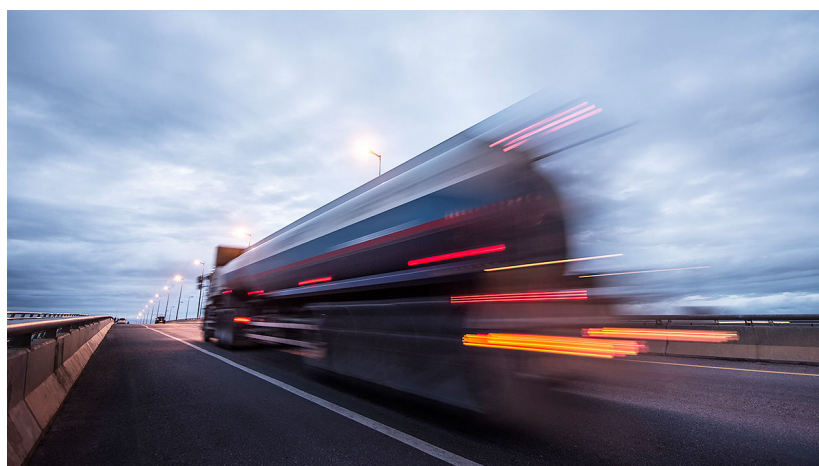


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April 24, 2020

COVID-19 is Not a License to Speed

States and provinces are reporting that there is a significant increase in the number of vehicles that are speeding at a high rate of speed and driving recklessly since the start of COVID-19. This is an issue that you need to discuss with your professional drivers today. They need to be aware that this condition exists and will likely increase as states relax shelter in place enforcement. They will need to be on the watch for these vehicles as they drive daily.

Police in Colorado, Indiana, Nebraska, and Utah have clocked drivers going more than 100 miles per hour on highways. In Los Angeles, cars are going as much as 30% faster on some streets, prompting changes to traffic lights and pedestrian walk signals. In New York City, automated speed cameras issued 24,765 speeding tickets on March 27—nearly double the number issued daily a month earlier—despite far fewer cars being on the road. Some states have lower crash rates but more serious crashes. Car



crash death rates are on the rise in Massachusetts, and pedestrian deaths are on the rise in Nevada and Rhode Island. The city of Edmonton, AB has seen a 30% decrease in vehicle traffic with a 30% increase in excessive speeding.



Idealease and the National Private Truck Council NPTC will again be hosting safety seminars in 2020. The one-day seminar this year will focus on new safety technologies available on trucks today, basic safety and compliance, regulation changes, load securement and CSA. 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.

Car crashes and related deaths in Minnesota are more than double what they were at the same time period in previous years, and half of the deaths were due to speeding or careless/negligent driving. "While COVID-19 is clearly our national priority, our traffic safety laws cannot be ignored," Governors Highway Safety Association (GHSA) executive director Jonathan Adkins said in a news release from the association. "Law enforcement officials have the same mission as health care providers—to save lives." If you must drive, he said, "buckle up, follow the posted speed limit and look out for pedestrians and bicyclists." Adkins noted that many emergency rooms are at capacity "and the last thing they need is additional strain from traffic crash victims."

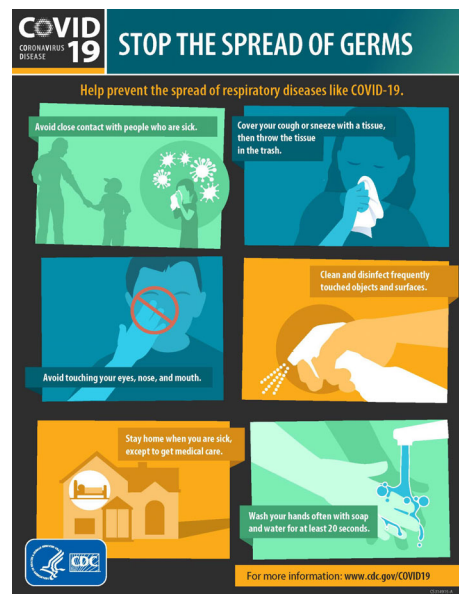
Pam Shadel Fischer, GHSA's senior director of external engagement and special projects, said Americans nationwide have shown during the pandemic that they are willing to do the right thing to protect one another. "We must maintain that same sense of urgency when it comes to the road," she said in the news release. "Drivers need to respect the law and look out for other road users, so that we can prevent the needless loss of life now and moving forward."

The National Private Truck Council (NPTC) Issues COVID-19 Best Practices

NPTC members have contributed to a Coronavirus Best Practices document that has been developed so other carriers can see how other fleets are dealing with issues challenging carriers from COVID-19.

[Click here to view the information.](#)

Thank you to NPTC and Tom Moore, NPTC Executive Vice President, for supplying this information.



Spring Dates

7/22/2020 Santa Rosa, CA

Fall Dates

8/27/2020 Nashville, TN
 9/23/2020 Brantford, ON
 9/23/2020 Indianapolis, IN
 9/29/2020 Fort Wayne, IN
 10/1/2020 Oklahoma City, OK
 10/7/2020 Eugene, OR
 10/13/2020 Charlottesville, VA
 10/20/2020 Dallas, TX
 10/22/2020 Birmingham, AL
 10/29/2020 Phoenix, AZ

Please [Click Here](#) to view a schedule of Safety Seminars offered.

Safety Bulletin

Training Requirements of the Federal Motor Carrier Safety Administration (FMCSA)

September 27th, 2019

UPCOMING EVENTS

October 7th - 13th is Fire Prevention Week

Fire prevention is a vital part of a driver's daily safety responsibilities. It involves not only knowing how to prevent fires, but also knowing how to respond if a fire does occur. This bulletin provides information on fire prevention and fire response for commercial drivers.

Register Now to Attend an **Idaho/NPTC Safety Seminar** this Fall!

of you have sent me emails you have received from consulting firms saying that you are required to have your supervisors of CDL drivers trained in Drug and Alcohol Responsible Supervisor Training. The emails are used as "evidence" to get you to purchase their supervisor training courses, webinars, etc. They are correct that your supervisors are required by Federal Motor Carrier Safety Administration (FMCSA), but the good news is that the FMCSA makes this training available to you at NO COST!!

Let's look at what the regulations say about training of your supervisors of CDL drivers.

By the way, this applies to all motor carriers INTERA and INTER state.

SIGN UP FOR SAFETY BULLETINS

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Job Title *

Company *

TSA Extends TWIC Expiration For Six Months

In response to the COVID-19 pandemic, the Transportation Security Administration has granted a temporary exemption from requirements in 49 CFR part 1572 regarding the expiration of certain Transportation Worker Identification Credentials (TWICs). [85 Fed. Reg. 21017](#) (April 15, 2020). For the duration of this exemption, TSA will extend the expiration date of TWICs that expired on or after March 1, 2020, by 180 days. This exemption became effective on April 10, 2020, and remains in effect through July 31, 2020, unless otherwise modified by TSA.

TSA established requirements for TWICs for merchant mariners and workers, including delivery truck drivers, who need unescorted access to secure areas of maritime facilities and vessels. These individuals must successfully complete a security threat

assessment (STA) conducted by TSA and hold a TWIC in order to enter secure areas without escort. A TWIC is generally valid for five years, and individuals must go to a TSA enrollment center to initiate a new STA to receive a new credential.



Approximately one-third of TSA's TWIC enrollment centers have been forced to close as a result of COVID-19. For those that are operating, the process of collecting fingerprints, which is required for TWIC, and completing the enrollment process may introduce risk to enrollment center staff or TWIC applicants.

Thus, the TSA exemption states that for TWICs that expire on or after March 1, 2020, the expiration date for the TWIC is 180 days after the expiration date that appears on the face of the credential. TSA deems these eligible TWICs to be valid for the purpose of unescorted access to secured areas of maritime facilities and vessels. If the 180-day period extends beyond the duration of this temporary exemption, the TWIC will be valid for the remainder of the extended 180-day period based on the expiration date of the TWIC.



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