

In This Issue:

Traffic Fatalities on Track to Surpass Highest Level since 1966 in 2016!
Do you have a driver with other compensated work?
FMCSA Issues Final Rule to Assist Current and Former Military Personnel in Commercial Drivers' License
Is that a Drunk Driver?
Time to Fall Back... Daylight Savings Time Change in Three Weeks
Operation Safe Driver week is Oct. 16-22

Is this email not displaying correctly?

[View it in your browser.](#)



SAFETY BULLETIN



October 14, 2016

Brought to you by Idealsafe
847-304-3190

www.idealease.com



Traffic Fatalities on Track to Surpass Highest Level since 1966 in 2016!

The first half of 2016 numbers are in for U.S. traffic crashes and they are not looking good. This month I wanted to share with you some resources and statistics to share with your drivers to encourage a discussion on defensive driving. Cell phone usage also needs to be discussed on a regular basis with your drivers.

I firmly believe that distracted driving due to smart devices being used in the vehicles is contributing to the increase in fatalities along with an increase in vehicle miles traveled.

<http://www2.idealease.com/e/36492/2d48lLz/568gyr/537353124> (video link - 1 minute video)

An estimated 17,775 people died in U.S. traffic crashes in the first half of 2016 – about a 10.4% jump from the same period last year. *Video courtesy of The Wall*

With the upcoming holidays, what regulations are in place pertaining to alcohol consumption and driving a commercial motor vehicle?

The Federal Motor Carrier Safety Regulations address use of alcohol by any commercial driver (>10,000lbs MGWR) in CFR 392.5 No driver shall—
Use alcohol, as defined in CFR

Street Journal.

The second quarter of this year was the seventh straight quarter with fatality increases when compared to the corresponding quarters in the previous years, NHTSA noted in a report summarizing the statistics:

<http://www2.idealease.com/e/36492/-Public-ViewPublication-812332/568gyt/537353124>

The higher death count in part reflects increases in the amount of time Americans are spending on the road. Preliminary data, reported to the Federal Highway Administration, indicate that vehicle miles traveled in the first six months of 2016 rose by 50.5 billion miles — about a 3.3% jump.

But the fatality rate for the first half of 2016 also climbed to 1.12 deaths per 100 million vehicle miles traveled — up from 1.05 deaths per 100 million vehicle miles traveled in the first half of 2015.

<http://www2.idealease.com/e/36492/half-of-2016.aspx-refresh-true/568gyw/537353124>



Do you have a driver with other compensated work?

A driver with other compensated work outside of your employment could have a significant impact on your company's liability exposure and compliance!

A dangerous liability situation that motor carriers can find themselves in is when a driver operating a commercial motor vehicle has another part-time job unbeknownst to the motor carrier. It is not until there is an accident or an on-site compliance review that the motor carrier becomes aware of the situation and finds that the driver is in noncompliance with the hours of service regulations placing the motor carrier in a grave liability situation as the outside part-time work is compensated. As defined in CFR 395.2 (9) under definition of "On duty time", performing any compensated work for a person who is not a motor carrier.

How does the motor carrier protect itself from this exposure? Consider this. Have

382.107 of this subchapter, or be under the influence of alcohol, within 4 hours before going on duty or operating, or having physical control of, a commercial motor vehicle; or use alcohol, be under the influence of alcohol, or have any measured alcohol concentration or detected presence of alcohol, while on duty, or operating, or in physical control of a commercial motor vehicle. There are additional provisions to this regulation, please read CFR 392.5 in its entirety.

Any driver who is found to be in violation of these regulations shall be placed out-of-service immediately for a period of 24 hours.

Additional FMCSR Regulations apply to drivers who are operating a CMV with a CDL and can be found in and CFR 382 such as random, post accident and reasonable suspicion testing. CFR 383.51 addresses disqualification of a CDL for alcohol violations in a CMV and a NON-CMV.

The bottom line is that a driver of a commercial motor vehicle jeopardizes his/her license and job anytime they drive any type of motor vehicle under the influence of Alcohol.

all of your drivers sign a statement upon hire indicating that they do not currently have any other employment that they are being compensated for? Also include in the statement that if they incur compensation for any work outside of their employment with your company that they will immediately inform their supervisor and will be required to document the hours on their hours of service documentation, either a grid log or time record as "On Duty" time. Have the driver sign and date the statement and maintain in the driver's qualification file. Click on the following link to see an example of the Driver's Certification of other Compensated Work statement.

<http://www2.idealease.com/e/36492/liance-drivercertification-pdf/568gyy/537353124>



F M C S A
Federal Motor Carrier Safety Administration

FMCSA Issues Final Rule to Assist Current and Former Military Personnel in Commercial Drivers' License

On Wednesday the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued a final rule amending its commercial driver's license (CDL) regulations to ease the transition of military personnel into civilian careers driving commercial motor vehicles (CMVs) by simplifying the process of obtaining a commercial learner's permit (CLP) or CDL.

This final rule extends the period of time for applying for a skills test waiver from 90 days to one year after leaving a military position requiring the operation of a CMV.

This final rule also allows a state to accept applications from active duty military personnel who are stationed in that state and to administer the written and skills tests for a CLP or CDL.

States that choose to accept such applications must use forms and procedures acceptable to the state of domicile of the military personnel (their state of permanent residence or "home" state), and must transmit the test results electronically to the state of domicile.

The state of domicile may issue the CLP or CDL on the basis of those results.

[Click here](#) to read the Federal Register notice.

Is that a Drunk Driver?

How many times have you been driving and upon seeing another motorist ask yourself....Is that a Drunk Driver?



The National Highway Traffic Safety Administration (NHTSA) has established four categories to identify if a person is operating a vehicle under the influence. Please review these categories to be a better defensive driver when these folks are operating around you.

1. Problems in maintaining lane position. Look for signs of erratic steering or an inability to keep the vehicle in a lane. Weaving across lanes, straddling two lanes, almost striking another vehicle are potential indicators of a drunk driver.
2. Speed and braking problems: Braking smoothly becomes a difficult task for an impaired driver. Look for general problems with stopping, like jerkiness, stopping short or abruptly. Maintaining speed also becomes a challenge for drunk drivers, so look for drivers that accelerate and decelerate quickly also a look for the driver who is operating well below the posted limit.
3. Vigilance problems. This simply means that the driver is unable to pay attention to driving. An impaired driver might forget simple things that a normal driver would not, such as driving at night without headlights on, wrong way on a one way, or responding slowly to traffic signals.
4. Judgment problems. Alcohol can impair a driver's judgment of what is safe and what is not. Drunk drivers will often take risks that endanger other lives as well as their own. Examples of this is following another vehicle too closely, or making unsafe lane changes. Any erratic behavior like making sudden, erratic turns, crossing the median, or violating no-turn laws can signal an impaired driver.

What should you do?

Seeing any of these identifying factors, you should prepare to take evasive action to avoid trouble or any unpredictable move that the suspected drunk driver might take.

If you see two or more of the above factors, the driver is probably drunk, and it's your responsibility to save the lives of other drivers and **call the police**

immediately.

Time to Fall Back... Daylight Savings Time Change in Three Weeks

Daylight savings time will "fall back" at 2:00 a.m. on Sunday, November 6th.

Make sure that all of your drivers are aware that the change to daylight savings will occur. Caution route drivers especially that the amount of daylight will change according to their stops with the change. An intersection or street can present different challenges to drivers with one hour change in the position of the sun. One hour of time difference can present unique changes to a driver who is on a route.



Operation Safe Driver Week is Oct. 16-22

On August 2, 2016, the Commercial Vehicle Safety Alliance (CVSA) announced that its 2016 Operation Safe Driver Week would be held during Oct. 16-22, 2016. During this event, law enforcement agencies throughout North America will engage in increased traffic safety enforcement and education that will be focused on at combating unsafe driving behaviors by commercial motor vehicle (CMV) drivers and passenger-vehicle drivers.



The CVSA holds Operation Safe Driver Week in partnership with the FMCSA. It is supported by industry and transportation safety organizations, and aims to reduce the number of crashes, deaths and injuries involving large trucks, buses and cars due to unsafe driving behaviors.

Some unsafe behaviors that enforcement will be tracking throughout the event include the following:

- Speeding
- Failure to use a seatbelt while operating a CMV or in a passenger vehicle
- Distracted driving
- Failure to obey traffic control devices
- Traveling too closely
- Improper lane changes

According to the CVSA, unsafe driver behavior by CMV drivers and passenger-vehicle drivers continues to be the leading cause of crashes. The Federal Motor Carrier Safety Administration's (FMCSA) "Large Truck Crash Causation Study" cites driver behavior as the critical reason for more than 88 percent of large truck crashes and 93 percent of passenger-vehicle crashes.

For additional information:

<http://www2.idealease.com/e/36492/rograms-operation-safe-driver-568gz3/537353124>

The Idealease Safety Bulletin is provided for Idealease affiliates and their customers and is not to be construed as a complete or exhaustive source of compliance or safety information. The Idealease Safety Bulletin is advisory in nature and does not warrant, guarantee, or otherwise certify compliance with laws, regulations, requirements, or guidelines of any local, state, or Federal agency and/or governing body, or industry standards.

Copyright © 2016 , All rights reserved.

Our mailing address is:

430 North Rand Road
North Barrington, IL 60010