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## A Penn Tank Example – Ray Wood

By Steve McSherry - President

The Penn Tank family lost a dear and devoted friend in Ray Wood this past January. When attending the funeral, I knew I was in Ray's home town because I ordered a diet soda and received the largest one I've ever seen!

Ray wanted to do things right. He wanted it done by the book. He spoke up and never shied away from challenging things if he thought it needed to be addressed. He also never feared extending the conversation. Ray trusted his colleagues in the risk group. He would agree with what the team wanted as long as his voice was heard.

People who worked with Ray trusted him. Ray didn't always have

Please see *A Penn Tank Example* on page 2

## Shippers Focus on Carriers' CSA Scores

From *Steelheadfinance.com*

Shippers are worried about carriers' Compliance, Safety, Accountability program scores, according to a new study from consulting firm Transport Capital Partners.

More than 72% of trucking companies report some of their customers are concerned about carrier scores on the Federal Motor Carrier Safety Administration's program, TCP said in its second-quarter Business Expectations survey. The study found 21% of motor carriers reported no shipper concerns, but 6% said every customer was worried about the program's effects.

Some shippers consider low scores in a category so serious they may



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## Top 10 CSA Violations

Rank	Violation Code	Violation Description	# of Inspections	# of Violations	% of Total Violations	# of OOS Violations	OOS Percent	2010 CSA Point Value
1	395.8	Log Violation (General/Form And Manner)	83,889	108,832	15.87%	110	0.10%	2
2	395.8F1	Drivers Record Of Duty Status Not Current	72,512	73,084	10.65%	122	0.17%	5
3	391.41A	Driver Not In Possession Of Medical Certificate	69,205	69,435	10.12%	3,679	5.30%	1
4	391.11B2	Non-English Speaking Driver	53,328	53,461	7.79%	2,380	4.45%	4
5	395.3A2	Requiring Or Permitting Driver To Drive After 14 Hours On Duty	34,326	40,894	5.96%	17,518	42.84%	7
6	392.16	Failing To Use Seat Belt While Operating Cmv	35,119	35,316	5.15%	2	0.01%	7
7	392.2SLLS2	State/Local Laws - Speeding 6-10 Miles Per Hour Over The Speed Limit	34,855	34,859	5.08%	1	0.00%	4
8	395.8E	False Report Of Drivers Record Of Duty Status	21,640	24,839	3.62%	18,370	73.96%	7
9	392.2C	Failure To Obey Traffic Control Device	23,374	23,511	3.43%	4	0.02%	5
10	395.3A1	Requiring Or Permitting Driver To Drive More Than 11 Hours	19,857	22,846	3.33%	10,540	46.13%	7
	<b>TOTALS TOP 10</b>		<b>448,105</b>	<b>487,077</b>	<b>71%</b>	<b>52,726</b>		

FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 08/24/2102

### ***A Penn Tank Example – Ray Wood from page 1***

to deliver on his promises but everyone knew that he'd give everything he's got to make it happen. Drivers confided in him, told him their problems and looked to him for help.

We're all part of teams in life whether they are family, work, faith based, education, you are usually aligned with others for common goals. In Ray, you find a perfect teammate. Someone who wants to do things right and was trustworthy. You'd want as many Ray Wood's on your team as you possibly could. We have a void on our team that we'll have trouble filling.

Let's live by Ray's example and not turn the other cheek if you see your fellow employee being unsafe or cutting corners. Call it out. Do the right thing. Trust your judgment. Do things like Ray Wood.

## LESSONS LEARNED from Roger Cannon – FL Risk Supervisor

Federal Motor Carrier Regulation 392- Driving of Commercial Motor Vehicles.

Regulation 392.10 Require certain vehicles to come to a stop at Rail Road Crossings. The Regulation requires a Vehicle which is Placarded with a Class 3 Flammable /Combustible Liquid to :Stop the Commercial Motor Vehicle within 50 feet of, and not closer than 15 feet to, the tracks; thereafter listens and looks in each direction along the tracks for an approaching train; and ascertains that no train is approaching. When it is safe to do so, the driver may drive the Commercial Motor Vehicle across the tracks in a gear that permits the vehicle to complete the crossing without a change of gears.

**The regulation does not state which lane the CMV should be in.**

On multi-lane, same direction roads, common and best practice, (since it is not stated in the regulation), would have the CMV performing a required Rail Road Track stop in the Right (slow) lane, and **NOT** in the left (fast) lane, whenever possible. Although there may be situations where the CMV is not able to safely operate in the right lane, every effort should be made to make any stops in the roadway in the “slow lane” or right lane. **This memo is to serve as a refresher that;**

**Placarded CMV'S operated by Penn Tank lines, should make every effort to avoid stopping in the left lane on the traveled portion of the roadway. By limiting the required stopping at railroad crossings to the right hand lane, whenever possible, the exposure to the risk of a rear end collision by another vehicle would be reduced.**

### ***Shippers Focus on Carriers' CSA Scores from page 1***

stop doing business with a carrier, TCP Partner Richard Mikes told Transport Topics, “especially if they're dealing with a broker in the spot market.”

Last quarter, TCP found that 65% of carriers surveyed are using three or more methods to comply with the regulations compared with two years ago when the firm found that 50% of truckload carriers were unprepared for CSA 2010 regulations.

While 33% of larger carriers are using electronic logs on all their trucks, more than 55% of smaller carriers are not, the study said.

This disparity indicates how difficult FMCSA's job will be in using electronic logging devices to enforce hours of service regulations, Batts said.

“Larger carriers have been more rapid in adoption and appear equipped to implement required training of drivers and support staff through their operations. For smaller carriers these changes can be much more of a burden,” she said.



## Changes to CSA Arrived in December

*Contributed by Steve Chastain - Chief Risk Officer*

The Federal Motor Carrier Safety Administration has announced changes to the Safety Measurement System (SMS) effective December 2012.

In a recent news release of information, the FMCSA stated that this is the first in a series of expected improvements to the SMS that will take place periodically. The following information is part of that release.

**“The first package of the SMS enhancements includes:**

- 1. Strengthening the Vehicle Maintenance Behavior Analysis and Safety Improvement Category (BASIC) by incorporating cargo/load securement violations from today’s Cargo-Related BASIC.**
- 2. Changing the Cargo-Related BASIC to the Hazardous Materials (HM) Compliance BASIC to better identify HM-related safety and compliance problems.**
- 3. Better aligning the SMS with Intermodal Equipment Provider (IEP) regulations.**
- 4. Aligning violations that are included in the SMS with the Commercial Vehicle Safety Alliance (CVSA) inspection levels by eliminating vehicle violations derived from driver-only inspections and driver violations from vehicle-only inspections.**
- 5. More accurately identifying carriers involved in transporting significant quantities of HM.**
- 6. More accurately identifying carriers involved in transporting passengers.**
- 7. Modifying the SMS display to:**
  - Change current terminology, “inconclusive” and “insufficient data” to fact based descriptions.**
  - Separate crashes with injuries from crashes with fatalities.**

In addition, four other changes have been identified since the beginning of the preview period that will also be implemented in December. These are described in

**the August 2012 Federal register Notice and are outlined below.**

- 1. Removing 1 to 5 mph speeding violations.**
- 2. Lowering the severity weight for speeding violations that do not designate the mph range above the speed limit.**
- 3. Aligning paper and electronic logbook violations.**
- 4. Changing the name of the Fatigued Driving (Hours-of-Service (HOS)) BASIC to the HOS Compliance BASIC.”**