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SAFETY BULLETIN



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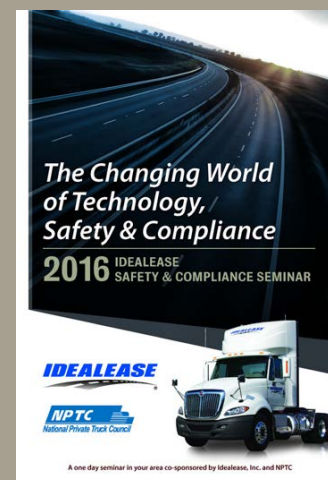
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An Aging Driving Force

As we look into the future, the continued challenge of a driver shortage looms as a "perfect storm". There are many variables that would have an impact on the shortage. One element of the driver shortage is an aging workforce combined with a decline in the primary demographic group that comprises the bulk of the driver pool.

As we see freight volumes increase many fleets are experiencing difficulty in attracting qualified drivers and may be unable to seat trucks or add capacity at a time when freight volumes are growing. If current demographic trends continue, that shortage of truck drivers could increase to 111,000 by the end of the year. Over the next decade, the trucking industry will need to hire a total 890,000 new drivers, or an average of 89,000 per year.

Replacing retiring truck drivers will be by far the largest factor, accounting for nearly half of new driver hires (45%). The second largest factor will be industry growth, accounting for 33% of new driver hires. As transportation managers we are seeing our driver work force continue to age. The average age of a truck driver in the United States is over 50 years. Since 2000, the number of truck drivers 55 or older has surged 19%, to about 616,000, according to the federal Bureau of Labor Statistics. Truck companies with baby boomer drivers insist their safety record is at least as good as that of younger drivers. This is absolutely a segment of our driving force that we need and depend on. As all of us age, we do not physically or mentally age at the same rate.



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

The FMCSA does not have a maximum age limit for drivers of commercial motor vehicles unlike that of the FAA concerning pilots. All drivers are subject to the medical qualifications of medical certification requirements of CFR 391.

But, the question remains, how do we as transportation managers know when it is time to ask for the keys of a driver that is no longer able to operate safely?

Here are a few suggestions:

1. Develop a proactive safety and loss control program with policies and procedure that are not bias to age.
2. Require all drivers to have physical examinations completed by company doctor who is knowledgeable of the FMCSA regulations regarding physical qualifications of drivers.
3. Develop job descriptions and job requirements for all positions based on actual requirements of the job activity.
4. Implement a defensive driver training program with updated training annually for all drivers.
5. Administer structured check rides at least annually to all drivers to assess the driver's skills and abilities.
6. Develop a continuing relationship with all drivers to keep an open line of communication regarding the driver's ability to complete their driving responsibilities safely.
7. Be vigilant and observant of the actions of all drivers.

Are Your Drivers Wearing the Correct Sunglasses?

As a professional driver subject to the sun's rays constantly you need to make sure you are wearing the proper sunglasses to protect your eyes. In addition, proper sunglasses allow you as a driver to operate safely at an increased level of visibility.

Tips for Choosing the Right Sunglasses

[Sunglasses](#) aren't just a fashion accessory. They are an important protection for your eyes against the [damaging rays of the sun](#). It's important for you to know what kind of light you need to protect your eyes from and what type of light is not necessarily harmful. Here are some tips for picking the right pair of nonprescription sunglasses.

Choose glasses that block 99 percent of ultraviolet (UV) rays. This is the most important feature of your sunglasses, and you should always choose sunglasses that provide this protection. Long-term exposure to ultraviolet (UV) radiation in sunlight is linked to eye disease, including [cataracts](#). Some manufacturers' labels say UV absorption up to 400nm. This is the same thing as 100 percent UV absorption. Some glasses make additional claims for blocking infrared rays, but research has not shown a close connection between infrared rays and eye disease.

Don't rely on the price. Budget conscious? Many types of affordable sunglasses

Drug and Alcohol supervisor training as part of the seminar. The seminars and 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

2016 Idealease Safety Seminar Schedule:

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

offer 99 to 100 percent UV protection, so you don't need to spend a lot of money on a pair of sunglasses.

Check the quality of the sunglasses. In addition to UV protection, you also want to check the optical quality of the lenses. You can easily test the quality of sunglasses by looking at something with a rectangular pattern, such as a floor tile. Hold the glasses at a comfortable distance and cover one eye. Move the glasses slowly from side to side, then up and down. If the lines stay straight, the lenses are fine. If the lines wiggle, especially in the center of the lens, try another pair.

Look for impact-resistant lenses. All sunglasses must meet impact standards set by the U.S. Food and Drug Administration (FDA) for safety. No lens is truly unbreakable, but plastic lenses are less likely to shatter when hit by a ball or stone. Polycarbonate plastics, used in many sports sunglasses, are especially strong, but scratch easily. If you buy polycarbonate lenses, choose ones with a scratch-resistant coating.

Use protective eyewear instead of sunglasses for hazardous activities. If you are going to be engaged in outdoor activities like water or snow skiing that put your eye at risk for injury, don't count on your eyeglasses for protection. [Protective eyewear](#) is available with UV protection to shield your eyes from sunburn and glare.

Lens color tinting and polarization are personal preferences. There's no medical reason to recommend one tint of lens over another. Likewise, while polarized lenses work better at deflecting glare, they're not blocking any more harmful UV light than non-polarized lenses.

Once you have the right sunglasses, make sure you wear them, especially in the summer when UV levels are at least three times higher than in the winter. Also be sure to wear them when participating in [winter sports](#), particularly at high elevations.



NHTSA Kicks off 2016 'Click It or Ticket' campaign

The National Highway Traffic Safety Administration (NHTSA) announced the kickoff of the 2016 national Click It or Ticket safety mobilization. The annual safety campaign is designed to urge all occupants to always buckle their safety belts while riding in vehicles.

The campaign will include a paid advertising campaign, which runs from May 16-

June 5, and an enforcement period, which takes place from May 23-June 5.

NHTSA says law enforcement agencies will be out in full force encouraging drivers and all passengers to wear their seat belts.

The national seat belt use rate has steadily increased to 88.5 percent in 2014, but data from NHTSA show that almost half of passenger vehicle occupants (49 percent) who were killed in 2014 were unrestrained.

In addition, 57 percent of passenger vehicle occupants killed at night were not wearing their seat belts, compared to 41 percent killed during daytime. In 2014, men wore their seat belts at a lower rate than women did - 53 percent of men in fatal crashes were unbelted, compared to 40 percent of women.

According to NHTSA, thousands of Americans are alive today because a seat belt saved them during a crash. In 2014, the use of seat belts in passenger vehicles saved an estimated 12,802 lives. From 2010 to 2014, seat belts saved an estimated 63,000 lives.



International Roadcheck 2016 will take place on 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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