

**Transportation
Safety**

**Training
ADVISOR**

January 2023

Looking ahead in 2023

Make sure your drivers know the importance of visual search

**You've got to see it
to avoid it!**

SPH change begins January 6

**Registration opens for new
Connecticut highway use fee**

Information and resources to help your drivers operate safely



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MESSAGE FROM THE EDITOR

2023 is here!

Happy New Year! January is a time when we look ahead and set goals for the coming year. For those of us in the transportation industry, having a safe year is always a great goal.

To that end, here are some safety-focused events that will take place in 2023:

- **Cooperative Hazardous Materials Enforcement Development Conference**
Jan. 23-27, 2023
An event for individuals and organizations involved in the regulation, enforcement, and safety of transporting hazardous materials. The COHMED conference provides a unique opportunity for the hazmat community to present concerns and perspectives about enforcement of regulations.
- **National Work Zone Awareness Week**
April 17-21, 2023
The Missouri Department of Transportation (MoDOT) will host the 2023 NWZAW kickoff event on April 18. This year's theme is "You play a role in work zone safety. Work with us."
- **CVSA Workshop**
April 23-27, 2023
This event, aimed at government officials, enforcement, and industry participants, will be held in Memphis, Tennessee. Participants will collaborate to affect meaningful changes to the overall culture of transportation safety.
- **Brake Safety Week**
August 20-26, 2023
Commercial Vehicle Safety Alliance's (CVSA's) annual brake safety enforcement and education campaign.
- **National Private Truck Council (NPTC)**
September 6-8, 2023
This two-day educational program private fleet stakeholders with insights into, and implementable solutions for, strategic safety and security issues that face today's private fleets.
- **CVSA Annual Conference and Exhibition**
September 17-21, 2023
CVSA's annual conference, aimed at government officials, enforcement, and industry participants, will be held in Grapevine, Texas. Participants will discuss, examine, and analyze ways to further CVSA's mission.

As always, we here at J. J. Keller will also be here to support you as you strive to make 2023 a safe and compliant year. ♦



Jen Loomis

Jen Loomis joined J. J. Keller in 2021 on the Content & Consulting Services Transportation Team. As an Associate Editor, Jen edits a variety of products including the *Transportation Safety Training Advisor*, *Driver Report*, and *Driver Training Awareness Program* newsletters. She also provides regulatory support in the area of DOT drug and alcohol testing.



TRAINING BLUEPRINT — VISUAL SEARCH

Visual scanning is essential to safe driving

Drivers need to be aware of what is going on around their vehicles at all times. Conducting an effective visual search is important when it comes to gathering all of the necessary information needed to make safe driving decisions.

Distance scanning

Distance scanning allows for the early identification of hazards.

TIP: Use of a video is one way to introduce this topic. When selecting a video, consider your drivers' experience, the type(s) of vehicle(s) they operate, and the situations they deal with on a regular basis.

Drivers must be looking far enough ahead that, when they spot a potential problem, they have time to:

- Decide how to react,
- Check for vehicles or other obstacles around them, and
- Maneuver away from danger.

As a general rule, drivers need to look about 12 to 15 seconds ahead of their vehicle. In the city, that is about two to three blocks. On the highway, that is about one quarter of a mile.



A driver must also watch road signs and check the vehicle's instruments. The driver's eyes should be continually moving from far to near, paying special attention to anything that could affect the path of travel including:

- Other moving vehicles,
- Stopped vehicles,
- Debris,
- Animals,
- Weather-related hazards,
- Road signs and traffic signals,
- Intersections,
- Work zones,
- Emergency vehicles, and
- Accidents.

Using mirrors

Drivers should check their mirrors every four seconds as part of the visual scan routine. This includes when changing speed or position in traffic, merging, or turning.

TIP: Make sure your drivers understand the importance of scanning, including how it gives the driver time to spot a problem and safely react before an accident or incident occurs.

When changing lanes, mirrors should be checked:

- Before changing lanes, to make sure there's room to do so;
- After signaling to ensure no one/ nothing moved into the vehicle's blind spot;
- Right after beginning the lane change to make sure the path is still clear; and
- After completing the lane change.

Drivers should also check their mirrors when forced to slow down quickly, or unexpectedly merge or turn.

Use of mirrors is also important when approaching alleys and intersections. Mirrors must be used more frequently when in traffic tie-ups and when approaching or driving alongside parked or stopped vehicles. Also, mirrors can assist in monitoring the vehicle's blind spots.



Mirrors provide the driver's only view to the rear of the vehicle. They should be used to:

- Check load and cargo securement,
- Watch for loose or falling cargo, and
- Look for potential tire problems including flat or damaged tires or tire fires. ♦

TIP: Discuss the advantages and limitations of mirrors. Make sure your drivers understand that even with the use of mirrors, blind spots still exist. Conclude your training with a question-and-answer session.



TRAINING HANDOUT — VISUAL SEARCH

You've got to see it to avoid it!

Distance scanning allows for the early identification of hazards. This allows for additional time to react, including finding ways to avoid the situation.

As a general rule, you need to look about 12 to 15 seconds ahead of your vehicle.



Make sure you're looking far enough ahead that, when you spot a potential problem, you have time to:



Decide how to react



**Check for vehicles
around you**



**Maneuver away
from danger**

You must also watch road signs and check your vehicle's instruments. Your eyes should be continually moving from far to near, paying special attention to anything that could affect the path of travel including:

- Other moving vehicles,
- Stopped vehicles,
- Debris,
- Animals,
- Weather-related hazards (ice, snow, rain, fog, etc.),
- Road signs and traffic signals,
- Intersections,
- Work/construction zones,
- Emergency vehicles, and
- Accidents. ♦



TEST YOUR KNOWLEDGE — VISUAL SEARCH

Directions: Read each statement carefully and mark the best answer.

1. You should look 12-15 seconds ahead of your vehicle as a general rule.
 - A. True
 - B. False

2. Visual scanning involves:
 - A. Looking at road signs
 - B. Checking your vehicle's instruments
 - C. Identifying potential hazards around your vehicle
 - D. All of the above

3. The goal of visual scanning is to allow yourself enough time to _____ when you spot a potentially dangerous situation.
 - A. Decide how to react, check for vehicles around you, and maneuver away from danger
 - B. Honk to alert other drivers and pull over to the side of the road
 - C. Decide how to react, use your turn signal, and pull over to the side of the road
 - D. Decide how to react, honk to alert other drivers, and maneuver away from danger

4. When visually scanning, your eyes should be fixated on the road ahead of you.
 - A. True
 - B. False

5. Visual scanning will help you spot potentially dangerous issues, including:
 - A. Animals
 - B. Broken lights or reflectors
 - C. Work zones
 - D. A and C

NAME: _____ DATE: _____



Change to safety performance history beginning January 6

The day has almost arrived: Come January 6, 2023, the Drug and Alcohol Clearinghouse will finally contain three years' worth of data. That means that employers will no longer use the safety performance history (SPH) to request FMCSA drug and alcohol testing history from previous employers.

Will employers still need to request a SPH from previous employers?

Yes, employers will still send the SPH form to former employers. The only difference is that employers cannot ask about an individual's drug and alcohol testing history. The motor carrier must still inquire about the driver's DOT crash history and general employment information (dates employed, vehicles operated, and so forth).

Is the SPH form changing?

Employers should contact their vendors to see if an updated SPH form is available. If the motor carrier uses a third party to help assemble the driver qualification file and/or manage the drug and alcohol program, the carrier must ensure the service agent is aware of the new requirements. Employers or service agents who want to use existing stock of SPH forms must cross out the drug and alcohol testing history section of the form before sending it to a previous employer.

How will employers learn whether a prospective employee has an unresolved FMCSA drug or alcohol violation?

Beginning on January 6, 2023, employers will rely solely on a pre-employment query of the Drug and Alcohol Clearinghouse to determine whether a potential employee has any unresolved FMCSA drug or alcohol violations. Clearinghouse queries, unlike the SPH records request, must be completed before the individual drives for you. Consent for the pre-employment query is provided through the driver's personal Clearinghouse account.

In what situations must an employer still obtain drug and alcohol information from a previous employer after January 6, 2023?

There are two situations in which an employer must still contact a former employer for drug and alcohol information:

- The driver used to work for a different mode. Motor carriers must continue to ask DOT drug and alcohol questions of former employers where the driver was subject to Part 40 testing under another mode (air, pipeline, transit, maritime, rail). This information is pertinent and must be investigated since a violation under another mode carries over to highway (FMCSA). The driver must provide specific written consent before the former employer may respond. This information is requested using a form other than the safety performance history document. This has been and will continue to be the process after January 6, 2023.
- The driver has an unresolved DOT drug or alcohol violation. If the motor carrier learns that a driver has a violation and did not complete the return-to-duty and/or follow-up program, the motor carrier must contact the former employer to determine where the process left off. This may involve requesting copies of records, such as the substance abuse professional (SAP) follow-up testing plan, completed follow-up tests, and the like. Of course, the driver must provide specific written consent for the release of such records. This has always been the case and continues going forward. ♦



Registration opens for new Connecticut highway use fee

To facilitate collection of the new Highway Use Fee, Connecticut has opened registration for the program on their online portal, myconneCT.

As of January 1, 2023, a Highway Use Fee will be imposed on certain carriers for the privilege of operating, or causing to be operated, certain heavy, multi-unit motor vehicles on any highway (i.e., public road) in Connecticut.

The Highway Use Fee is calculated based on a vehicle's weight and number of miles driven in the state. The fee applies to calendar months beginning on or after January 1, 2023.

Carriers will be required to register with DRS for the Highway Use Fee by January 1, 2023. After registering, a Highway Use Fee Permit will be available in myconneCT.

The first Highway Use Fee return is due on or before February 28, 2023.

For more information and to register for the Highway Use Fee, visit the DRS website at portal.ct.gov/DRS. ♦



Answers to quiz on page 5:

1.) A 2.) D 3.) A 4.) B 5.) D



Next Month's Topic: Driver disqualification

Driver disqualification is a serious issue. It is important that drivers who hold a commercial driver's license (CDL) or commercial learner's permit (CLP) understand the disqualification provisions, as certain actions and choices, whether on or off the job, can have an impact on an individual's driving career. ♦

Expert Help: Questions of the Month

Question: What are the requirements/qualifications for one to deliver cargo securement training?

Answer: The FMCSRs address cargo securement (Part 393, Subpart I), but do not address instructor qualifications. There are no federal standards.



Question: Should our company check our CSA score weekly? Will this draw attention to our company from the DOT?

Answer: The FMCSA only updates its SMS CSA data and BASIC scores monthly. A snapshot of the data is taken on the third or last Friday of each month, and then it takes approximately 10 days to process and validate the data. Once validated, the results are uploaded to the SMS website. If you check right after the data grab from MCMIS, you do not need to review it weekly. To our knowledge, FMCSA is not tracking how often a carrier logs into FMCSA's CSA SMS site. It is a wise practice to make sure all data is accurate so logging in often is not frowned upon.

Question: With the elimination of the requirement that motor carriers obtain an annual list of violations from each driver, are carriers still required to get a driver to sign off on the annual review? Or does the motor carrier just need to document that the driver was reviewed?

Answer: Only the carrier supervisor needs to sign off on the annual review. Also make sure to note the date the review was conducted, per §391.25. ♦

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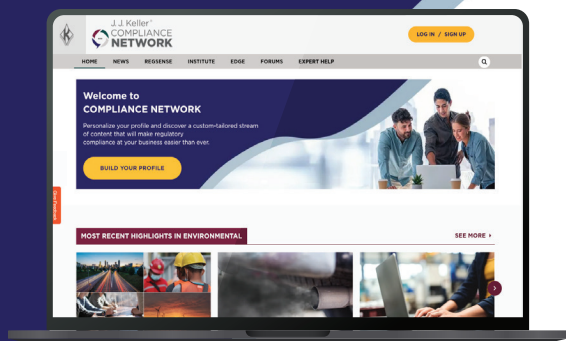
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