozano, the ADOT project supervisor who oversaw the 9-month project. "As a result of this project," he said, "rock walls in the project area are more stable and the roadway is safer for travelers."

According to ADOT, as part of a \$1.6-million project, contractors stabilized the existing rock face, installed a wire mesh rock-fall containment system and secured unstable rocks between milepost (MP) 12 and MP 13.

"We also want to thank the public for their patience and understanding during the rock containment project," concluded Lozano.

**\*\*For more information, please contact:**  
Community Relations Manager, Dexter Albert at  
Intrinsic- (928) 522-6015 or [dexter@intrinsicinfo.com](mailto:dexter@intrinsicinfo.com)

### **CVSA ANNUAL CONFERENCE**

NMTA personnel attended the Commercial Vehicle Safety Alliance (CVSA) annual conference in Hartford, Connecticut, April 22-27, 2006. CVSA is a non-profit organization whose mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. This is accomplished through effective motor carrier, vehicle, driver and cargo safety standards; as well as compliance, education and enforcement activities that are uniform, compatible and reciprocal throughout North America.

During the CVSA conference, NMTA personnel attended the North American Cargo Securement Harmonization Public Forum, where we continued to lobby strongly for creation of a cargo specific securement rule for baled hay and straw. We have also requested Federal Motor Carrier Safety Administration (FMCSA) to provide the hay and straw industry with interim regulatory relief, by way of an enforcement memorandum. The point of contact at FMCSA is Michael R. Huntley at (202) 366-9209, or email at [michael.huntley@fmcsa.dot.gov](mailto:michael.huntley@fmcsa.dot.gov).

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## PERIODIC INSPECTION PROGRAM

Equipment defects, maintenance repairs, fines, crashes, and liability issues are among the costs of doing business in the demanding world of commercial vehicle transportation. Operating at less than peak efficiency can add up quickly: each out-of-service defect equals 8.7 hours of downtime and missed delivery windows, and the average crash cost is \$66,813; not including associated fines and increased insurance premiums. At the root of many of these expenses is quality and frequency of the annual/ periodic inspection.

By proactively addressing mechanical defects, before they occur, carriers benefit by improving operating efficiencies, lowering costs, and achieving superior safety performance. The lack of uniformity in inspection criteria, maintenance, and performance standards has wreaked havoc for commercial vehicle operators from a cost, quality control, and safety standpoint. With freight demand expected to double by 2020, cost control and equipment utilization are business imperatives.

The commercial vehicle industry understands the urgent and compelling need for a high quality, standard vehicle inspection program. In fact, industry leaders have formally asked the Commercial Vehicle Safety Alliance (CVSA) to step in and make this a national priority. Industry leaders, looking at ways to manage costs and limit liability exposure, approached CVSA for a solution. CVSA provided the answer by creating a new company, **iQsafe**.

Everyone respects the CVSA roadside inspection, so industry leaders sought to

recreate a standardized inspection program that can be applied uniformly across the industry. **iQsafe** is using CVSA's existing inspection certification model as a baseline for developing a Periodic Inspection Program (PIP) for industry.

Beginning with its advisory structure, CVSA built consensus through inclusion. Based on that same successful philosophy, **iQsafe** brings together leaders from the motor carrier industry, maintenance vendors, manufacturers and dealerships, industry associations, and strategic partners to establish the standards and requirements. The PIP Advisory Group provides input to **iQsafe** and recommends best practices for inspectors and facilities to ensure seamless operations within the private sector.

**iQsafe** worked with industry experts to create the "Inspection Criteria Document," a living document that will be periodically updated to meet industry's changing needs. It is the foundation of the repeatable inspection process to guide inspectors on which systems to look at, how to physically inspect the components/ systems and how to measure pass/ fail criteria.

To become **iQsafe** certified, inspectors must pass a three-step program that involves a stringent training program developed in cooperation with the Michigan Center for Truck Safety and North American Transport Management Institute (NATMI). Inspectors' training courses include classroom and hands-on instruction in regulatory requirements, vehicle systems, inspection procedures, screening methodologies and pass/fail criteria. Inspectors undergo a field certification, a proctored test, and are subject to follow-up audits. A re-certification process will make sure inspectors, facilities and corporations are provided with up to date information, so the knowledge, competence, and service delivery is maintained.

Certified inspectors and facilities provide the uniform inspection through a process called “lane solution”. Highly integrated software and hardware, developed by **iQsafe**’s initial inspection service provider ESP, codifies the inspection process with a structured system hierarchy, system specific inspection methodologies, and pass/ fail criteria. Inspectors follow a repeatable sequence of steps, guided by software that provides them visual cues and help screens. Within 20 to 30 minutes, the inspection is complete. Uniform inspections are either scheduled or on demand. Therefore, carriers can proactively track and manage inspections and their resulting maintenance actions.

**iQsafe** has many safeguards in place to ensure the integrity of the safety inspection. The system validates inspector identity and credentials. It monitors how inspection results are issued and controls access to inspection results. The system prints two Vehicle Inspection Reports (VIR’s) and issues a watermarked/ tamper proof decal to affix to the vehicle. The decal has two tear off sections to authenticate the VIR’s. To assist carrier and fleet managers, a VIR image and fully electronic record are available through a secure internet connection within 15 minutes of the inspection. The carrier has the ability to generate detailed reports by vehicle, specific systems, location or other user specified fields.

The level of quality assurance provided by **iQsafe** is unmatched anywhere in the industry, and provides an internal check and balance to the quality control function. Redundant transaction checking, decal serial number audits, and vehicle historical data trends ensure quality control meets specified

performance metrics. Statistical analysis, on-site visits, and covert surveillance ensures PIP requirements and standards are adhered to. More information about PIP and/ or **iQsafe** will be forthcoming as it becomes available.

## J. J. Keller's *Log Checker*<sup>®</sup>

# The fast, accurate and *easy* way to audit driver logs!


Why put up with the hassle of auditing drivers' logs *manually* when you don't have to?

J. J. Keller's updated *Log Checker*<sup>®</sup> Version 5 software makes accurate log auditing quick and easy! This timesaving software features:

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- ✓ **Built-in regulatory content** — Access pertinent regulations along with J. J. Keller's ez Explanations<sup>®</sup>.  
FREE content updates for one year!
- ✓ **Falsification checking** — Identify false log data using built-in receipt verification and add-on mileage checking.
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(AD-715-CSW-A1 & AD-715-CSW-1)

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**ATRI Press Release  
July 12, 2006**

**American Transportation Research  
Institute Seeks Motor Carrier Input for  
Hours-Of-Service Study**

**Alexandria, VA.** - The American Transportation Research Institute announced today that it is seeking motor carrier data to measure the effects of the Federal Motor Carrier Safety Administration's hours-of-service provision that substantially altered the sleeper berth exception affecting drivers' ability to split sleeper berth time.

ATRI began collecting quarterly data this year in an effort to track changes in driver safety performance and measure it against the overall safety impacts of the 2004 hours-of-service rules, which included a more flexible sleeper berth provision. This data collection is for carrier safety data from the second quarter of 2006.

"The response to ATRI's first quarter call for carrier data demonstrated how strongly carriers feel about the latest HOS change," said Dave Osiecki, ATA's Vice President of Safety, Security and Operations. "With continued participation from those carriers and more, the industry is certain to be provided with a detailed analysis of what the HOS rules changes have meant for safety."

ATRI's study represents the second stage of data collection as part of its continuing research to measure the safety impacts of the hours-of-service rules changes. Information required included collision and driver injury

data covering the period April 1 through June 30, 2006. Data by participating motor carriers should be submitted no later than August 4, 2006. ATRI will be collecting this same data on a quarterly basis throughout 2006. Carriers interested in providing data can contact ATRI's Virginia Dick at (770) 432-0628 or at [vdick@trucking.org](mailto:vdick@trucking.org).

ATRI published the findings from its first hours-of-service study, "Safety Impacts of the New Hours of Service," earlier this year, analyzing the safety effects of the 2004 rules. The study compared the data with previous hours-of-service rules that had governed driver health, safety and carrier productivity for decades. This research found that the 2004 driver work and rest rules generated significant improvements in driver safety performance.

<http://www.atri-online.org/research/results/safetyandhumanfactors.htm>.

ATRI is the trucking industry's 501(c)(3) not-for-profit research organization. It is engaged in critical research relating to freight transportation's essential role in maintaining a safe, secure and efficient transportation system

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