

January 2008

THE ROAD TO SAFETY AND COMPLIANCE

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**HAPPY NEW YEAR
TO OUR
CLIENTS.**

Fleet Safety Services,
12 Harvard Street
Worcester, MA 01609
www.fleet-safety.com
Phone: 508-791-1971
800-215-2490
Fax: 508-831-7611

Fuel Tax Reminder

Fuel Tax Information for 4th Quarter 2007
is due in our office on or before

Jan 10, 2008

Please call Fleet Safety at 508-791-1971

Continuation of a series of US DOT published regulatory interpretations:

Question: Does §396.11 (Driver Vehicle Inspection Reports) require that the power unit and the trailer be inspected?

Guidance: Yes. A driver must be satisfied that both the power unit and the trailer are in safe operating condition before operating the combination.

Question: May more than one power unit be included on the Driver Vehicle Inspection Report (DVIR) if two or more power units were used by a driver during one day's work?

Guidance: No. A separate DVIR must be prepared for each power unit operated during the day's work.

Question: Who must certify under the DVIR rules that repairs have been made when a motor vehicle is repaired en route by the driver or a commercial repair facility?

Guidance: Either the driver or the commercial repair facility.

Question: Must certification for trailer repairs be made?

Guidance: Yes. Certification must be made that all reported defects or deficiencies have been corrected or that correction was unnecessary.

Status Quo for Hours of Service Rules

The Federal Motor Carrier Safety Administration announced on December 11, 2007 that they are publishing an Interim Final Rule which re-adopts the 11 hour driving limit within a 14 hour on-duty period, after which the driver must go off-duty for at least 10 hours, and the 34 hour restart provision.

The Administration based this decision on a new analysis of highway safety data which shows that these standards are working to improve road safety.

Who needs the Federal Annual Vehicle Inspection?

Part 396.17 of the Federal Motor Carrier Safety Regulations requires that each vehicle or combination vehicle having a GVWR over 10,000# must receive a Federal Annual Inspection as prescribed in that section.

This annual inspection requirement can be accomplished in any one of three ways. 1) Self inspected by the owner of the equipment, 2) Inspected by a third party, or 3) By a mandated State inspection meeting the federal standard.

In the Northeast, the mandatory State inspection programs in RI, NY, NH, ME, VT, PA, NY and NJ are equivalent to the federal annual inspection requirement. However, the inspection programs in CT and MA **do not** meet the standard so vehicles registered in those states must either be self inspected or inspected by a third party. For any questions about this or the specific requirements in your state, please call Gary, Ken or Clay at Fleet Safety.

PORT OF BOSTON WORKERS BEGIN ENROLLMENT FOR FEDERAL SECURITY CREDENTIAL EFFECTIVE NOVEMBER 30TH.

Effective November 30th, port and long shore workers, truckers and others at the Port of Boston will begin enrolling in the Department of Homeland Security's Transportation Worker Identification Credential (TWIC) program. The goal of the program is to ensure that any individual who has unescorted access to secure areas of port facilities and vessels has received a thorough background check and is not a security threat. TWIC is a bio-metric identification credential that will be required for unescorted access to secure areas in all U.S. Ports. The Transportation Security Administration (TSA) and the U.S. Coast Guard have estimated that approximately 110,000 drivers will need a TWIC. Ultimately, the Transportation Security Administration (TSA) will establish fixed enrollment centers at 147 ports and will deploy mobile enrollment centers to dozens of other locations as needed across the country. Currently, enrollment center address in Boston is: 28 Damrell Street, Suite 104 Boston, MA 02127 TSA's TWIC Program Help Desk can be reached at 1-866-347-8942 Monday thru Friday 8.00 a.m. until 12.a.m. EST.

Or visit ATA's TWIC web page <http://www.truckline.com/issues/governmentpolicy/security/twic>