

Client Services Update



August 2006

THE ROAD TO SAFETY AND COMPLIANCE

On-Site Training

On Site HazMat and Fork Lift Training is available thru Fleet Safety Services

- Any size group
- Topics customized to your company's needs
- All training materials are included in the fee- ERG books too!
- Evening & Weekend sessions available

Call us for more information
800-215-2490



Fleet Safety will be closed for Labor Day
Monday,
September 4th

Fleet Safety Services, Inc.
18 John Street Place
Worcester, MA 01609
www.fleet-safety.com

Phone: 508-791-1971
800-215-2490
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Time to Check Medical Cards

We've been noticing that some health care providers are not completing medical cards correctly, and drivers are being put out of service as a result. The card below is an example - if the "Qualified by operation of 49 CFR 391.64" box is checked off, the Doctor is indicating that the driver has been issued a medical card because he (or she) *has obtained a waiver for diabetes or vision impairment*. If this box is checked off and your driver does not have the appropriate waiver with him (or her) he (or she) will be put out of service and will not be permitted to drive. Fleet Safety does review medical cards and will let you know if we see a problem - but please ask your drivers to review their medical cards closely when their health care provider signs off on them so a problem can be corrected on the spot. If your driver has no restrictions, none of the boxes on the front of the card should be checked off. If one of your drivers is stopped and put out of service for this reason, the issuing doctor will need to explain the error in a letter included with your response to the out of service order. A Data Q's correction may also need to be filed so that your company SafeStat score is not affected by the out of service order. Please contact Fleet Safety with any questions on Medical Cards.

This box should only be checked off if the driver is part of a vision or diabetes waiver program .

MEDICAL EXAMINER'S CERTIFICATE

I certify that I have examined John Doe in accordance with the Federal Motor Carrier Safety Regulations (49 CFR 391.41-391.49) and with knowledge of the driving duties, I find this person ~~is~~ qualified; and, if applicable, only when:

- wearing corrective lenses driving within an exempt intracity zone (49 CFR 391.62)
 wearing hearing aid accompanied by a Skill Performance Evaluation Certificate (SPE)
 accompanied by a _____ waiver/exemption qualified by operation of 49 CFR 391.64

The information I have provided regarding this physical examination is true and complete. A complete examination form with any attachment embodies my findings completely and correctly, and is on file in my office.

| | | |
|---|---|-----------------------|
| SIGNATURE OF MEDICAL EXAMINER <u>Dr. Jones</u> | TELEPHONE <u>555-1212</u> | DATE <u>8/6/06</u> |
| MEDICAL EXAMINER'S NAME (PRINT) <u>Dr. Jones</u> | <input checked="" type="checkbox"/> MD <input type="checkbox"/> DO <input type="checkbox"/> Chiropractor <input type="checkbox"/> Physician Assistant <input type="checkbox"/> Advanced Practice Nurse | |
| MEDICAL EXAMINER'S LICENSE OR CERTIFICATE NO. / ISSUING STATE <u>14659- MA</u> | | |
| SIGNATURE OF DRIVER <u>John Doe</u> | DRIVER'S LICENSE NO. <u>123456</u> | STATE <u>MA</u> |
| ADDRESS OF DRIVER <u>18 John Street Place, Worcester MA</u> | | |
| MEDICAL CERTIFICATE EXPIRATION DATE <u>8/6/08</u> | | |

Highway Watch®

The state of Georgia is leading the way in helping to ensure our country's security. Beginning July 1st, all drivers applying for or renewing a Commercial Drivers License (CDL) in Georgia must complete the Highway Watch® safety and security program, a mandatory safety awareness and anti-terrorism training program. After completing training, drivers will receive a Highway Watch® Identification Card that they will need to present to the Department of Driver Services (DDS) when applying for an initial CDL or upon renewing their CDL. Georgia is the first state to make this requirement, but it is expected that other states will follow suit.



Training information and materials are available through Fleet Safety; our Customer Service and Training Manager, Ken Haigh is certified to do Highway Watch® training. There is no charge for the training or registration and the training may be given via video tape, computer or as a regular training class. Given the events of recent months, this program is essential to the ongoing security and safety of our country.

Highway Watch® began in 1998 as a safety awareness program for CDL drivers and since Spring 2002 includes anti-terrorism training. Highway Watch® is the highway sector's national safety and security program that uses the skills, experiences and "road smarts" of America's transportation workers to help protect this critical infrastructure and the transportation of goods, services and people. Local officials and law enforcement authorities recognize the value in having extra "sets of eyes and ears" on the road. They also appreciate that Highway Watch® services augment their existing resources. Please contact Ken at Fleet Safety with any questions concerning Highway Watch® training. Ken's email address is khaigh@fleet-safety.com.

Changes to the Single State Registration System

The Single State Registration System will be replaced by the Unified Carrier Registration Agreement on January 1, 2007, in accordance with section 4305(a) of SAFETEA-LU. Under the UCR Agreement, the USDOT Number will be the sole Federal identification number for all motor carriers. SSRS is a State-administered registration program covering for-hire interstate motor carriers. SSRS ensures that all interstate for-hire motor carriers maintain public liability insurance at the appropriate levels and are properly authorized to operate under 49 U.S.C. 13902. A motor carrier must choose a single participating State in which to file its SSRS application. Usually a carrier is able to select the State in which it maintains its principal place of business. However, if that State is not a participating SSRS State, the carrier must select an SSRS-participant State in which it will operate the largest number of commercial motor vehicles in its fleet during the next registration year. Regardless of how the motor carrier makes the selection, the selected State is known as the "base" State and collects fees on behalf of all the participating States in which the motor carrier operates. A Canada- or Mexico-domiciled motor carrier also must select the State in the United States in which it most frequently operates as its base State for registration purposes. For more information log on to the FMCSA website: www.fmcsa.dot.gov.