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March 29th, 2019

Safety Belts: An Essential & Easy Boost for Commercial Driver Safety



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 7-year-old grandson's life he will look back on this time period and reflect how ridiculous it was that 35,000 people a year were killed by running into each other or striking a stationary object. The Commercial Vehicle Safety Alliance (CVSA) is part of a group of organizations that are striving to reduce more than 34,000 vehicle fatalities a year to zero.

The (CVSA) supports the (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



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.

Registration Is Open
Online for the 2019
Idealease / NPTC
Safety Seminars

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 of steps we can take in our industry to aggressively pursue a culture of safety 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

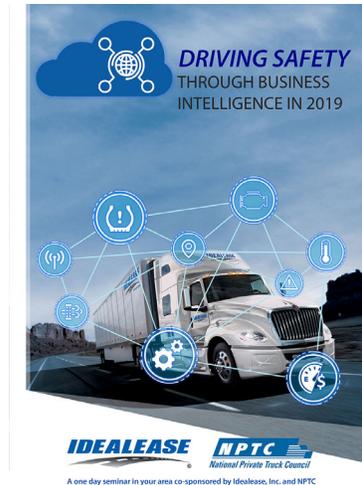
Many of the countermeasures included in the TZD plan will take years to implement, while others are being implemented right now. Some of the TZD strategies CVSA and its members are implementing include:

- 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 \(IACP\)](#)



[**Click here to register for a Safety Seminar in your area.**](#)

Idealease and the National Private Truck Council NPTC will be hosting safety seminars again in 2019. The one-day seminar this year will focus on new safety technologies available on trucks today, basic [Safety and Compliance](#), regulation changes and CSA. The seminars will be provided to all Idealease customers, potential customers and NPTC members at no additional charge. The seminars provide important information applicable to both the novice and experienced transportation professionals.

Spring Seminars

4/2/2019	Memphis, TN
4/3/2019	Atlanta, GA
4/3/2019	Mannheim, PA
4/4/2019	Charlotte, NC
4/4/2019	Weirton, WV
4/17/2019	Ventura, CA
4/18/2019	San Leandro, CA
4/23/2019	Portland, OR
5/1/2019	Plymouth, IN
5/1/2019	Grand Rapids, MI
5/7/2019	Upper Marlboro, MD
5/9/2019	Aurora, CO
5/21/2019	Baltimore, MD
5/23/2019	Milwaukee, WI

Fall Seminars

TBD	Chicago, IL
10/23/2019	Lexington, KY
TBD	Springfield, IL
10/15/2019	Reno, NV
TBD	San Leandro, CA
TBD	Eugene, OR
TBD	Green Bay, WI
TBD	Erie, PA
9/12/2019	Nashville, TN

- [National Association of County Engineers \(NACE\)](#)
- [National Local Technical Assistance Program Association \(NLTA/PA\)](#)
- [National Association of State Emergency Medical Services Officials \(NASEMSO\)](#)
- [The Federal Highway Administration, Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration](#)

These organizations provide 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.

Seat Belt Usage

As I look at our customer's CSA SMS scores, I continue to see 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 look at these violations in states that have not wearing a seat belt as 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 always to be worn in all company vehicles 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



Seatbelts
Are
For
Everyone

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

10/23/2019	Modesto/Turlock, CA
10/22/2019	Salt Lake City, UT
TBD	Louisville, KY
TBD	Kelowna, BC
TBD	Everett, WA
TBD	Chattanooga, TN



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SUBMIT

PROACTIVE
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November 30th, 2018

Don't Crowd the Plow

Proactive vs. Reactive Safety and Loss Control Program

At the end of the year you should be evaluating your safety and loss control program to determine your performance over the year. Where do you stand compared to last year and the year before?

Ongoing analysis programs are vital to a proactive and productive safety and loss control program. It always amazes me that companies cannot tell me what their accident frequency rate is and how it compares to years past. Accident frequency should be determined throughout the year no less than quarterly to determine if there will be a problem or controlling issues. Accident frequency rates can be calculated by multiplying the total number of accidents for a period by one million and then dividing by the total number miles for the same period.

Accident frequency rates can be determined for DOT recordable, preventable, non-recordable, by-right, by-fault, when excessive, ignore, etc. However, accident frequency rates are just one piece of the overall safety analysis program that is in place to provide you with a sense of direction of where your program is going. Other areas of your internal analysis program should include, driver turnover frequency, DOT violation analysis (Hours of Service, Drug and Alcohol, other FMs), OSHA violations, worker compensation injuries, etc. Another analysis tool that you should review monthly is your CSA SMS data provided to you by the

Keep and learn from accidents. These drivers can be directly trained that traffic delays caused a contractor not protect you from possible injury and protect your own working habits that prevent control on site accidents.

Know when the exception is on multiple days!

Try your best to either stay, or on the shoulder, until the exception or violation is corrected and validated within any jurisdiction.

Never drive through a snow drift or untreated conditions.

The only way to earn your position as a leader is through a by a process, not a plan. Discipline.

customized data collection program.

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 enough 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.

Driver Safe Act Reintroduced in House, Senate

Legislation that would establish a program to allow 18-21-year olds to drive commercial motor vehicles in interstate commerce after an apprenticeship and under limited conditions has been reintroduced in both the House of Representatives and the Senate. The DRIVE Safe Act, [H.R. 1374](#) and [S. 569](#), would require completion of two separate apprenticeships before a driver under 21 years of age could drive a CMV in



interstate commerce. The first apprenticeship would require a minimum of 120 on-duty hours, with at least 80 hours behind the wheel of a CMV accompanied by an experienced driver. The apprentice would have to pass established performance benchmarks, including: interstate, city traffic, rural 2-lane, and evening driving; safety awareness; speed and space

management; lane control; mirror scanning; right and left turns; and logging and complying with rules relating to hours of service.

The second apprenticeship would require a minimum of 280 on-duty hours, with at least 160 hours behind the wheel of a CMV. The apprentice would have to pass additional performance benchmarks, including backing and maneuvering in close quarters; pre-trip inspections; fueling procedures; weighing loads, weight distribution, and sliding tandems; coupling and uncoupling procedure; and trip planning, truck routes, map reading, navigation, and permits. NPTC, along with 63 other trade associations, supports enactment of this legislation, which is an attempt to mitigate the driver shortage throughout the trucking industry. The American Trucking Associations has produced a [fact sheet](#) on the bills.

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