

AAMVA Motor Carrier Services

February 2005



MCS Purpose: “Striving to meet the needs of the AAMVA membership, working to improve highway safety and efficiencies in the motor carrier services community.”

AAMVA Motor Carrier Services Update February 17, 2005

AAMVA MCS Industry Forum A Success

On Wednesday **February 16, 2005**, AAMVA hosted the first Motor Carrier Services Industry forum at AAMVA Headquarters in Arlington, Virginia. There was a very diverse group of about 35 folks from industry, other motor carrier related associations, federal government, jurisdictions, vendor community and AAMVA staff in attendance.

The Forum was a great success with 22 major issues or topics being brought to the table and discussed. The focus of the Forum was to bring together some of the major players in the motor carrier community to have an open discussion on the issues facing the motor carrier community today, especially from the industry perspective. In a few weeks we will be providing a complete summary of the issues and the discussion points from the meeting. Thanks to all that supported and contributed to this important effort.

FMCSA Safety Belt Usage Improvement Program

Truck Drivers Given the Safety Belt Challenge

The odds are getting better that the next truck driver you see on the highway will be wearing a safety belt. The reason? US Transportation Secretary Norman Y. Mineta created a national public-private partnership – the Commercial Motor Vehicle Safety Belt Partnership – to combat low safety belt use among the nation’s commercial motor vehicle drivers. This is in response to a national study released by the Secretary that found only 48 percent of all truck drivers wear safety belts.

Nationally, 80 percent of passenger vehicle drivers wear safety belts. In comparison, the low number of truck drivers buckling up has taken a severe toll. In 2003, of the 620 commercial drivers killed in crashes, about half were not wearing safety belts. Of the drivers who died 135 were ejected not wearing safety belts.

Vivienne Cameron and Tim Adams met on February 17th with FMCSA to learn more about the program and continue to work to determine AAMVA’s role in promoting safety belt use by CMV drivers.

More updates to following in the coming months.

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PRISM Update

The PRISM (Performance and Registration Information Systems Management) program includes two major processes – the Commercial Vehicle Registration Process, and the Motor Carrier Safety Improvement Process (MCSIP), which work in parallel to identify motor carriers and hold them responsible for the safety of their operation. The performance of unsafe carriers is improved through a comprehensive system of identification, education, awareness, safety monitoring and treatment.

Currently there are 37 states with grant agreements to implement PRISM. The most recent states to sign agreements are California, Illinois, Delaware, Alaska and Wyoming. At least 21 states now require MCS-150 data to be up to date prior to issuing registrations, and at least 18 states have denied renewal of registration or suspended registrations from carriers that are prohibited from interstate operations by FMCSA.

The FMCSA PRISM team has begun to do Implementation Reviews with the states. To date three jurisdictions (Maine, Kentucky & Georgia) have been reviewed.

The PRISM Implementation Committee met in conjunction with the IRP Annual meeting in November, 2004. The meeting was very productive and there were some issues that were brought up for discussion, including:

- ✓ Inspections
 - Inspections of passenger carriers conducted by a third party company, Consolidated Safety Services for the Department of Defense could be used by FMCSA for information. This issue is under ongoing discussion.
- ✓ Timeframe too Short
 - The states and IRP system vendors stated that the timing for implementation of new system requirements is at times too short.
- ✓ Clarification of SafeStat
 - There has been a misconception among some state trucking associations and others that SafeStat scores could result in registration sanctions. FMCSA does not issue shut down orders based on a carriers SafeStat score.
- ✓ MCS-150 Updates
 - Industry representatives stated concerns that some states are allegedly ignoring MCS-150 date of last update, requiring paper MCS-150 form instead.
 - Some requiring a new MCS-150 form every time a carrier adds a vehicle.

More updates and information on PRISM will follow in coming monthly updates.

CVISN ITS/CVO Deployment Showcase February 22 – 25, 2005

FMCSA Sponsors 2005 ITS/CVO Deployment Showcase

The Federal Motor Carrier Safety Administration (FMCSA) will be sponsoring the 2005 ITS/CVO (Intelligent Transportation Systems/Commercial Vehicle Operations) Deployment Showcase in Savannah, Georgia, Feb. 22-25, 2005. The target audience for this national meeting will be mid- to upper-level decision makers from both the public and private sector. The objective of the event is to offer information and updates on current and emerging concepts in the application of intelligent

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transportation systems to commercial vehicle operations. This is an excellent opportunity for information sharing and networking for CVO professionals. The first two days of the event will be designated showcase sessions. Day three will be comprised of the Commercial Vehicle Freight Mobility meeting and day four offers a tour of the port of Savannah. A vendor fair will be included during the first two days.

SSRS – UCR Update

Tim Adams, Program Director for Motor Carrier Services recently attend the National Conference of State Transportation Specialist (NCSTS) meeting in San Antonio, Texas where several motor carrier issues were discussed including household goods movers and SSRS.

A lot of the discussion focused on the Single State Registration System (SSRS) and what the future holds for the program. The proposal to replace the SSRS program with the new Unified Carrier Registration (UCR) program which was part of the re-authorization legislation that did not pass last year, is still a part of the Bill, but it is unclear at this point just what the new Congress will do. The feeling of most of those involved with the development of the UCR proposal is that the language will stay in whatever bill the new Congress takes up and has a very good chance of passing.

There are some at the jurisdiction and industry levels that would like to make some minor changes to the UCR proposal, but the feeling of the NCSTS group is to not mess with it. Fear is that any change could mean lost support in Congress and hurt the possibility of it passing.

There are a couple of the major questions or concerns:

- Will the UCR be revenue neutral for the member jurisdictions?
 - The answer to this is still unclear.
 - Some of the jurisdictional members have a concern about the document requirements under the UCR. Concern is about there not being a document (hardcopy) in the vehicle and the issue of the officer not having electronic access at the roadside.

More information to follow as it comes available.

CONTACT US

If you have questions or comments about this status update, contact Tim Adams, Program Director, MCS via e-mail at tadams@aamva.org or phone (502)-845-0398.