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Safety Bulletin



December 21st, 2018

## Have You Prepared Your Terminal Facility for the Upcoming Holidays?



It is not uncommon for thieves to target truck terminals over the holidays as they know it is a good opportunity as no one is there. Make sure that you take extra precaution to secure the trucks and items of value at your terminal. If your units do not have anti-siphon devices or locking caps, instruct the drivers not to fill the units at the end of the day.

Make sure that all security alarms are in working order. Walk the perimeter of the lot to make sure that security fencing is in good condition. Move units and all other material such as pallets, tires, etc. far enough away from the fence so they cannot be used to climb on to get over the fence. Consider blocking the entrance and exits to the lot so units cannot be stolen. Throughout the Holidays assign management personnel to check the terminal randomly. Using a little prevention and common sense can deter a thief from striking your facility.

## Year End Wrap Up

### Time to Finalize Your Accident Documentation for 2018

All motor carriers operating CMV's over 10,000 lbs MGVWR, transporting HM in placardable quantities or transporting passengers are required to record accidents on a register by calendar year. Even if an accident was not incurred by the motor carrier, an accident register is required. First, we need to establish the definition of an accident. According to the Federal Motor Carrier Safety regulations the definition of an accident is as follows:

*An occurrence involving a commercial motor vehicle (>10,000 lbs MGVWR, HM or Passengers) operating on a highway in interstate or intrastate commerce which results in:*

1. A fatality
2. Bodily injury to a person who, as a result of the injury, immediately receives medical treatment away from the scene of the accident
3. One or more motor vehicles incurring disabling damage as a result of the accident, requiring the motor vehicle (s) to be transported away from the scene by a tow truck or other motor vehicle



The term accident does not include:

1. An occurrence involving only boarding and alighting from a stationary motor vehicle
2. An occurrence involving only the loading or unloading of cargo

**When an accident by the definition above occurs, the accident is required to be recorded on an accident register with the following information on the register:**

1. Date of accident
2. City or town, or most near, where the accident occurred and the State where the accident occurred
3. Driver Name
4. Number of injuries
5. Number of fatalities
6. Whether hazardous materials, other than fuel spilled from the fuel tanks of motor vehicle involved in the accident were released



Idealease would like to wish all of you a Safe and Joy filled Holiday Season and a Prosperous New Year! You will receive your next Idealease Safety Bulletin on January 11, 2019.

## Accident Register

Motor carriers are required by regulation to maintain an accident register for three years after the date of each accident. In addition to the register, the motor carrier is required to maintain copies of all accident reports required by State or other governmental entities or insurers. The accident register is not required to be sent to the FMCSA or State but kept as part of your record keeping for the FMCSA to review during a compliance review or investigation.

*As a "Best Practice" it's recommended that the motor carrier maintain two accident registers by calendar year:*

1. DOT recordable accidents only
2. Non-DOT Recordable accidents

The reasoning behind this practice is to provide the FMCSA on the information requested in a compliance review, and no more. By having a second register with all accidents and incidents recorded the motor carrier can actively perform analysis of the losses and implement training to proactively reduce the frequency. Accident registers can be kept electronically with a hard copy printed for the FMCSA upon request.



[Click Here](#) to view all of your recordable accidents on the FMCSA Compliance, Safety and Accountability (CSA) Safety Measurement System (SMS).

## Don't Forget About End-of-Year Drug and Alcohol Testing

Holidays and vacations can throw a wrench into any motor carrier's plans for a smooth transition from the end of one year to the next. One area that carriers need to closely watch is the number of random Department of Transportation drug and alcohol tests that have been performed.

Carriers subject to [49 CFR Part 382](#) must meet the minimum annual testing rates. In 2018, the rates are 25 percent for drugs and 10 percent for alcohol. The tests must be completed by the last day of the year. With only about two weeks remaining in 2018, it



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is important to consider your last selection and notifications if you haven't already. By procrastinating on scheduling, carriers run into issues with increased deliveries over the holiday season, vacations, and company shutdowns, drivers might be unavailable for testing before the end of the calendar year. When carriers reach the end of the year and find they have not tested enough drivers, some will perform a supplemental draw before time runs out.

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