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SAFETY BULLETIN



National Strategy On Highway Safety®
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No More Motor Vehicle Fatalities?

Is there a day coming when we will not have any motor vehicle fatalities?

With the fast pace of technology coming into our industry I often think of this possibility. I hope that someday in my 4 year old grandson's life he will look back on this time period and reflect how ridiculous it was that 33,000 people a year were killed by running into each other or some stationary object. The Commercial Vehicle Safety Alliance (CVSA) is part of a group of organizations that are striving to reduce more than 33,000 vehicle fatalities a year to zero.

The (CVSA) supports the [National Strategy on Highway Safety Toward Zero Deaths](#) (TZD) effort, a vision of a highway system free of fatalities.

The National Strategy on Highway Safety Toward Zero Deaths effort was created by a [steering committee cooperative](#) of organizations representing our nation's highway safety system that have joined together to reduce annual traffic fatalities from more than 33,000 to zero. The steering committee rolled out the [TZD plan](#) that provides engineering, enforcement, education and emergency medical services (EMS) organizations with [initiatives](#), or fatality countermeasures that can be enacted by transportation agencies, businesses and individuals.

"Never before have so many key national roadway safety organizations worked together for a united effort," said Bud Wright, executive director of the American Association of State Highway and Transportation Officials. "The TZD National Strategy on Highway Safety brings together stakeholders in areas such as engineering, enforcement, education and emergency medical services, all with a vision to eliminate traffic fatalities. This adoption and implementation of the Toward Zero Deaths vision by so many partners demonstrates a unified commitment and major step in the effort to transform our nation's traffic safety culture."

The National Strategy includes initiatives that are effective in addressing specific factors contributing to crashes, have the potential to make a significant reduction in fatalities and serious injuries nationally, or address areas of growing concern.

"As leaders in the transportation safety industry, we have a duty and responsibility to do what we can to accelerate the efforts to save lives on our nation's roads," said CVSA Executive Director Stephen A. Keppler. "Until the highway system is free of fatalities, our work is not finished. The TZD National Strategy outlines a number steps we can take in our industry to aggressively pursue a culture of safety



Register Now for the 2016 Idealease / NPTC Safety Seminar

Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2016. The one day seminar this year will focus on the new Electronic Logging Device (ELD) regulation, basic safety and compliance, regulation changes and CSA. In addition, this year attendees will receive the mandatory two hour Drug and Alcohol supervisor training as part of the seminar. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no charge. The seminar provides important information applicable for both the novice and experienced transportation professionals.

[Click Here](#) to register

and eliminate highway fatalities."

The TZD plan includes initiatives spanning engineering to education all with the intended result of achieving:

- Safer drivers and passengers
- Safer vulnerable users
- Safer infrastructure
- Enhanced emergency medical services
- Improved safety management
- Safety culture

Many of the countermeasures included in the TZD plan will take years to implement, while others are being implemented right now. Some of the TZD strategies CVSA and its members are implementing include:

- More than 4 million inspections of commercial motor vehicles and their drivers are conducted each year by CVSA-certified inspectors.
- Several law enforcement campaigns are held annually to remove dangerous commercial motor vehicles and/or drivers from North American roadways -- [International Roadcheck](#), [Operation Safe Driver](#), [Operation Airbrake](#).
- Public education and awareness campaigns and enforcement of safe driving practices in the vicinity of commercial vehicles with an emphasis on educating young or novice drivers.

The TZD effort is led by a group of associations representing state and local government agencies working to reduce highway fatalities:

- [Commercial Vehicle Safety Alliance \(CVSA\)](#)
- [American Association of Motor Vehicle Administrators \(AAMVA\)](#)
- [American Association of State Highway and Transportation Officials \(AASHTO\)](#)
- [Governors Highway Safety Association \(GHSA\)](#)
- [International Association of Chiefs of Police \(IACP\)](#)
- [National Association of County Engineers \(NACE\)](#)
- [National Local Technical Assistance Program Association \(NLTAPA\)](#)
- [National Association of State Emergency Medical Services Officials \(NASEMSO\)](#)
- [The Federal Highway Administration](#), [Federal Motor Carrier Safety Administration](#) and [National Highway Traffic Safety Administration](#) provided technical support to the TZD efforts

For more than five years, these associations have been working together to identify and prioritize the leading initiatives that will reduce traffic fatalities over the next 25 years.

Safety Belts: An Essential – and Easy – Boost for Commercial Driver Safety

Safety belt use remains one of the cheapest, easiest, and most important means to protect commercial motor vehicle (CMV) drivers.

Safety belts also help prevent serious damage and injury to others, because buckled drivers are better able control their vehicles in emergencies.

By law, CMV drivers must use safety belts. Section 392.16 of the Federal Motor Carrier Safety Regulations (FMCSAR), requires that:

...a CMV which has a seat belt assembly installed at the driver's seat shall not be driven unless the driver has properly restrained himself/herself with the seat belt assembly.

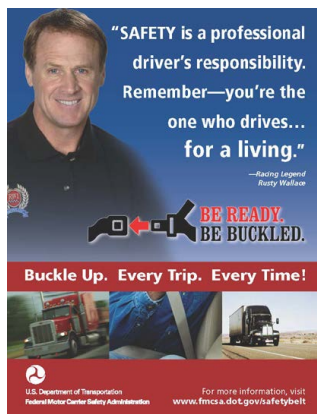
The majority of CMV drivers – have gotten the word (a record 84% of drivers now use safety belts) – thanks in part to the CMV Safety Belt Partnership.

2016 Idealease Safety Seminar Schedule:

April 12	Wausau, WI
April 14	Madison, WI
April 14	Lodi, CA
April 19	Fort Myers, FL
April 20	Tampa, FL
April 21	Orlando, FL
April 26	Baltimore, MD
April 27	Harrisburg, PA
April 28	New Windsor, NY
May 3	Kansas City, MO
May 3	Lexington, KY
May 5	Salt Lake City, UT
May 5	Aurora, CO
May 10	Everette, WA
May 12	Moncton, NB
June 7	Springfield, IL
June 23	San Leandro, CA
September 20	Lafayette, IN
September 21	Santa Fe Springs, CA
September 22	Santa Barbara, CA
October 4	Green Bay, WI
October 4	Erie, PA
October 5	Butler, PA
October 6	Cleveland, OH
October 12	Chicago, IL

Seat Belt Usage

As I look at our customer's CSA SMS scores I continue to see a numerous violations regarding failure to use a seat belt. This violation carries a point weighting of 7 and is detrimental to the carriers "Unsafe Driving" basic score in the CSA SMS. By drivers operating your trucks and NOT wearing a seat belt they are providing an unnecessary risk that you do NOT need! In addition, if you take a look at these violations in states that have a not wearing a seat belt is a primary offense it is the catalyst for a roadside inspection going beyond just a seat belt violation.



Tips for increased seat belt usage:

- A company policy stating that the seat belt is to be worn in all company vehicles at all times while the vehicle is in motion.
- Defined disciplinary action in your company policy to be taken when a driver receives a seat belt violation.
- When ordering your trucks specify them with bright orange or yellow seat belts for better belt visibility.
- Consider providing having a company seat belt life insurance policy for drivers as an incentive for them to wear their seat belt. The policy would pay the driver's beneficiary if they are killed in an accident while driving your truck and wearing the seat belt.

One-third of the 635 truck occupants who died in accidents during 2011 were not wearing a seat belt, according to a Federal Motor Carrier Safety Administration analysis released last week. In a 2010 FMCSA analysis of seat belt usage the overall safety belt usage rate for drivers of all medium and heavy duty trucks and buses rose from 74 percent in 2009 to 78 percent in 2010. The usage rate for CMV other occupants also increased from 61 percent in 2009 to 64 percent in 2010. Safety belt usage among CMV drivers has steadily increased from 65 percent in 2007 to 72 percent in 2008 and 74 percent in 2009. This 2010 survey result represents a 20 percent increase in safety belt usage compared to 2007 survey results.

A total of 26,830 CMVs, 26,830 drivers, and 1,929 other occupants were observed at 998 sites. Safety belt use was observed to be higher in states governed by primary belt use laws (80 percent) than secondary belt use laws (72 percent). Safety belt usage among drivers and other occupants in units identified as part of a fleet (80 percent) was also observed to be higher than independent owner-operators (71 percent). These estimates show an increase from 2009. Observations on the use of safety belts were conducted on a sample of arterial roads and limited access highways by trained data collectors and the data collection protocol remained the same as last year. All data were collected on Personal Digital Assistants (PDAs) utilizing a customized data collection program.

Does your company driver policy address seat belt usage?

Seat Belt Myths:

MYTH 1:

Safety belts are uncomfortable and restrict movement. **FACT:** A 2005 Transportation Research Board study on commercial drivers' safety belt usage found many drivers do not find wearing safety belts to be uncomfortable or too restrictive of their movements. Once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.

MYTH 2:

Wearing a safety belt is a personal decision that doesn't affect anyone else. **FACT:** Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.

MYTH 3:

Safety belts prevent your escape from a burning or submerged vehicle. **FACT:** Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5% of fatal large truck crashes.

MYTH 4:

It's better to be thrown clear of the wreckage in the event of a crash. **FACT:** An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2004, 168 truck drivers died when they were ejected from their cabs during a crash.

MYTH 5:

It takes too much time to fasten your safety belt 20 times a day. **FACT:** Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

MYTH 6: Good truck drivers don't need to wear safety belts. **FACT:** Good drivers usually don't cause collisions, but it's possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure, or tire blowout. Wearing a safety belt prevents injuries and fatalities by preventing ejection, and by protecting your head and spinal cord.

MYTH 7:

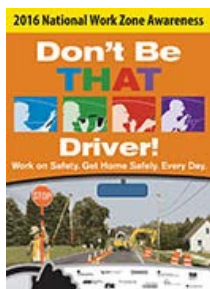
A large truck will protect you. Safety belts are unnecessary. **FACT:** In 2004, 634 drivers of large trucks died in truck crashes and 303 of those drivers were not wearing safety belts. Of the 168 drivers killed who were ejected from their vehicles, almost 75% were not wearing safety belts.

MYTH 8:

Safety belts aren't necessary for low-speed driving. **FACT:** In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 mph causing him/her to hit the windshield at about 30 mph. This is the same velocity a person falling from the top of a three story building would experience upon impact with the ground.

MYTH 9:

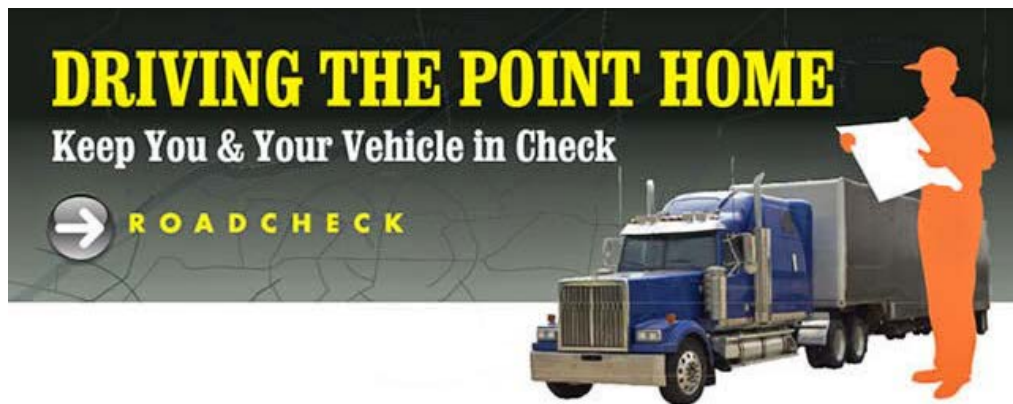
A lap belt offers sufficient protection. **FACT:** The lap and shoulder belt design has been proven to hold a driver securely behind the wheel in the event of a crash, greatly increasing the driver's ability to maintain control of the vehicle and minimizing the chance for serious injury or death.



2016 National Work Zone Awareness Week - April 11-15

National Work Zone Awareness Week (NWZAW) is an annual spring campaign held at the start of construction season to encourage safe driving through highway work zones and construction sites. The key message is for drivers to use extra caution in work zones. For more information, check out the link below.

[American Traffic Safety Services Association \(ATSSA\)](#)



International Roadcheck 2016 will be June 7-9, 2016

Roadcheck, now in its 29th year, is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute from Canada to Mexico during a 72-hour period in early June. Each year, approximately 10,000 CVSA-certified local, state, provincial and federal inspectors in every jurisdiction across North America perform the truck and bus inspections.

[International Roadcheck Checklist for Drivers](#)

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