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## SAFETY BULLETIN



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### Time to Fall Back...

Daylight savings time will "fall back" at 2:00 a.m. on Sunday, November 1st.

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.

## Prevent Driver Injuries in Fall and Winter

Slip/Trip and Fall injuries are the most common type of injury for drivers. Most of them occur during the winter months. Each year, thousands of professional drivers are seriously injured due to not paying attention in winter conditions. Working in the ice and snow requires your full attention and awareness.

- Remember it is our primary goal that you go home to your family and friends the way you came to work today, safe and healthy.
- Always wear proper footwear. A full support leather shoe with a rugged non-slip sole. Use non-slip covers on shoe (Yak Trax, etc.)
- SLOW DOWN, never be in a hurry.

Look out for the  
2016 Safety

Always watch where you walk. Snow can accumulate on top of ice in and around truck parking areas.

- Take small steps and check your footing with each step.
- Look for ice on all handrails and hand grabs before using them.
- ALWAYS use gloves for better grip.
- ALWAYS use three points of contacts when exiting/entering your tractor or trailer or getting on the cat walk behind the cab, ALWAYS.
- Always use your seat belt.
- **SLOW DOWN!**

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## Halloween Driving "Ticks" to Keep Everyone SAFE?

To help everyone bring home treats — not tragedies — follow these tips for a safe Halloween:

### STAY SAFE! Halloween Safety Tips



- Focus on your driving. A single distraction could lead to a tragedy.
- Stay well below the posted speed limit.
- Pay attention to what's happening on sidewalks and roadways. Watch for children darting across streets, especially between parked cars.
- Be extra alert when pulling in and out of driveways.
- Do not assume children can see you or are paying attention. You need to take that responsibility.
- Drivers should also check that all lights on their car work.
- Do not pass other vehicles that have stopped in the roadway. They could be dropping off children.
- If you're driving a group of children, but staying in the running vehicle at the curb, be sure to put on your hazard lights to alert other motorists.

- And if you're driving to a Halloween party, put that mask on after you park the car.

### Parents can help motorists, too:

- Make sure drivers can see the children. Give them flashlights and glow sticks. Dress kids in bright, reflective clothing or use reflective tape on their costumes.
- Use makeup, rather than masks, so children have a clear, unobstructed view of their surroundings.
- Be sure children know how to cross a street -- look left, right and left again before crossing.
- Instruct children to stay on sidewalks and to cross only at corners or crosswalks.
- Accompany your children as they trick or treat.



## Sleep Apnea Testing for Drivers NEW to the DOT Regulatory Agenda?

The FMCSA is taking steps to determine if new rules concerning sleep apnea are needed. The agency is teaming with the Federal Railroad Administration (FRA) on

the fact-gathering process, and any new rules that develop could apply to both highway and railroad workers.

According to the agenda, FMCSA and FRA request data and information concerning the prevalence of moderate-to-severe obstructive sleep apnea (OSA) among individuals occupying safety sensitive positions in rail and highway transportation. The agencies also request information about the potential economic impact and safety benefits associated with regulatory actions that would result in transportation workers in these positions, who exhibit multiple risk factors for OSA, undergoing evaluation by a healthcare professional with expertise in sleep disorders, and subsequent treatment.

Sleep apnea is a disorder that causes brief interruptions to breathing during sleep and can lead to daytime drowsiness. Studies suggest that almost one-third of commercial drivers may suffer from sleep apnea.

Under FMCSA medical standards for commercial drivers, untreated sleep apnea is considered a respiratory dysfunction that can prevent a driver from being medically certified. In a January 2015 memo, the agency recommended that drivers diagnosed with sleep apnea be referred to a specialist if the medical examiner believes the driver's condition "is in any way likely to interfere with the

driver's ability to safely control and drive a commercial motor vehicle."

The expected publication date for the Advanced Notice of Proposed Rulemaking (ANPRM) is December 11, 2015.

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## Safety Standard for Forward Collision Avoidance Systems may be in the Near Future!!!

A document published in the Federal Register on October 16 grants the petition for rulemaking submitted by the Truck Safety Coalition, the Center for Auto Safety, Advocates for Highway and Auto Safety, and Road Safe America on February 19, 2015, to establish a safety standard to require automatic forward collision avoidance and mitigation systems on certain heavy vehicles.

For several years, the National Highway Traffic Safety (NHTSA) has researched forward collision avoidance and mitigation technology on heavy vehicles, including forward collision warning and automatic emergency braking systems. The agency will continue to conduct research and to evaluate real-world performance of these systems through track testing and field operational testing. NHTSA will determine whether to issue a rule in the course of the rulemaking proceeding, in accordance with statutory criteria.

### What are the Odds?

The following four driving behaviors significantly increase the odds that you will be involved in an accident while operating a vehicle.

1. **Speeding** - Driving at inappropriate speeds is associated with nearly tripling the odds of being involved in a crash or near-crash, relative to driving at appropriate speeds.
2. **Driving while drowsy** - Driving while drowsy is also associated with nearly tripling the odds of being involved in a crash or near-crash, relative to driving while not drowsy.
3. **Aggressive driving** - The odds of a crash or near-crash more than double when a driver is exhibiting aggressive driving behaviors.
4. **Taking your eyes off the road for more than two seconds** - When a driver's eyes are off the forward roadway for greater than two seconds, the odds of a crash or near-crash occurring are nearly double those when the driver is paying attention to the forward roadway.

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## FMCSA announces phased implementation dates of the URS

*Most changes will take place September 30, 2016*

On September 14, 2015, the Federal Motor Carrier Administration (FMCSA) announced that it planned to use a phased implementation of the Unified Registration System (URS). In the October 21, 2015, *Federal Register*, the FMCSA published the new timeline.

The URS is an online registration system that is designed to improve the accuracy and timeliness of the information in its database of registered motor carriers. It is designed to combine several registration forms that regulated entities are required to submit into one unified process.

The original rule had three implementation dates: November 1, 2013, October 23, 2015, and April 25, 2016. The changes that occurred on November 1, 2013, remain which included new and enhanced enforcement for failing to complete a biennial update and the prohibition of interstate transportation without an active USDOT number. The bulk of the remaining changes were to occur on October 23, 2015, including a new online form called the MCSA-1 which would combine the for-hire authority forms (OP-series) with the MCS-150 registration form; the requirement for all entities to update the FMCSA and their process agents of changes within 30 days; new insurance filing requirements for private hazardous material and exempt for-hire carriers; and new fees for new entrants. The wrap-up date was to be April 25, 2016, at which time all carriers and regulated entities would have to file process agent designations.

The updated timeline has three implementation dates:

- From December 12, 2015, to September 29, 2016, all **new** entrants, whether for-hire, Mexico-based, private, or exempt for-hire, will need to use the new online MCSA-1 form.
- On September 30, 2016 the majority of the changes occur, including:
  - All entities must use the MCSA-1;
  - The expectation that changes are communicated with the FMCSA and process agents within 30 days;
  - A new fee structure;
  - New entrant exempt for-hire and private hazardous material carriers, will be required file proof of financial responsibility; and
  - New entrant private and exempt for-hire carriers will be required to designate process agents.
- Finally, by December 31, 2016, all **existing** private and exempt for-hire carriers (existing as of September 30, 2016) must have designated process agents and all existing for-hire entities (including exempt) and private hazardous material carriers must have demonstrated financial responsibility.

Compliance with the URS rule applies to all interstate motor carriers (private and for-hire motor carriers of passengers and freight), freight forwarders, brokers, intermodal equipment providers, hazardous materials safety permit applicants/holders, and cargo tank manufacturing and repair facilities under FMCSA jurisdiction.

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