

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES,
DIVISION OF **M**EASUREMENT **S**TANDARDS AND **C**OMMERCIAL **V**EHICLE **E**NFORCEMENT

MSCVE 2009 ANNUAL REPORT



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Executive Summary

The purpose of this annual report is to provide information about the State of Alaska, Department of Transportation and Public Facilities, Measurement Standards and Commercial Vehicle Enforcement (MSCVE) activities and to heighten awareness of the Division's efforts. It is important to note reporting periods may vary depending on State, Federal, or calendar year for which the information is presented, that information will be noted in the legend or caption of each diagram.

<u>YEAR</u>	<u>PERIOD</u>
• Federal Fiscal Year 2009 (FFY09)	October 1, 2008 - September 30, 2009
• State Fiscal Year 2009 (SFY09)	July 1, 2008 – June 30, 2009
• Calendar Year 2009 (CY09)	January 1, 2009 – December 31, 2009

This report is distributed to stakeholders, interested parties and is available for download at www.dot.state.ak.us/mscve. The Division consists of two sections; Measurement Standards and Commercial Vehicle Enforcement. Both sections share support from Administrative Services and Information Technology Services within the division.

The State of Alaska began participation in the Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, a \$125,000 grant was awarded, and four inspectors were hired in July, 1990. The new inspection program was administered by the Department of Public Safety and consisted of four inspectors, two state troopers, and one clerk.

In July 1997, the State of Alaska, Department of Transportation and Public Facilities became the Lead Agency. DOT&PF created the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. MSCVE is responsible for the annual inspection of weighing and measuring devices that are used in any form of commerce and trade that protects the rights of individuals and businesses and for all commercial vehicle size and weight enforcement in addition to MCSAP requirements. The Division's primary focus has been to fulfill statutory requirements placed on Measurement Standards and expand MCSAP into a statewide, comprehensive program.

MSCVE uses multiple approaches of enforcement and regulatory compliance to educate and regulate industry, to ensure trade measurements are accurate in the public market place, to ensure a level playing field for consumers and businesses alike and to enhance motoring public safety. These approaches include:

- Monitor how commodities are sold to assure compliance with the Method of Sale Regulations
- Check prepackage products and commodities to assure pricing is based on the contents and not the packaging
- Calibrate weighing and measuring equipment used to conduct inspection activity
- Investigate consumer complaints and compile accurate data that can be used to prosecute habitual offenders
- Inspections at fixed weigh stations
- Roadside Inspections, some of which utilize the Infrared Inspections Station (IRIS) vehicle and/or

the Mobile Inspection Station

- Partnership with Alaska State Troopers and local law enforcement
- Industry site inspections by Commercial Vehicle Enforcement Officers (CVEOs)

MSCVE is funded through a combination of sources. The State of Alaska and the Federal government provide all funding for the Division.

State of Alaska Funding

In SFY09 MSCVE expended approximately \$6,109,700.00 in state funding. State funding sources included:

- \$1,836,100.00 in General Funds
- \$ 12,100.00 in Interagency Receipts
- \$1,811,900.00 in Capital Improvement Projects Receipts
- \$2,449,600.00 in Receipt Supported Services.

The Management Plan for SFY10 roughly estimates the Division to expend a total of \$6,617,800.00 in state funding, representing an approximate increase of 8.3% over SFY09. However, the Governor has proposed a budget in SFY11 of \$6,722,000.00, which represents an approximate 1.6% decrease in estimated funding from SFY10.¹

Federal Funding

In SFY09 MSCVE received approximately \$2,005,067.20 from the Federal Motor Carrier Safety Administration (FMCSA) for the following grant programs:

- \$703,622.00 – Motor Carrier Safety Assistance Program (MCSAP)
- \$335,479.20 – Safety Data Improvement Program (SaDIP)
- \$394,892.00 – Border Enforcement
- \$269,907.00 – Various enforcement efforts deemed High Priority
- \$139,729.00 – Carrier New Entrant Audits
- \$ 86,438.00 – CMV Operator Safety Training
- \$ 75,000.00 – Commercial Vehicle Accident Reporting System (CVARS)

It is anticipated that federal funding from FMCSA in SFY10 will be approximately \$1,289,947.20, representing a 35.7% reduction. The continued failure to reauthorize the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) may have future negative impacts on federal funding of the above mentioned grants. It is uncertain at this time the amount of federal funding that will be requested and received in FY2011.

MSCVE is financially sound and the information contained in this annual report fairly presents, in all material respects, the financial condition and results of operations at MSCVE in conformity with accounting principals generally accepted in the United States of America.

¹ State of Alaska, DOT&PF, State of Alaska FY2011 Governor's Operating Budget, www.alaska.gov, (released December 14, 2009).

Measurement Standards

Weights and Measures inspections decreased by 0.58% in 2009 to 17,509 in spite of a 20% reduction in staffing levels. The newly implemented Package Testing program inspected 625 package lots representing 148,494 packages. As a result of these tests, 26,000 short weight packages were placed off sale.

Weighing and measuring devices are being built with higher levels of sophistication and staff training must keep abreast of these changes. The long term challenge is to find and train qualified staff. Additionally, inspectors must be given the tools and training needed to keep abreast of technology advances in device design and application. MSCVE is working closely with the National Conference on Weights and Measures to provide a Professional Development Program that will be essential to retaining quality employees.

Commercial Vehicle Enforcement

Commercial Vehicle Enforcement (CVE) continues to have the goal to reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV). The Division's efforts to target high risk areas and population have been a factor in the current downward trend of crashes. As shown in the graph below, the number of crashes reduced from seven in CY07 to five in CY08. As of December 31, 2009, two fatalities had occurred.

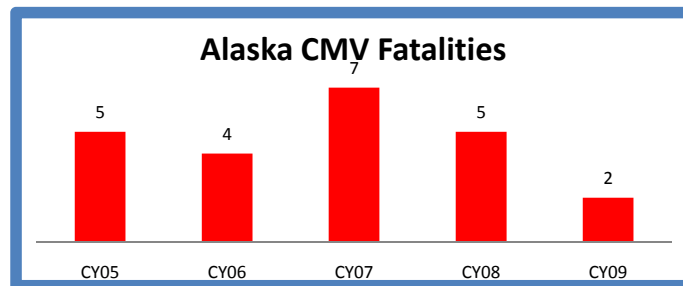


Table 1 – Alaska CMV Fatalities
Data obtained from SafetyNet December 31, 2009

The latest complete data (CY08) indicates that the United States has 2,925.323 billion vehicle miles traveled (VMT) and Alaska has 4.865 billion VMT. In CY08, Alaska stood at 0.103 fatalities per 100 million VMT, which is well below the FMCSA goal of 0.16 fatalities per 100 million VMT. (see Table 2)

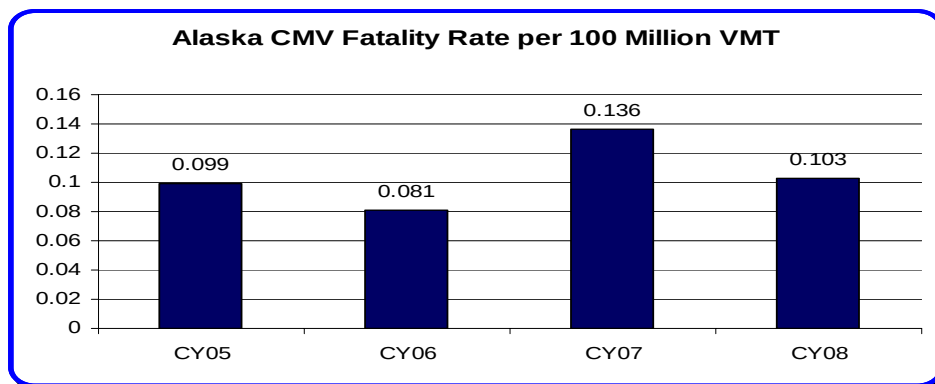


Table 2 – Alaska CMV Fatality Rate per 100 Million VMT
Data Source: Research and Innovative Technology Administration, Bureau of Transportation Statistics
USDOT/FHWA, Highway Statistics (annual series),
State of Alaska, DOT&PF, Highway Data, FARS.

During FFY09 Commercial Vehicle Enforcement has experienced increases in fuel, contractual and overall general expenses. In FFY09, CVE inspected 9,945 commercial motor vehicles (trucks over 10,001 lbs. and motorcoaches) and documented 2,098 Vehicle Out-of-Service (OOS) violations and 442 Driver OOS violations.

As seen in Table 3, the Alaska Vehicle OOS² rate continues to decline year after year, from 25.6% in FFY07 to 22.8% in FFY09. This is an indication of increased carrier compliance in Alaska. Conversely, the Alaska Driver OOS rate has been on an increasing trend since FFY06. In FFY06 the Driver OOS rate was 2.2% and in FFY09 the rate has risen to 3.8%. Driver violations for Medical Certificates and/or Hours of Service accounted for almost half of the violations recorded by the Division.

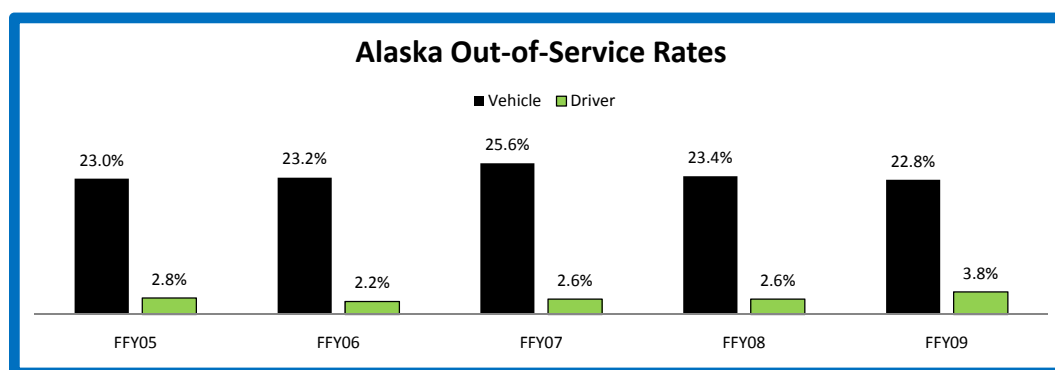


Table 3 – Alaska Out-of Service Rates
Data obtained from SafetyNet December 31, 2009

In Alaska, 507 commercial motor vehicle crashes occurred in FFY09, representing a 3.7% increase from FFY08. (as seen in Table 4) During the same time frame CMV inspections decreased 5.3% and CMV fatalities decreased 20%, from five to four.

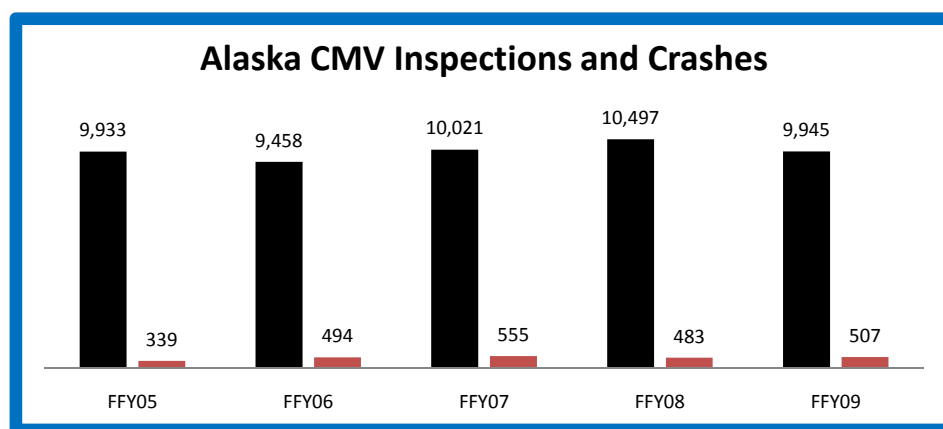


Table 4 – Alaska Inspections and CMV Crashes
Data obtained from SafetyNet December 31, 2009

The long-term challenge is to provide enforcement of commercial vehicle regulations throughout the road system to reduce not only fatalities and injuries, but also property damage and premature damage to the highway infrastructure. In an effort to reduce CMV crash fatalities and injuries, additional resources are needed to increase such services as mobile inspections in rural locations and carrier safety audits. The overall Federal funding of these activities has not kept pace with the increased cost of doing business, causing financial challenges in maintaining the previous levels of activities

² The State of Alaska has amended all OOS rates to conform with the formula used by Federal Motor Carrier Safety Administration (FMCSA).

Mission, Vision and Core Services

The **MISSION** of the State of Alaska, Department of Transportation and Public Facilities is to provide for the safe movement of people and goods and the delivery of State services. The mission of the Division of Measurement Standards and Commercial Vehicle Enforcement is to assure marketplace confidence and equitable trade and enhance motoring public safety and protect public infrastructure.

The **VISION** of the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement is to ensure accurate trade measurements and to enforce commercial vehicle regulations.

The **GOALS** of the State of Alaska, Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement are to:

- Certify the accuracy of the weighing and measuring devices used in commerce
- Enforce federal and state commercial vehicle regulations to ensure safe highways and the protection of the States infrastructure.

Core Services of Measurement Standards:

- Measurement Standards Testing - Test prepackaged commodities labeled by weight or volume at retail and wholesale locations, ensuring the accuracy of net content weights. Inspect and test commercial fuel meters used to measure road, marine and aviation fuel. Test and inspect commercial scales including those used at retail stores, large capacity freight scales and those used in the fishing industry, vehicle scales and those scales used by the Alaska Railroad. Perform price verification evaluations at retail stores to assure consumer confidence in price accuracy.
- Measurement Standards Metrology Laboratory - Provides calibration and certification for the standards used by Weights and Measures Inspectors, other government agencies and industry. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. The metrology laboratory is recognized by the National Institute of Standards and Technology.

Core Services of Commercial Vehicle Enforcement:

- Issue oversize, overweight and oversize/overweight Commercial Motor Vehicle (CMV) permits.
- Commercial Vehicle Enforcement (CVE) operates seven fixed weigh stations, performs roadside inspections and has patrol units performing traffic enforcement on unsafe operators.
- Commercial motor vehicle outreach - Provide safety and hazardous material transport training and coordination of secondary size, weight and safety enforcement activities with other state and local enforcement agencies.

Measurement Standards

Weights and Measures

Ensuring Fairness in the Market Place

The goal is to certify the accuracy of the weighing and measuring devices used in commerce



Chapter 45.75. WEIGHTS AND MEASURES ACT

Article 01. STANDARD WEIGHTS AND MEASURES

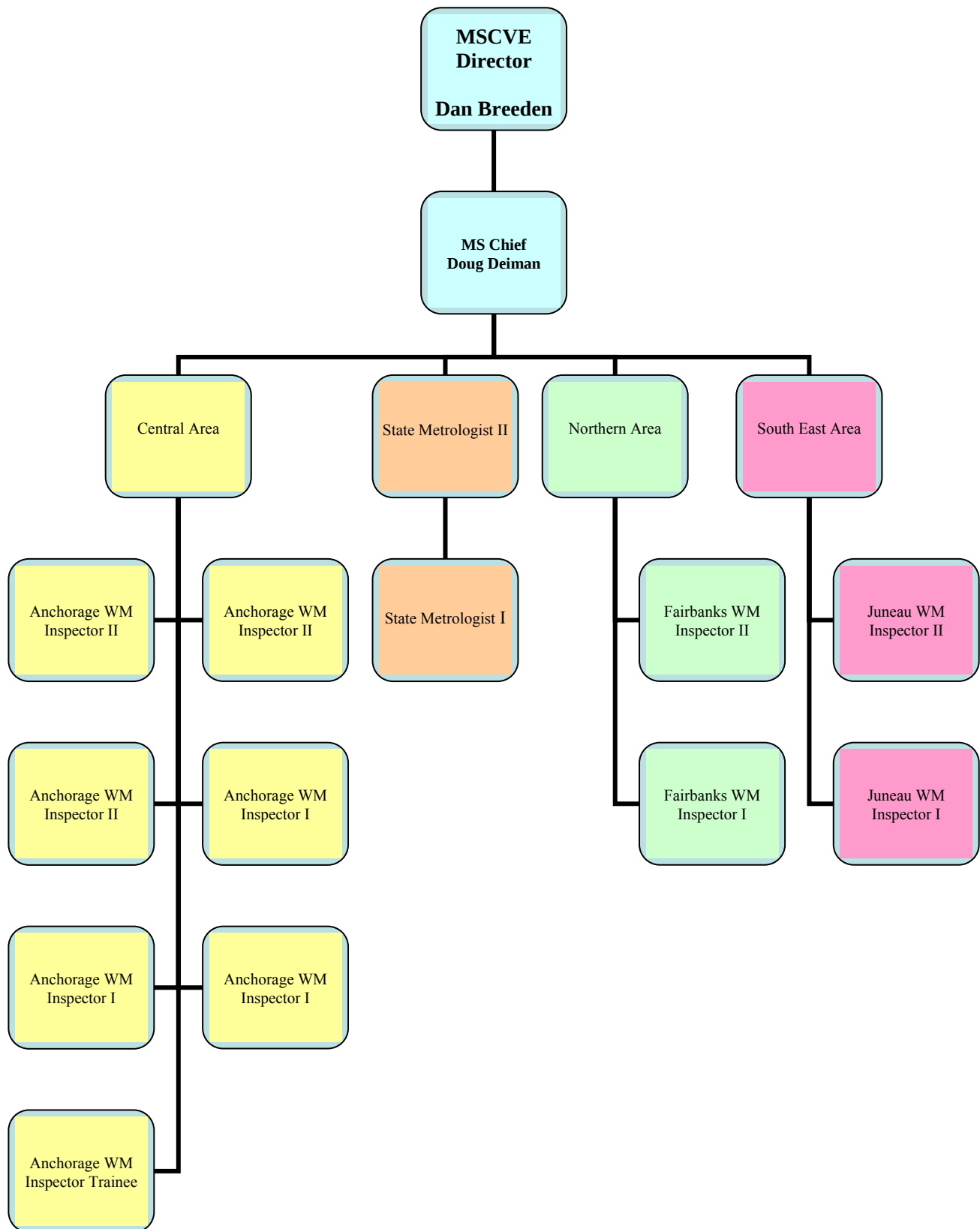
Sec. 45.75.010. Systems of weights and measures.

The system of weights and measures in customary use in the United States and the metric system of weights and measures are jointly recognized, and one or the other of these systems shall be used for all commercial purposes in the state. The definitions of basic units of weight and measure, the tables of weight and measure, and weight and measure equivalents, as published by the National Bureau of Standards or its successor organization, the National Institute of Standards and Technology, govern weighing and measuring equipment and transaction in the state.

Sec. 45.75.020. State standards of weight and measure.

The weights and measures obtained by the state in conformity with them and certified by the National Bureau of Standards or its successor organization, the National Institute of Standards and Technology, are the state standards of weight and measure. The state standards shall be kept in a safe and suitable place in the office or laboratory of the Department of Transportation and Public Facilities. They may not be removed from the office or laboratory except for repairs or for certification. The state standards shall be used only in verifying the office standards and for scientific purposes.

MS – Organizational Chart



MS – Testing

Testing

The Divisions' goal is to assure marketplace confidence and equitable trade through increased testing to improve scale, meter and retail pricing compliance rates. Emphasis has been placed on testing weighing and measuring devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity in the performance of price verification evaluations.

Scales: The reduction in staffing levels (20%) has resulted in a decrease in overall inspections. Three replacement pieces of crucial test equipment will be assembled and brought on line in SFY10. This equipment (test trucks) will increase the safety and productivity of the inspectors, which will give them the opportunity to perform an analysis of vehicle scale installations and provide the data necessary to support a regulation change requiring businesses to follow detailed installation procedures.

State Fiscal Year	YTD Total	Variance
FY 2009	17,509	-.58%
FY 2008	17,611	11.22%
FY 2007	15,834	-2.79%
FY 2006	16,291	4.50%
FY 2005	15,589	

Table 5 – Weights and Measures Testing

Meters: The Division increased the number of inspections of fuel dispensers at the retail level and will continue this effort in to SFY10. New equipment added mid-year has increased the capacity to inspect meters in Southeast Alaska and the Aleutians.

Price Verification Testing: A stable Alaskan economy and conservative growth in the retail sector has increased the number of locations inspected. We anticipate the trend to continue into 2010 and beyond. Assigning a staff member full time to price verification testing has resulted in a 35% increase in the number of price verification tests performed annually. The application of civil penalties will be an effective enforcement tool for those businesses that do not respond to our efforts to gain voluntary co-operation with regard to pricing accuracy.

Package Testing Program: The Package Testing Program inspected 625 package lots representing 148,494 packages. As a result of these tests, 26,000 short weight packages were placed off sale. The Package Testing program, staffed by one full-time employee, inspected 625 package lots representing 148,494 packages. One hundred and four (104) package lots totaling 26,000 packages were found to be deficient. This program protects consumers from purchasing short weight products and is another area of enforcement we take to ensure consumer confidence in the marketplace.

State Fiscal Year	YTD Total
FY 2009	625 +3.31%
FY 2008	605

Table 6 – Weights/Measures Package Testing

MS - Special Project

The Alaska Fuel Project

In an effort to standardize the method of sale for petroleum products to general consumers, the division proposed a regulation change in 2008 which would have selected the common gross gallon as the standard for fuel sales in Alaska. Opposition to this proposal from some of our fuel vendors led the Office of the Commissioner to authorize a comprehensive cost-benefit analysis of gross vs. net fuel sales.

The firm of Northern Economic Research Associates was awarded contract and has completed what is now known as “The Alaska Fuel Project”. This information was used by Alaska policy makers’, fuel vendors and other stakeholders to come to an agreement on how fuel sales will be conducted. A modified version of the regulation change is now being implemented.

The data from this study was also submitted to the National Conference on Weights and Measures at the annual meeting in July 2009 and was added to the national debate on this subject.

It has been reported that the cold weather data submitted by Alaska, which reinforced similar hot weather data produced by the state of California, was instrumental in the decision by the NCWM to remove the topic of automatic temperature compensation at retail from further discussion at the national level.

MS – Metrology Laboratory

Metrology Laboratory

Metrology is defined as the science and practice of precision measurement, and is a requisite aspect of weights and measures regulation. Although this function is relatively low in profile, the metrology laboratory provides for the critical link that assures confidence in measurements made within the state, particularly with regard to commerce and law enforcement. Measurement Standards’ Metrology Laboratory provides calibration and certification for the standards used by Weights and Measures Inspectors, other government agencies and industry. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. All certified equipment is traceable to the state standards.

The laboratory provides test results for measuring devices of mass, volume and frequency. (e.g. radar and laser based "speed guns", portable commercial vehicle scales and watt hour meters) Although the primary customers of the laboratory are the state Weights and Measures inspectors, services are also provided to other governmental agencies and private industry. These include state and local law enforcement agencies, fuel distribution and support organizations, medical service companies, military organizations, and others.

Alaska's state metrology laboratory is recognized by the US Department of Commerce, National Institute of Standards and Technology through the state laboratory Measurement Assurance Program. This program is limited to government laboratories that support regulatory weights and measures programs in specific measurement areas. It is through this program that the laboratory has established its capability of rendering traceable calibrations, thereby supporting the accuracy of its data for legal applications.

Because of the role that metrology plays in commerce and law enforcement, May 20 of each year is

recognized nationally and internationally as "World Metrology Day". This is to commemorate the signing of an international treaty that provides the basis for the international agreement on units of measurement. (www.worldmetrologyday.com)

MS – Information and Contacts

Web Site and Contacts

The Measurement Standards' web-link is designed to be a "One Stop" portal to access information about the Section, get answers to questions and present concerns. On this website anyone can:

- Obtain contacts within the Section
- File a complaint against a retailer
- Register a device for testing
- Go to safe outside links

[State of Alaska](#)
[Employee Directory](#)
[DOT&PF Home](#)

[Search DOT&PF](#)
[find](#)

Measurement Standards & Commercial Vehicle Enforcement

[DOT&PF > MSCVE](#)

Welcome to the Weights and Measures Section

Ensuring Fairness in the Market Place

Our goal is to certify the accuracy of the weighing and measuring devices used in commerce.

Doug Deiman, Chief of Weights and Measure
 907-365-1222
 907-345-2313

Publications

Measurement Standards Regulations
 17 ACC Chapter 90 (Effective 4/9/2009) 

Resources

Price Check on Aisle 1 - ADN Story on WM Inspector Mike Nethercott 

Best Practices Firewood Purchasing 

Chapter 45.75 Weights and Measures Act (2008) 

Complaint Form 

Device Registration Application - Dry 

Device Registration Application - Liquid 

Device Test Request 

Farmers Market and Roadside Stand Article 

National Conference on Weights and Measures (NCWM)

Protecting Equity in the Market Place (NCWM)

Single Draft Weighing 

WM Directors in other States 



MS/CVE Links

Home
 Director
 Measurement Standards
 Chief
 Metrology
 Commercial Vehicle Enforcement
 Chief
 Commercial Vehicle
 Information & Systems
 Network (CVISN)
 Weight Restrictions
 Permits
 Administration
 Planning
 Contact Info

Related Links

Federal Motor Carrier Safety
 Administration (FMCSA)
 National Institute of Standards and
 Technology (NIST)

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Additional information can be found at the following safe links:

- | | | |
|---|---|--|
| • National Institute of Standards and Technology | • | http://nist.gov |
| • National Conference on Weights and Measures | • | http://ncwm.net |
| • Western Weights and Measures Association | • | http://westernwma.org |
| • Association for Convenience & Petroleum Retailing | • | www.nacsonline.com |

Commercial Vehicle Enforcement

Commercial Vehicle Enforcement

The goal is to enforce federal and state commercial vehicle regulations to ensure safe highways

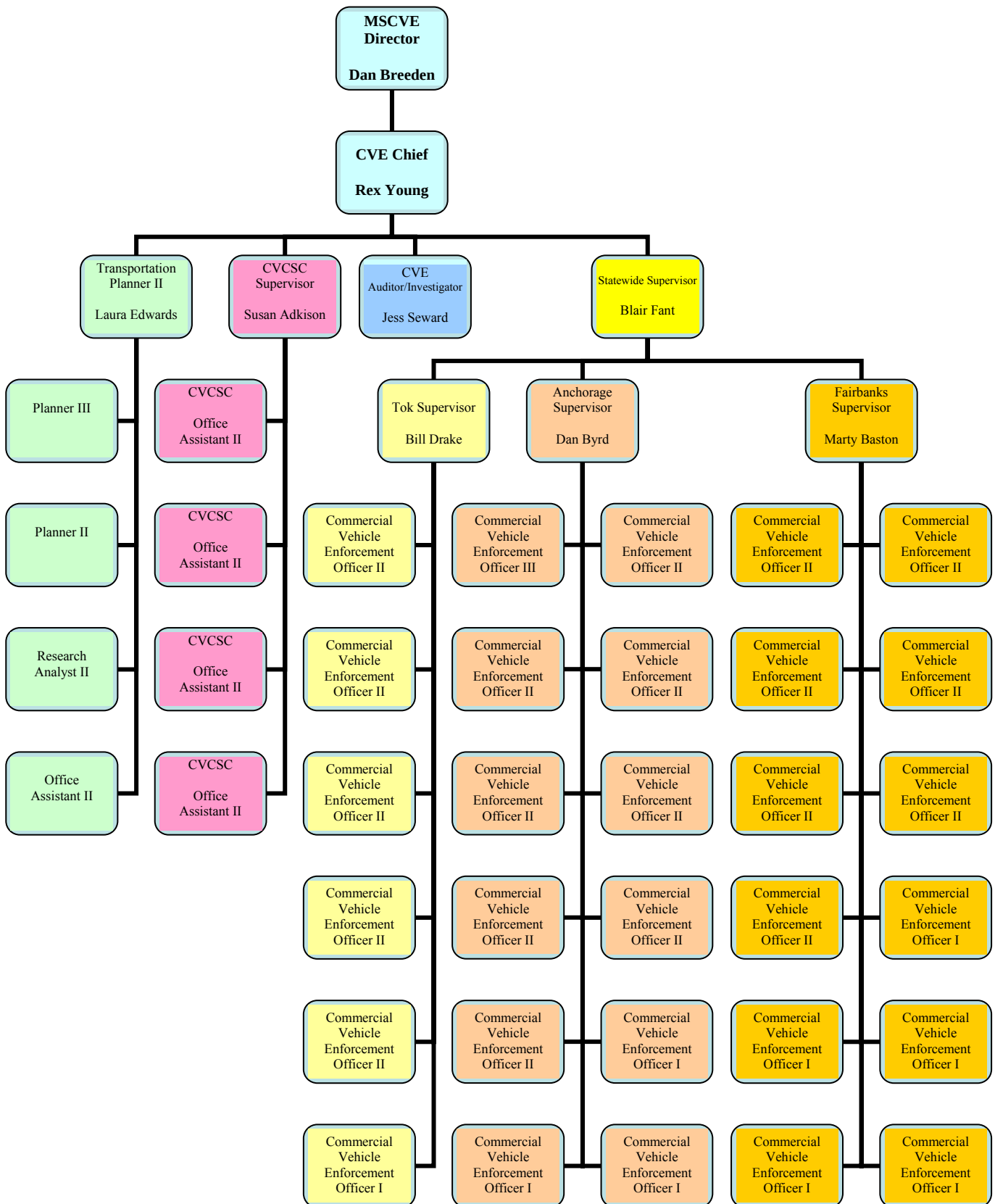


Alaska Administrative Code, Title 17 Transportation and Public Facilities, Chapter 25 Operations, Wheeled Vehicles

Article

- 1.** Commercial Motor Vehicles: Size and Weight. (17 AAC 25.010 - 17 AAC 25.119)
- 2.** Commercial Motor Vehicles: Safety and Hazardous Materials. (17 AAC 25.200 - 17 AAC 25.250)
- 3.** Oversize and Overweight Vehicles. (17 AAC 25.310 - 17 AAC 25.380)
- 4.** Unified Carrier Registration. (17 AAC 25.400)
- 5.** Waivers. (17 AAC 25.800)
- 6.** General Provisions. (17 AAC 25.900)

CVE – Organizational Chart



CVE – Commercial Motor Vehicle Inspection Program

History of the CMV Inspection Program

The State of Alaska began participation in the Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, a \$125,000 grant was awarded, and four inspectors were hired in July, 1990. The new inspection program was administered by the Department of Public Safety and consisted of four inspectors, two state troopers, and one clerk. During Federal Fiscal Year 1993 (FFY93), 631 inspections were conducted. During FFY09, 30 commercial vehicle enforcement officers (CVEO) conducted 9,945 inspections.

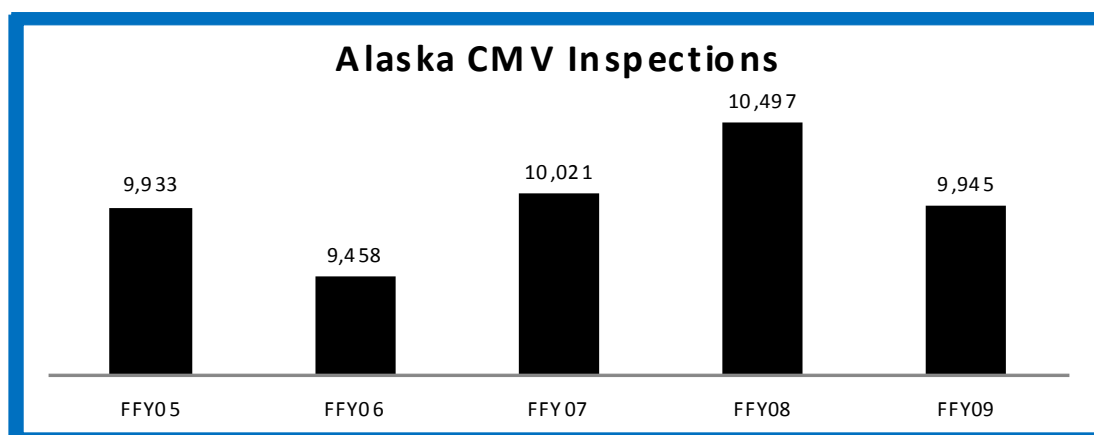


Table 7 – Alaska CMV Inspections
Data obtained from SafetyNet December 31, 2009

In July 1997, the State of Alaska, Department of Transportation and Public Facilities became the Lead Agency. It created the Division of Measurement Standards and Commercial Vehicle Enforcement by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. MSCVE is responsible for all commercial vehicle size and weight enforcement in addition to the MCSAP. The Division's primary focus has been to expand the MCSAP program and to develop it into a statewide, comprehensive program.

The Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) of the Alaska Department of Transportation & Public Facilities is a comprehensive commercial motor vehicle enforcement agency. MSCVE is the lead agency enforcing operating authority, requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by placing out of service any vehicle operating without the required authority or beyond the scope of the motor carrier's operating authority. In addition to the laws pertaining to commercial vehicle safety and hazardous materials, MSCVE also enforces laws and regulations governing registration, size & weight, and over-dimensional loads. Additionally MSCVE enforces financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, 49 CFR Part 387, and AS 19.10.300.

Personnel

There are 48 positions in the Division with various levels of direct involvement in commercial vehicle enforcement:

1	Chief	1	Administrative Clerk
1	Training Officer	1	Administrative Supervisor
4	Supervisors	4	CVCSC Representatives
30	Enforcement Officers	1	ITS/CVO Program Planner
1	MSCAP Project Manager	2	Microcomputer / Network Specialist
1	Research Analyst	1	Transportation Planner

Activities

MSCVE uses multiple approaches for enforcement and compliance depending on each enforcement areas distinct issues and environment. Inspections are conducted at fixed facilities (weigh stations), roadside locations (IRIS van and Mobil Inspection Station), during traffic stops and at terminal locations. As part of the community outreach/education program, terminal safety inspections are conducted during winter months. Terminal inspections provide additional safety benefits for industry and training for MSCVE personnel. Additionally MSCVE partners with the Alaska State Troopers and Local Police Departments through the Alaska Strategic Traffic Enforcement Partnership (ASTEP) to remove impaired CMV drivers from the highways with ongoing and effective holiday enforcement initiatives. To ensure maximum operational effectiveness and efficiency, MSCVE has dedicated MCSAP resources to support the following commercial motor vehicle programs:

- Safety data collection
- Uniform driver and vehicle safety inspections
- Traffic enforcement
- Commercial driver's license (CDL) verification and enforcement
- Hazardous materials training and enforcement
- Public information and education
- Compliance review (CR) activities
- Equipment and services to support these activities

Alaska CMV Inspection Program

MSCVE is the lead agency in commercial motor vehicle enforcement and has the authority to stop, inspect and if necessary suspend operation of any carrier and/or driver. The Alaska Commercial vehicle size, weight and permit regulations are contained in 17 AAC (Alaska Administrative Code) Chapter 25. To standardize safety inspections within North America, Alaska has adopted the Commercial Vehicle Safety Alliance (CVSA) North American Standard (NAS) Inspection Levels. The inspection levels are:³

- Level I (Full Inspection)
An inspection that includes examination of driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); all truck parts and mechanical systems; securement of cargo; emergency exits and/or electrical cables and systems in engine and battery compartments (buses), and HM requirements as applicable. HM required inspection items will be inspected by certified HM inspectors.

³ North American Standard Out-of-Service Criteria, Commercial Vehicle Safety Alliance, rev. April 2009

- **Level II (Walk-Around Driver/Vehicle Inspection)**
An examination that includes, as a minimum, Level II inspections must include examination of driver credentials and a vehicle inspection (without physically getting under the vehicle).
- **Level III (Driver/Credential Inspection)**
At a minimum, Level III inspections must include examination of driver credentials.
- **Level IV (Special Inspection)**
Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend. (e.g. Alaska Brake Check Day)
- **Level V (Vehicle-Only or Carrier Terminal Inspection)**
An inspections that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present.

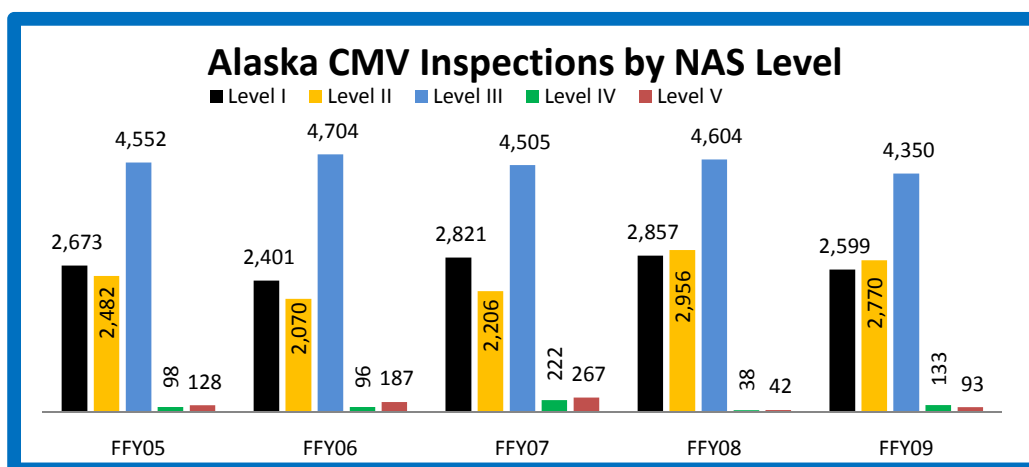


Table 8 – Alaska CMV Inspections by NAS Level
Data obtained from SafetyNet December 31, 2009

During FFY09 a total of 9,945 CMV inspections were conducted, this represents a 5.3% decrease in inspection activity from FFY08. The reduction in overall inspections is due to cuts in federal funding. The funding of available federal grants has not kept pace with the increased cost of doing business, causing financial challenges in maintaining the previous levels of activities. For example, Federal Border Enforcement funding was reduced by 56.1% (\$900,555 in 2008 to \$394,892 in 2009), which led to a reduction in inspections for all commercial vehicles near border locations. As seen in Table 9, motorcoach inspections represent the largest decrease at 77.8%.

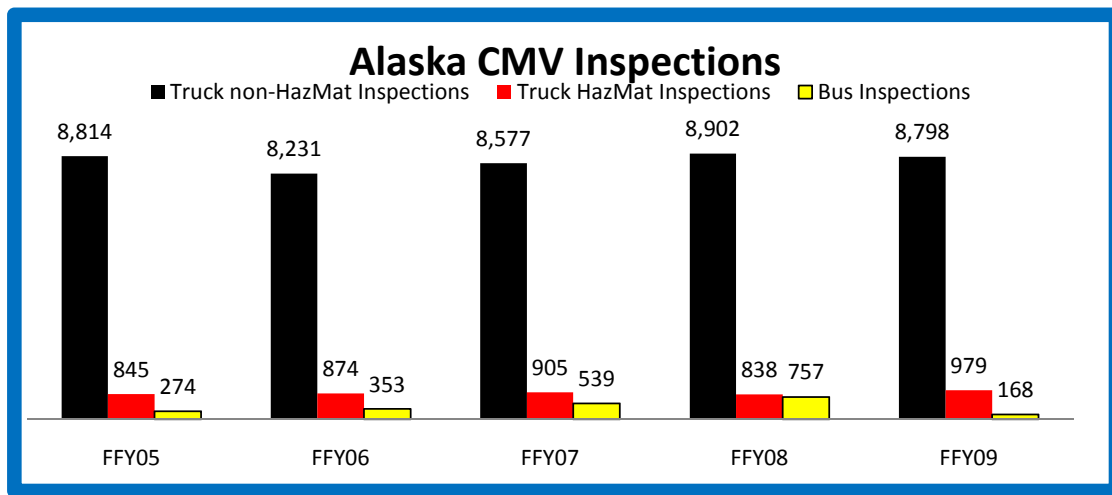


Table 9 – Alaska CMV Inspections by non-HazMat, HazMat and Motorcoach
Data obtained from SafetyNet December 31, 2009

Out of Service Rates in Alaska

One measurement of the overall safety of commercial motor vehicle traffic on the state's roads is found in the vehicle Out of Service (OOS) rate: a lower OOS rate of all CMVs and drivers inspected should reflect a higher level of safety among this population. The OOS rate is defined as “the percentage of vehicle inspections (Levels I, II, V, and VI) that resulted in OOS orders for interstate and intrastate carriers”⁴. During FFY09, the vehicle OOS rate decreased slightly from the previous year to 22.8% (see Table 10).

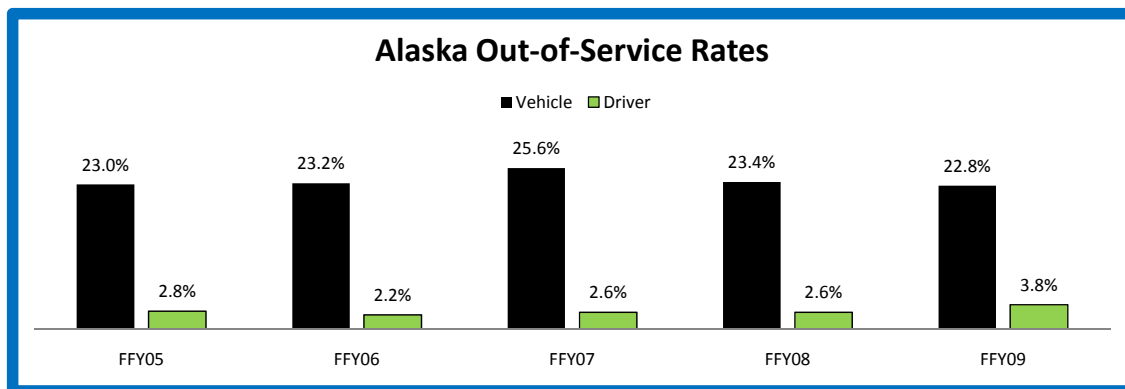


Table 10 – Alaska Out-of-Service Rates
Data obtained from SafetyNet December 31, 2009

Analysis of inspection data provides evidence of the continuing existence of two separate truck populations in Alaska. The primary truck population consists of those carriers whose activities bring their CMV's across the scales at weigh stations on a regular basis. These carriers know that their drivers and trucks have a high probability of being inspected and therefore devote significant resources to driver training and truck maintenance programs. The “Second Truck Population” does not regularly pass through weigh stations because they primarily operate in local areas of the state away from the weigh stations. These operators are commonly known as “local drivers”. These carriers tend NOT to devote significant resources to driver training and truck maintenance programs. As part of the 2009 Motor Carrier Safety Assistance Commercial Vehicle Safety Plan (CVSP), MSCVE had an objective to reduce

⁴ “GLOSSARY”, Federal Motor Carrier Administration, <http://ai.fmcsa.dot.gov/International/glossary.htm#VOOS>
State of Alaska,
Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

the second truck population OOS level to a level equal to Weigh Station OOS levels. The two truck populations have had the following annual vehicle OOS rates:

- FFY07, 25.2% of vehicles inspected roadside (mobile) resulted in OOS orders, while 26.3% of vehicles inspected at Weigh Stations resulted in OOS orders
- FFY08, 24.4% of vehicles inspected roadside (mobile) resulted in OOS orders, while 22.1% of vehicles inspected at Weigh Stations resulted in OOS orders
- FFY09, 25.1% of vehicles inspected roadside (mobile) resulted in OOS orders, while 20.7% of vehicles inspected at Weigh Stations resulted in OOS orders

Table 11 represents the separate weigh station and mobile vehicle inspection OOS rates.

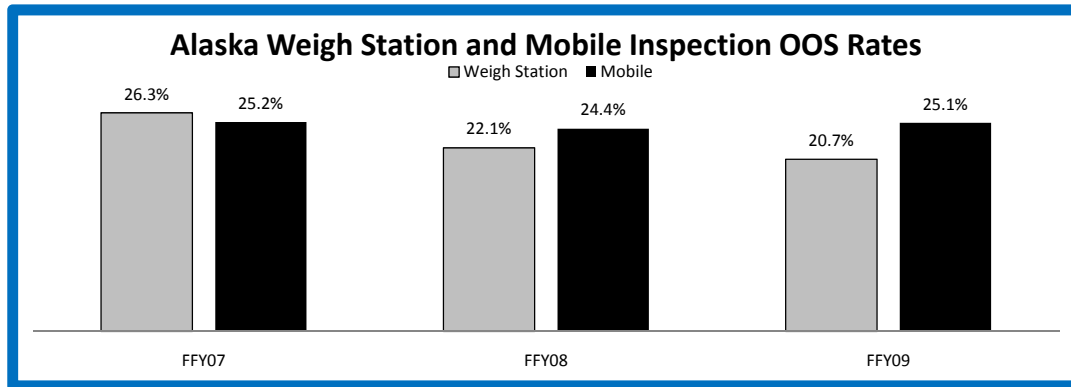


Table 11 – Alaska Weigh Station and Mobile Inspection OOS rates
Data obtained from SafetyNet December 31, 2009

In FFY08 a 2.3 percentage point difference existed between the weigh station OOS rate and the mobile OOS rate. In FFY09 the percentage point difference between the weigh station OOS rate and the mobile OOS rate increased to 4.4 percent. Cooperation between MSCVE, State and local law enforcement agencies have contributed to the 2.1 percentage point increase between the difference in weigh station and mobile inspection OOS rates. This is a clear conclusion that the second truck population requires an even greater presence and continued education from CMV enforcement officers.

CVE – Alaska Weigh Stations

Alaska Permanent Weigh Stations

Weigh stations provide areas for a thorough inspection of a commercial motor vehicle and driver credentials. Fixed scales, equipped to detect axle group weight and gross vehicle weight violations, are installed at seven weigh stations statewide. All MSCVE fixed scales are located on the National Highway System.

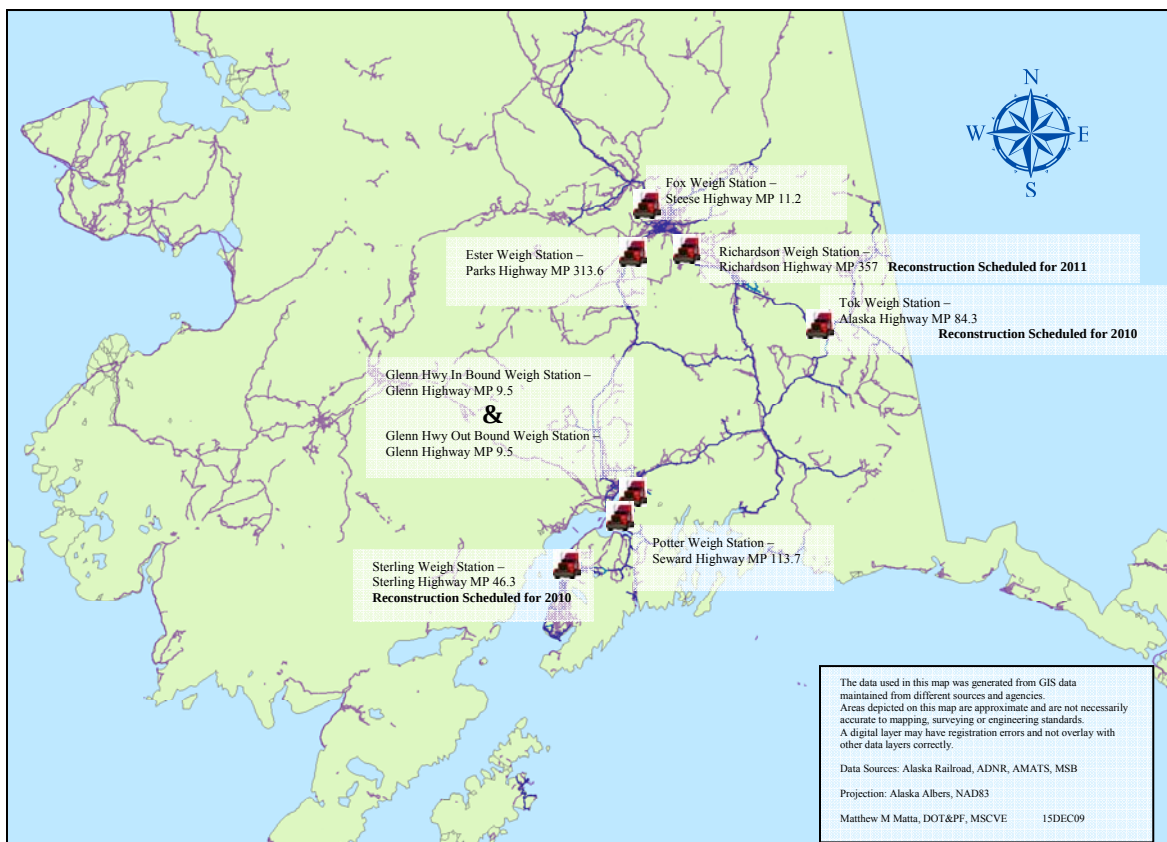


Table 12 – Alaska Permanent CMV Weigh Stations

MSCVE weighed a total of 40,282 CMVs at these weigh stations, during FFY09. This is a 50.8% reduction from the previous year (FFY08 – 81,822). The reduction is primarily a result of inoperable scales (Sterling, Ester and Richardson) and staffing.

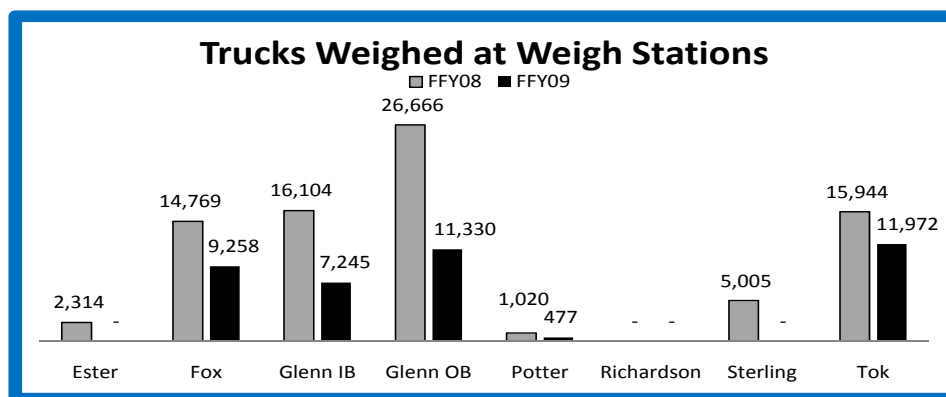


Table 13 – CMVs at Weigh Stations

Although the truck counts may have decreased on the scales, CVEOs at the weigh stations inspected 12.5% more CMVs than FFY08. The officers at the weigh stations conducted 6,016 CMV inspections.

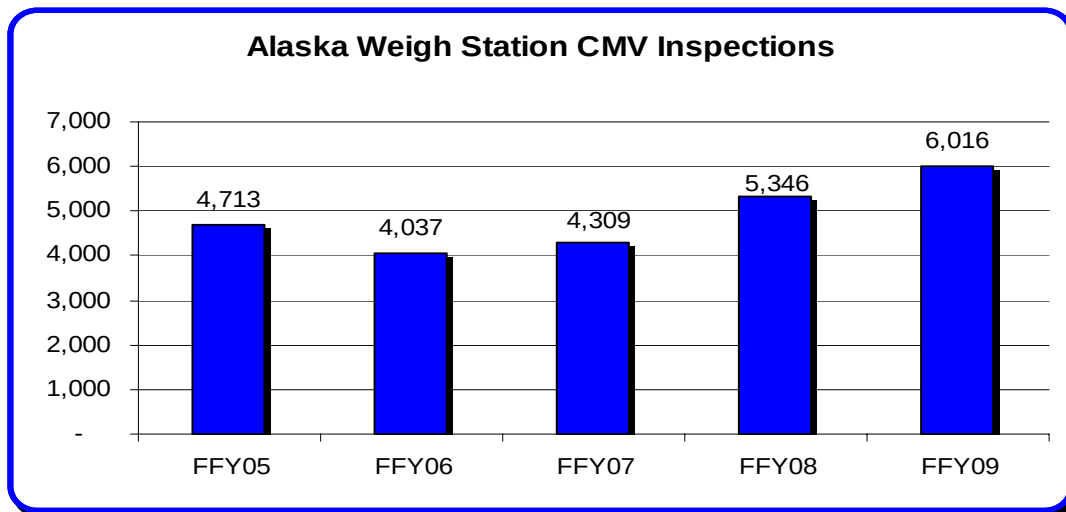


Table 14 – Alaska Weigh Station CMV Inspections

Electronic Credentialing and Screening

Traffic congestion has been growing in all transportation modes. The effect, if not addressed, will result in more traffic crashes and fatalities, greater greenhouse gas emissions (during idling), the impeding of both state, national and international commerce, and the ultimate resulting deterioration of highways and streets. MSCVE has responded to this problem in a variety of ways, including the intelligent transportation systems (ITS). ITS encompasses a broad range of wireless and hard wire communication-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and save lives, time and money. (ITS America, www.itsa.org) Monitoring of commercial vehicles for adherence to size, weight and safety regulations, on Alaskan highways is priority. For MSCVE, the integration of ITS in commercial vehicle operations allows enforcement to focus attention on unsafe carriers.

Because of the anticipated reduction in funding for enforcement personnel, CVE will continue to implement technology (ITS) to bridge the gap in personnel. As a component of the overall ITS structure, Commercial Vehicle Information Systems and Networks (CVISN) refers to the local information systems elements that support CV enforcement activities. Alaska's systems consist of the following components:

- **Weigh in Motion (WIM) sites** – WIM is used to measure approximate axle weights as a vehicle moves across the sensors, and to determine the gross vehicle weight and classification based on the axle weights and spacing's. These devices, using various types of technology embedded within the pavement of the roadway, provide data that helps MSCVE personnel study traffic patterns of CMVs and determine periods of increased CMV activity. During FFY06, nearly three million CMVs crossed these devices. WIM allows the weight of a vehicle to be estimated for screening purposes while maintaining traffic flow. One specific site, out bound Glenn Highway collects weight data on vehicles prior to the weigh station. This data is instantly displayed to weigh station operators and overweight vehicles are placed out of service or corrected.

- Virtual Weigh Station – the term “virtual weigh station” is ubiquitous and often is used to describe any deployment of roadside technologies that occurs away from a fixed inspection site. In Alaska, a Virtual Weigh Station is comprised additional components at the WIM to allow the weight of a vehicle to be transmitted to a fixed location for screening purposes while maintaining traffic flow. These components include cameras to capture images of commercial vehicles passing over the WIM, and software and hardware to transmit the image and weigh data to either weigh stations or a web location. Currently, virtual weigh stations are at the Port of Anchorage, the Seward Highway and the Glenn Highway near the Glenn Highway weigh stations. Data from the Port of Anchorage and Seward Highway WIMS are transmitted to web sites. Data from the Glenn Highway WIM is transmitted to the weigh stations up the road.
- Bypass system – This system adds to the Virtual Weigh station components through the use of transponders and associated software.



Free Alaska Transponder

Alaska is a member of North American Preclearance and Safety System (NORPASS). Carriers who participate in the free transponder program receive a small transponder to mount on the windshield. As the truck approaches a NORPASS weigh station, a roadside reader detects the transponder and a roadside computer checks the credentials and CMV weight. If everything passes, a signal is sent back to the truck and the transponder gives a green light indicating that the driver may bypass the weigh station. If a problem is detected with the truck, the transponder returns a red signal, indicating that the driver must pull in. Safe and legal carriers with transponders that bypass weigh stations save valuable trip time and fuel from not idling during a weigh station stop, which translates to cost savings to the carrier and freight industry, as a whole.

In addition to cost savings to the industry, the reduction in CMV idling emissions reduces the carbon footprint of the weigh stations. Furthermore, bypassing safe carriers allows the Division to focus more of their resources on unsafe carriers.

A transponder system is operational at the Glenn Weigh Stations.



CVE – Mobile Inspections

Second Truck Population

Mobile CMV enforcement is critical to the safety of the motoring public. Analysis of inspection data provides evidence of the continuing existence of two separate truck populations in Alaska. The primary population consists of those carriers whose activities bring their CMV's across the scales at weigh stations on a regular basis. These carriers know their drivers and trucks have a high probability of being inspected and therefore devote significant resources to driver training and truck maintenance programs. The "Second Truck Population" does not regularly pass through weigh stations because they primarily operate in local areas of the state away from the weigh stations. These operators are commonly known as "local drivers". These drivers tend NOT to devote significant resources to driver training and truck maintenance programs. Inspection statistics have shown the vehicles that do not pass through a weigh station are more probable to have a violation, which will put it out of service. MSCVE has a goal to increase CMV enforcement in keeping with US DOT Rural Safety Initiative (see Appendix C) by increasing the number of mobile inspections in Alaska.

MSCVE has a goal of increasing the number of inspections performed roadside and not at a weigh station (Mobile Inspections). These mobile inspections target the second truck population. MSCVE did not achieve the FFY09 target of increasing mobile inspections by 5% over the previous year.

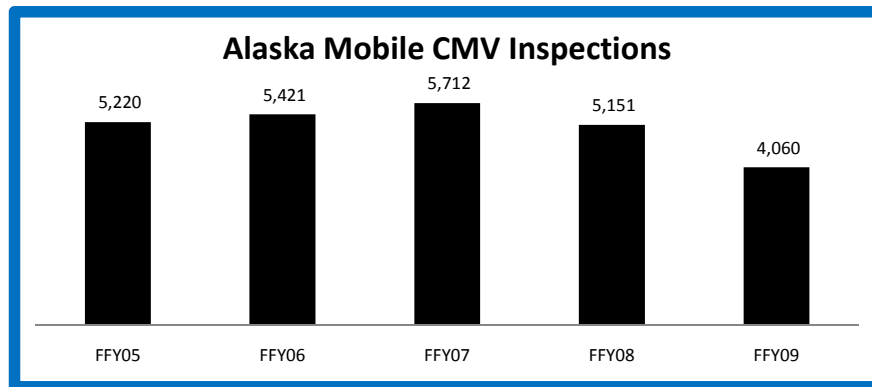


Table 15 – Alaska Mobile CMV Inspections
Data obtained from SafetyNet December 31, 2009

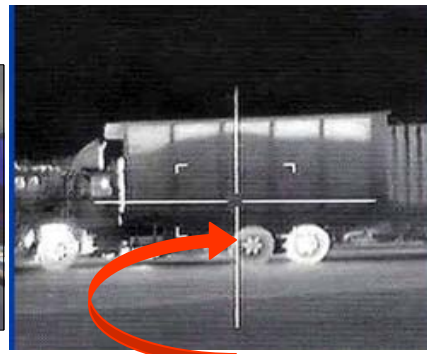
The main reason for the decrease in the number of roadside inspections is due to previously mentioned funding cuts and to position vacancies that, for budgetary purposes, were left unfilled longer than normal. As of early FFY10, four CVEOs were hired and are in the process of being trained. While MSCVE has continued to conduct roadside inspections, these are now being performed by a number of less experienced officers, thereby decreasing the number of overall inspections. As these officers become more experienced, the number of roadside inspections will increase to previous levels.

In order to further increase mobile inspections, during late FFY09 MSCVE tested and deployed a fully functional Mobile Inspection Station (MIS). The MIS allows for an extended deployment of CVEOs to communities on and off the State Highway System that are not served with weight station facilities. The full deployment of the mobile inspection station in FFY10, will increase commercial vehicle enforcement operations in rural and remote areas not covered by weigh stations. The MIS is a fully functioning CMV inspection station with all tools to conduct NAS Level 1 inspections roadside. At safe roadside locations

an advance warning sign and electronic message sign advise CMV drivers where the MIS is set up. Secure wireless connectivity allows current CMV driver license and warrant checks in addition to DOT carrier authority checks. The MIS is also equipped with Haenni scales for Alaska weight compliance.



The Infrared Inspection Station (IRIS) vehicle is a tool CVEOs use to thermally scan brakes to detect bad brakes. The IRIS vehicle is deployed to areas where braking capacity is crucial. (residential areas, areas of high crash rates, steep downgrades)



Bad brakes

Commercial Vehicle Outreach and Inspection Partnerships

MSCVE is responsible for all commercial motor vehicle size and weight enforcement. The Divisions' focus has been to expand the Motor Carrier Safety Assistance Program (MCSAP) into a statewide program for safe passenger and freight transportation. In order to keep the statewide enforcement community up-to-date on commercial motor vehicle guidelines and regulations and to augment Commercial Vehicle Enforcement Officers efforts, MSCVE offers training to police departments who would like their officers to develop familiarity with and understating of these guidelines and regulations so they may participate in commercial vehicle inspections. During FFY09, safety education and community outreach activities included:

- Along with the Alaska Trucking Association, co-hosted "Trucker Appreciation Day". Educational materials were made available to drivers and the general public. All commercial vehicle operators were invited to the weigh stations where CVEOs cooked and served free food.
- The Commercial Vehicle Safety Alliance (CVSA) Brake Check Day was conducted on June 6, 2009.
- Twenty seven safety briefings were conducted with drivers, carriers and students within the state. These briefings are informal discussions on new or proposed regulation changes, MSCVE/FMCSA website utilization, and safety information to new drivers.

- The MSCVE website is continuously updated to provide needed information to the Alaskan trucking community. The website offers links to appropriate national and state government sites and is a “one-stop” portal for permits and road restrictions.

Some commercial vehicle inspections are performed by officers from local police departments, on a contract basis. These officers have been trained to perform inspections on commercial motor vehicles. Ten Alaska State Trooper personnel assigned to the Highway Patrol Bureau were trained to conduct North American Standard (NAS) inspections on commercial vehicles. In FFY09 non-MSCVE law enforcement officers inspected 847 CMVs. During FFY09 there was a 32.8% increase in inspections done by non-MSCVE inspectors.

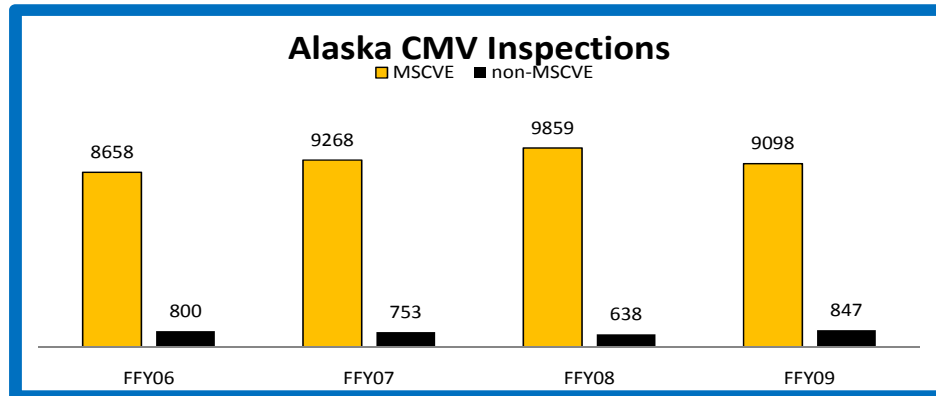


Table 16 – Alaska CMV Inspections (MSCVE and non-MSCVE)
Data obtained from SafetyNet December 31, 2009

Training other law enforcement officers to conduct commercial vehicle inspections improves highway safety in communities seldom patrolled by MSCVE officers. MSCVE trained one North Pole Police Officer and signed an agreement for North Pole Police Department to conduct NAS inspections, bringing the total of seven police departments and the Alaska State Troopers conducting NAS inspections. CMV inspection law enforcement partners include:

- Anchorage Police Department
- Wasilla Police Department
- Valdez Police Department
- North Pole Police Department
- Haines Police Department
- Homer Police Department
- Juneau Police Department
- Alaska State Troopers

It is through the dedicated effort of the above mentioned law enforcement partners that a true statewide presence is growing.

CVE – Crash Reporting

State Wide Crashes

Crashes involving large trucks are a serious traffic safety problem. As a rule, there is a far greater risk of injury or death from a CMV crash. Because of this, CMVs and their drivers are subject to strict state and federal regulations to ensure the safest possible operating environment on the road. In Alaska, 507 commercial motor vehicle crashes occurred in FFY09, which represents a 5.0% increase from FFY08.

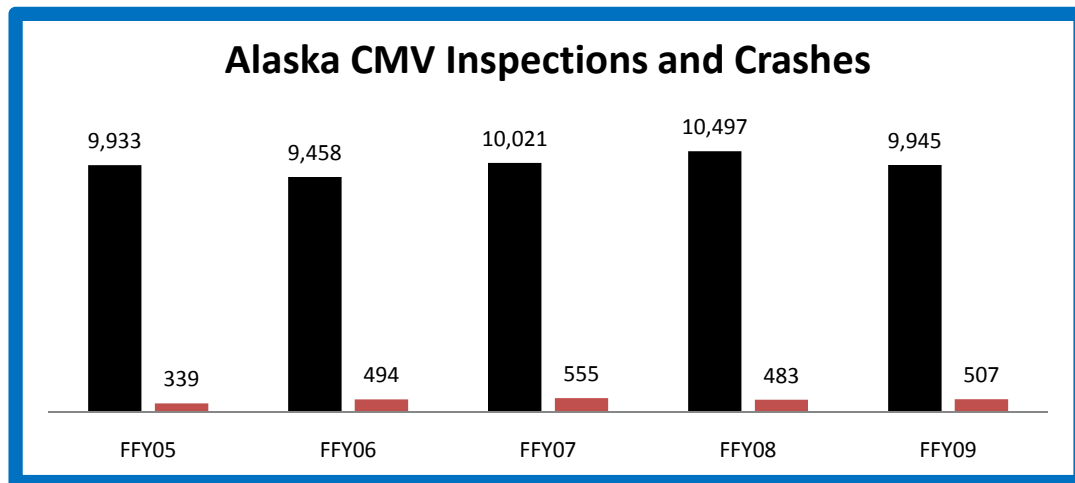


Table 17 – Alaska CMV Inspections and CMV Crashes
Data obtained from SafetyNet December 31, 2009

As shown in Table 17 and 18, CMV inspections decreased 5.3% from 10,497 in FFY08 to 9,945 in FFY09, and CMV fatalities decreased 20%, from five to four. Due to the fact Alaska has such a small number of fatalities the annual percentage of CMV fatalities is highly variable; a difference of two or more fatalities can easily skew the percentage. As shown in Table 18, the number of injuries sustained from a CMV crash are on the rise, up 9.1% in FFY09. Please note the unique reporting periods of Table 1, page 5 and Table 18, below. Table 1 is Calendar Year, to correlate with the reporting of the AK VMT. Table 18 is Federal Fiscal Year, in order to correlate with a much larger base of data (inspections, injuries, crashes, percentage of type of vehicle.)

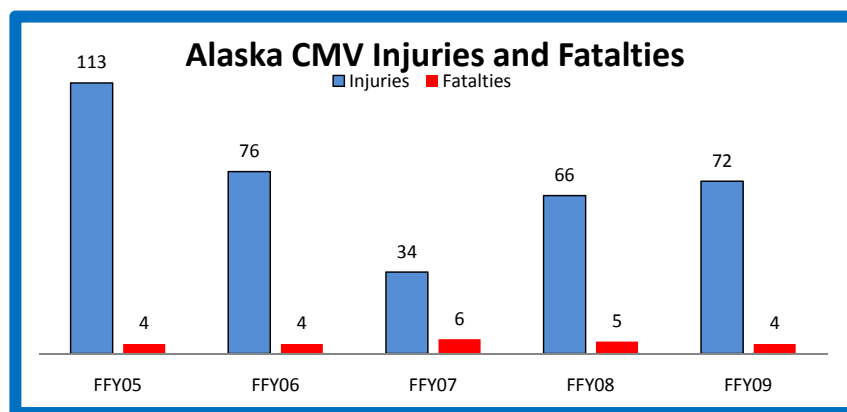


Table 18 – Alaska CMV Injuries and Fatalities
Data obtained from SafetyNet December 31, 2009

The rising trend of motorcoaches (for purposes of crash reporting, a motorcoach is a CMV that seats over nine people, including the driver) involved in CMV crashes is cause for concern. Motorcoaches are vital to the Alaskan tourism industry and the general motoring public. Unlike large trucks, motorcoaches generally have many passengers aboard. As of FFY09, 32.6% of CMV crash vehicles were motorcoaches and that number is likely to increase, according to the 5 year trend, as seen in Table 19. Federal funding for the Motor Carrier Safety Assistance Program (MCSAP) and Federal Borders Enforcement are declining. The increase in motorcoach crashes will only continue if further funding for motorcoach inspections is reduced.

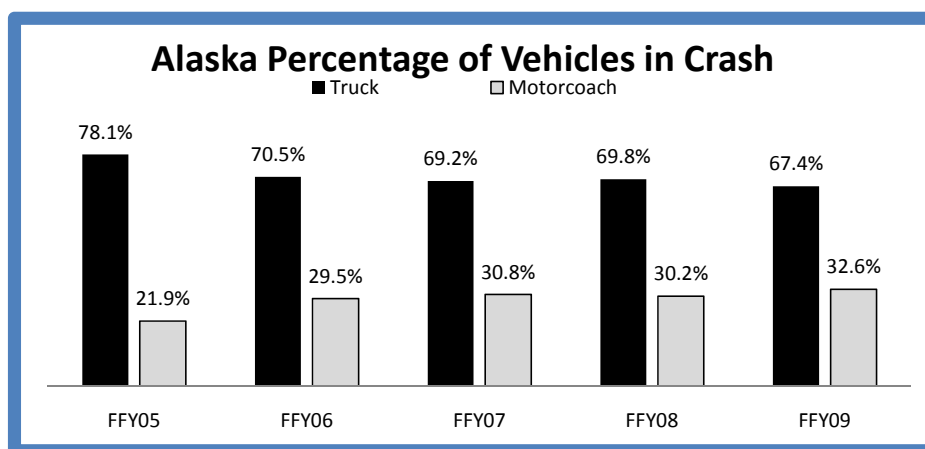


Table 19 – Alaska Large Truck / Motorcoach Crash Comparison
Data obtained from SafetyNet December 31, 2009

For any given crash where a CMV is involved, various factors play a role. Analysis has found that driver (CMV and non-CMV) errors are the most prominent contributing factor in most crashes. Written citations for basic speeding and passing violations were prevalent in many crash reports.

Driver distraction can be a contributing factor to crashes. This trend has also been realized on a national level. A driver distraction study⁵ has indicated significant risk in using hand held cellular technology during commercial vehicle operations. Many states, including Alaska have banned texting while driving. Some states (CA) have banned hand held cell devices while driving. Recently, U.S. Transportation Secretary Ray LaHood marked the effective date of President Obama's Executive Order on distracted driving, which will prohibit more than 4 million federal employees from texting behind the wheel while working or while using government vehicles and communications devices.⁶

Matanuska Susitna (MatSu) Borough CMV Crashes

Analysis of CMV crash records indicated crashes are more prevalent in the following Areas: Anchorage, Fairbanks and MatSu Borough. (See Appendix E) As part of the 2009 Commercial Vehicle Safety Plan, MSCVE had an objective to reduce the number of crashes within the MatSu area with the deployment of enforcement personnel and specialized vehicles. In FFY09, as seen in Table 20, there was a 31.4% decrease in crashes in the MatSu area with one fatality. Positive ongoing efforts and law enforcement partnerships are evident in the MatSu crash reduction initiative.

⁵ Driver Distraction in Commercial Vehicle Operations - Preliminary Results, FMCSA, 06/2009

⁶ US DOT 202-09, Presidential Executive Order on Distracted Driving, www.distraction.gov, December 30, 2009

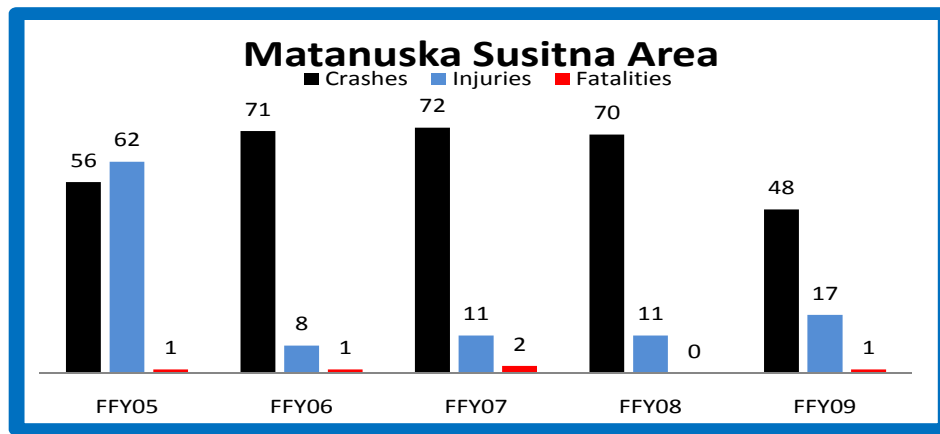


Table 20 – Matanuska Susitna Crashes, Injuries, Fatalities

The Mat-Su area reporting towns include Wasilla, Palmer, Sutton, Cantwell, Denali, Talkeetna, Big Lake, Houston, Willow and Trapper Creek.

Data obtained from SafetyNet December 31, 2009

Data Collection and Quality

The Federal Motor Carrier Safety Administration (FMCSA) dictates that the maximum time allowed for uploading CMV crashes is 90 days. As shown in Table 21, while the average statewide upload time for CMV crashes has increased from 209 days in CY06 to 235 days in CY07, concentrated Division efforts to reduce the time frame led to a decrease in CY08 (132 days). The CY08 improvement in crash reporting was due in large part to a collaborative effort between this division and the following law enforcement agencies: Alaska State Troopers, Anchorage, Fairbanks and Juneau Police Departments.

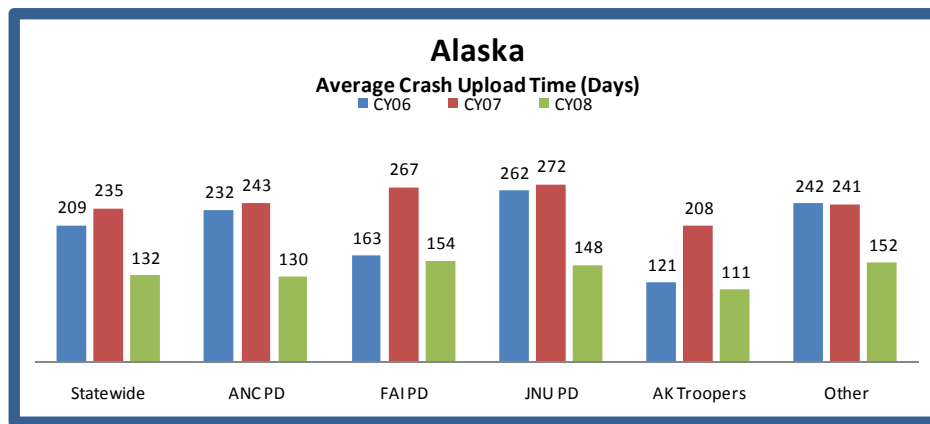


Table 21 – CMV Crash Upload Time (CY06-CY08)

Data obtained from SafetyNet December 31, 2009

Through analysis of data and procedures, MSCVE has determined three main causes for the “Poor” rating in Crash Timeliness (See Appendix B).

- Access to reports –All reports are relayed to the capital city of Juneau where they are uploaded into the state’s main repository (Highway Analysis System – HAS). The HAS is a legacy system. Over the past 4 years, efforts to extract complete crash data have been difficult and largely unsuccessful. We rely on Juneau and rural staff to forward all CMV crash reports to our office in a timely manner.

- Questionable accuracy – The CMV crash reports that are forwarded to us are mailed photocopies of the original or a faxed copy. Of these crash reports, some are hand written while others may be incomplete or illegible.
- Timeliness in reporting of CMV crashes – In the past 4 years, complete and timely CMV crash reporting has been difficult because of two main factors:
 1. Changes in Juneau personnel create lack of training consistency to forward all CMV crash reports to MSCVE in a timely manner
 2. Bureaucratic delays in law enforcement agencies' crash reporting

In an effort to reduce improve the timelessness of CMV crash reporting, the Divisions' effort in the past four years have been to acquire, promote and deploy Traffic and Criminal Software (TraCS) electronic crash reporting system. Alaska is one of over 20 states that utilize TraCS. The Alaska State Troopers and police departments that utilize TraCS have improved their respective average crash reporting to below the 90-day threshold. Although approximately 20% of crash reports are over the 90-day threshold, CY09 preliminary results, as seen in Table 22, indicate efforts to reduce the average upload time have been successful.

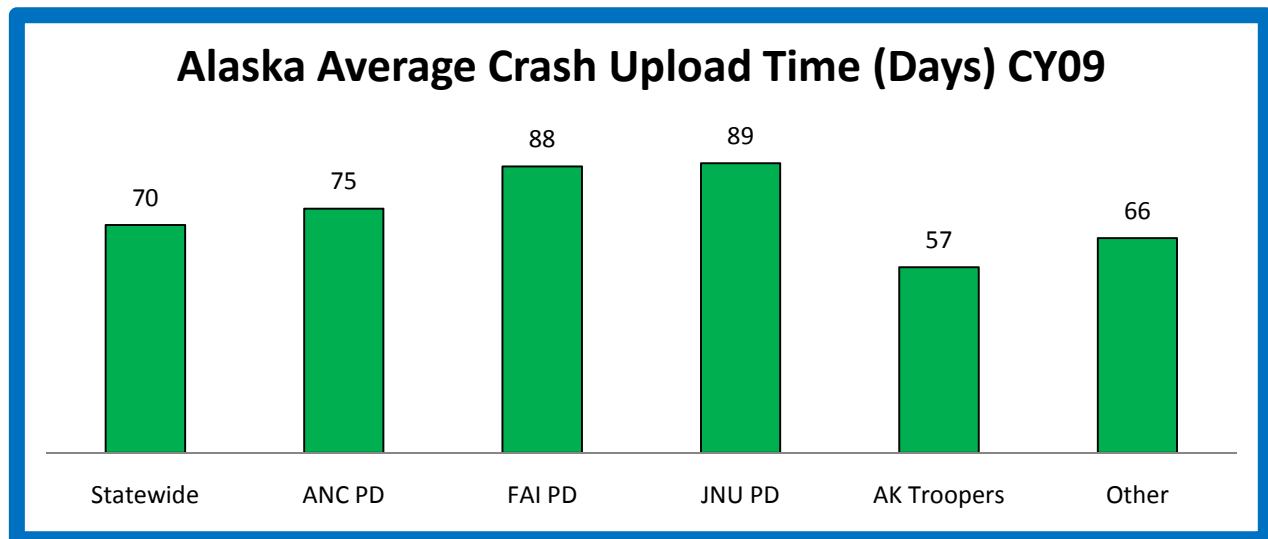


Table 22 - CMV Crash Upload Time (CY09 as of December 31, 2009)
Data obtained from SafetyNet

TraCS is an application software that combines with laptops and data communication to provide officers a valuable and time saving tool for the recording and retrieving of crash data. TraCS was implemented to reduce the administrative duties of the officer and provide a complete and timely database for CMV inspection and crash retrieval. Officers can now concentrate on valuable patrol and inspection time rather than time consuming administrative duties. In 2008 the Alaska State Troopers accepted the role of lead agency of the TraCS program. MSCVE is a founding member of the steering committee. The Alaska Association of Chiefs of Police (AACOP) and the Wasilla Police Department joined the committee in 2008.

CMV Crashes and SafetyNet

A SafetyNet reportable crash must involve a truck, used for commercial purposes, with a Gross Vehicle Weight Rating (GVWR) greater than 10,000 pounds. A commercial bus designed to transport more than 8 people, including the driver, falls under the SafetyNet crash reporting standard. SafetyNet is an automated information management system designed to support Federal and State motor carrier safety programs by allowing the safety performance of commercial motor carriers to be monitored.⁷ For a CMV crash to be federally recordable, the crash must result in at least one fatality, at least one injury involving immediate medical attention away from the crash scene or at least one vehicle disabled as a result of the crash and transported away from the crash scene.⁸ Crashes not meeting the criteria are still recorded in SafetyNet, although not federally reported.

⁷ SafetyNet System User's Manual, February 2005

⁸ Large Truck and Bus Crash Facts 2007, Federal Motor Carrier Safety Administration-Analysis Division, January 2009
State of Alaska,
Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

Commercial Vehicle Oversize and Overweight Permit Office

Commercial Vehicle Customer Service Center

The Commercial Vehicle Customer Service Center (CVCSC)'s goal is to protect Alaska's highway investments by regulating the transport of oversize and overweight loads on Alaska highways. To this end, CVCSC offers a variety of information and services. The staff can help you obtain permits to move an oversize load, overweight load or oversize/overweight load and assist in various road and bridge restrictions. In FFY09 the CVCSC produced over 17, 800 permits. A new permits manual was completed in 2009 to assist in the permitting process.

The staff can assist commercial vehicle owners to:

- Obtain a FREE transponder for electronic by-passing of weigh stations
- Obtain or update a USDOT number



OMB No. 2126-0013 Expiration Date: 03/31/2011

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0013. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory, and will be provided confidentially to the extent allowed by the Freedom of Information Act (FOIA). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Office, Federal Motor Carrier Safety Administration, MC-99A, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.

U.S. Department of Transportation Federal Motor Carrier Safety Administration		Motor Carrier Identification Report (Application for USDOT Number)				
REASON FOR FILING (Mark only one)						
☐ NEW APPLICATION ☐ BIENNIAL UPDATE OR CHANGES ☐ OUT OF BUSINESS NOTIFICATION ☐ REAPPLICATION (AFTER REVOCATION OF NEW ENTRANT)						
1. NAME OF MOTOR CARRIER				2. TRADE OR D.B.A. (DOING BUSINESS AS) NAME		
3. PRINCIPAL ADDRESS		4. CITY		5. STATE/PROVINCE		6. ZIP CODE+4
						7. COLONIA (MEXICO ONLY)

- Process payments of Unified Carrier Registration (UCR) system



- Legally register a new or used CMV in Alaska utilizing PRISM



The Performance and Registration Information Systems Management (PRISM) program is a Federal and State partnership which links the commercial vehicle registration processes to motor carrier safety, to achieve two purposes:

1. Determine the safety fitness of the motor carrier prior to issuing license plates or renewing commercial vehicle registration.
2. Influence the carrier to improve its safety performance through an improvement process and, where necessary, the application of registration sanctions.

PRISM helps keep unsafe motor carriers and their vehicles off of the road. This provides for safer Alaska roadways for both motor carriers and the traveling public. By promoting safe operations, the Alaskan motor carrier community is ensured the appreciation and respect it deserves.

Program Overview

The PRISM 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.

- **The Commercial Vehicle Registration Process** - A State's commercial vehicle registration process provides the framework for the PRISM program and serves two vital functions. First, it establishes a system of accountability by insuring that no vehicle is plated without identifying the carrier responsible for the safety of the vehicle during the registration year. Second, the use of registration sanctions serves as a powerful incentive for unsafe carriers to improve their safety performance.

The vehicle registration process ensures that all carriers engaged in interstate commerce are uniquely identified through a USDOT number when they register their vehicles. The safety fitness of each carrier can then be checked prior to issuing vehicle registrations. Thus, motor carriers that have been prohibited from operating in interstate commerce may then have their ability to register vehicles denied.

- **The Motor Carrier Safety Improvement Process (MCSIP)** - MCSIP is the means by which a motor carrier's safety is systematically tracked and improved. The process is designed to improve the safety performance of motor carriers with demonstrated poor safety performance through accurate identification, performance monitoring and treatment. MCSIP carriers that do not improve their safety performance face progressively more stringent penalties that may result in a Federal "unfit" or "imminent hazard" determination and the possible suspension of vehicle registrations by the State.

Benefits of PRISM

The results of the PRISM pilot far exceeded the FMCSA's expectations in terms of benefits, cost effectiveness, and operational feasibility. It also produced major safety, economic and productivity benefits as follows:

Accountability - Identification of the motor carrier (via their USDOT number) responsible for the safe operation of the vehicle(s) being registered has clearly produced a major safety benefit. Accountability means that safety events (e.g., inspections, accidents, driver moving violations) affecting a PRISM-registered vehicle can be more accurately tied back to the responsible motor carrier.

A Performance-Based Approach to Safety Management - The primary means of identifying potentially poor performing carriers is through an accumulation of carrier, vehicle, and driver-specific safety events that are linked to the motor carrier through the carrier's USDOT number.

Safestat - By far, one of the most important safety benefits resulting from the PRISM pilot has been the development of the SafeStat prioritization methodology. SafeStat is a data-driven, performance-based

algorithm used to identify potentially high-risk motor carriers for inclusion in the PRISM improvement process (MCSIP).

Improved Productivity - The PRISM program was developed to meet the challenge of reducing the number of commercial vehicle crashes of a rapidly expanding motor carrier population. It has increased both the efficiency and effectiveness of Federal and State safety efforts through:

- A more accurate process for targeting the highest risk motor carriers, which allows for a more efficient allocation of scarce Compliance Review (CR) and roadside inspection resources.
- The use of "Warning Letters" as an effective, yet inexpensive, alternative to a Compliance Review for carriers with less severe safety performance problems.

Improved Data Quality - The PRISM program has shown that an improvement in the accuracy and timeliness of data will result in better resource allocation and heightened efficiencies in the administration of major Federal and State safety programs. The data improvement initiatives in this project have significantly improved the accuracy and timeliness of critical accident and inspection data collected and uploaded by State motor carrier safety personnel. Several of the most notable data improvement initiatives resulting from the PRISM program are listed below.

- The development of a procedure for obtaining current census and operational data on motor carriers as part of the State's annual vehicle registration renewal process.
- The development of a procedure for using plate numbers as a means to more effectively assign inspection and accident data to the responsible motor carrier.
- The incorporation of a data correction element within the Motor Carrier Safety Improvement Process.
- The development of a nationally accepted procedure for correcting safety data errors.
- The funding of bar-code technology for registration documents and roadside inspectors to reduce data entry errors on accident and roadside inspection reports.

Improved Motor Carrier Safety - The PRISM program pioneered the use of a "Warning Letter" as an alternative to an on-site Compliance Review for motor carriers with less severe safety problems. Alternatives such as this have taught us that the vast majority of motor carriers in the PRISM program improve their performance long before registration sanctions are applied. Thirty percent of the motor carriers that receive warning letters improve their safety performance on their own.

Customer Service - The PRISM program improves customer service by allowing State registration agencies to issue USDOT numbers. This process promotes a "one-stop shop" concept by reducing the number of government agencies that a motor carrier must deal with to get on the road.

Online permits are available for over dimensional as well as overweight loads up to 125%. The website below enables industry and the public to create permits that authorize them to transport non-standard loads on Alaskan roads and highways.

State of Alaska Employee Directory DOT&PF Home.
Search DOT&PF [find](#)

Measurement Standards & Commercial Vehicle Enforcement

[DOT&PF](#) > [MSCVE](#)

Welcome to the Commercial Vehicle Customer Service Center (CVCSC)

Our goal is to protect Alaska's highway investments by regulating the transport of oversize and overweight loads on Alaska highways.

Susan Adkison, Administrative Supervisor

Hot Links

[New Permit Fees \(Effective 04/09/2009\) PDF](#)
[Permits Manual \(revised 2009\) PDF](#)
[myAlaska Online Permits](#)
[View a Permit Issued by the Commercial Vehicle Customer Service Center](#)

CVCSC Contact Information

Office Phone	
Toll Free within Alaska	800-478-7638
Within the Anchorage Area	365-1200
Office Fax	
Toll Free within Alaska	866-345-2641
Within the Anchorage Area	365-1221
From out of state please call	
Phone	907-365-1200
Fax	907-365-1221
24 Hour Road Conditions	
Phone	511
Website: <i>Travel in the Know</i>	511.alaska.gov
Recorded Announcements Regarding Weight Restrictions	
Anchorage	(907) 273-8037
Fairbanks	(907) 456-7623
Juneau	(907) 465-2484
Valdez	(907) 835-4242



MS/CVE Links

- [Home](#)
- [Director](#)
- [Measurement Standards Chief](#)
- [Metrology](#)
- [Commercial Vehicle Enforcement Chief](#)
- [Commercial Vehicle Information & Systems Network \(CVISN\)](#)
- [Weight Restrictions](#)
- [Permits](#)
- [Administration](#)
- [Planning](#)
- [Contact Info](#)

Related Links

- [Federal Motor Carrier Safety Administration \(FMCSA\)](#)
- [National Institute of Standards and Technology \(NIST\)](#)

Please note: You must have Acrobat Reader to open any PDF documents on this page. If you do not have Acrobat Reader, click to download the FREE software.



<http://www.dot.state.ak.us/mscve/main.cfm?go=permits>

CVE – Information and Contacts

Web Site and Contacts

The Commercial Vehicle Enforcement website is designed to be a “One Stop” portal to most questions and concerns. On this website anyone can:

- Review MSCVE Commercial Vehicle Safety Plans
- Obtain Unified Carrier Registration material
- Obtain US DOT # number material
- Download the Commercial Drivers License Manual
- Review Performance and Registration Information Systems Management (PRISM) program
- Review US Code: Interstate Transportation, CFR 49
- Obtain an oversize/overweight permit to travel on Alaskan roads

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Measurement Standards & Commercial Vehicle Enforcement

[DOT&PF](#) > [MSCVE](#)

Welcome to the Commercial Vehicle Enforcement Section

Our goal is to enforce federal and state commercial vehicle regulations to ensure safe highways.

Rex Young, Chief
907-365-1210

Unified Carrier Registration

[UCR General Information PDF](#)
[Registration Form PDF](#)
[Registration Form Instructions PDF](#)

Publications

Commercial Vehicle Size, Weight & Permit Regulations
 17 ACC Chapter 25 (Effective 4/9/2009) [PDF](#)
 2007 Annual Report (5.1mb) [PDF](#)
 2008 Commercial Vehicle Safety Plan (1.6mb) [PDF](#)
 2009 Commercial Vehicle Safety Plan (1.0mb) [PDF](#)

Resources

[Update MCS-150](#)
[US DOT Number Registration](#)
[AMMVA.net](#)
[Alaska Trucking Association](#)
[Bridge Formula Chart PDF](#)
[Carrier Lookup](#)
[Commercial Drivers License Manual \(2.0mb\) PDF](#)
[Commercial Vehicles and Heavy Use Tax](#)
[DMV Office Cameras](#)
[DOT Safety Activities](#)
[Federal Motor Carrier Safety Administration](#)
[Heavy Vehicle Use TAX \(HVUT\) Information](#)
[Most Commonly Asked Questions](#)
[Performance and Registration Information Systems Management \(PRISM\) program](#)
[Sterling Weigh Station Story](#)
[Title 49, Subpart A, Workplace Drug Testing](#)
[Title 49, Chapter III, Parts 301 - 399](#)
[US Code: Interstate Transportation, CFR 49](#)
[US DOT FAQ - Alaska Division](#)
[Vehicle Registration](#)



MS/CVE Links

[Home](#)
[Director](#)
[Measurement Standards](#)
[Chief](#)
[Metrology](#)
[Commercial Vehicle Enforcement](#)
[Chief](#)
[Commercial Vehicle Information & Systems Network \(CVISN\)](#)
[Weight Restrictions](#)
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Related Links

[Federal Motor Carrier Safety Administration \(FMCSA\)](#)
[National Institute of Standards and Technology \(NIST\)](#)

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Focus on the Future

In an effort to accomplish MSCVE's Mission to assure marketplace confidence and equitable trade and enhance motoring public safety and protect public infrastructure, three core targets are established to measure effectiveness in the coming years. Those three targets are:

1. (MS) Increase scale, meter and price verification compliance rate by 1% by:
 - Increasing the number of scale, meter and price verification inspections by 1% compared to the previous year
 - Increasing the number of package lots inspected by 10% compared to previous years
2. (CVE) Reduce commercial motor vehicle fatalities to below 5 year average by:
 - Reduce the commercial motor vehicle out-of-service rate by 1% as compared to the average for the past five years
 - Ensuring 100% of new entrant carriers receive a safety audit within 18 months of U.S.DOT registration
3. (CVE) Attain 98% CMV weight compliance at fixed and mobile inspection sites by:
 - Strict enforcement and increasing the number of roadside CMV inspections by 5% of the previous year

In conjunction with the above mentioned targets, MSCVE will dedicate resources to the following four initiatives:

1. Increased Frequency of Scale, Meter and Price Verification Testing
2. Rural Road Crash Reduction
3. Comprehensive Safety Analysis 2010 (CSA2010)
4. Weigh Station and ITS infrastructure

Increased Frequency of Scale, Meter and Price Verification Testing

The Measurement Standards section had a temporary reduction in staffing levels during the hiring freeze. The figures detailing the small reduction in device totals is a testament to the dedicated staff who gave the extra effort necessary to continue the mission. Challenges for SFY10 will be to continue the training of new staff members, bring the new test equipment on-line, and develop a procedure to apply financial penalties to those businesses that fail to voluntarily comply with state statutes.

Frequency of testing has always been the most effective method for reducing compliance failure rates. The addition of one new inspector position will allow MSCVE to increase the frequency of testing for retail fuel dispensers in certain areas to less than once a year. Alaska Statute 45.75.080 "General testing" mandates that the director shall, at least annually and more often as considered necessary, inspect and test, to ascertain if they are correct, all weights and measures that are commercially used in Alaska. There are still many rural areas where devices cannot be tested at all due to a lack of equipment and budgetary constraints

Rural Road Crash Reduction

Highways in rural areas have the highest speed limits in Alaska and the US. In Alaska, three of the four fatal crashes occurred in a rural area and where the speed limit is 65mph. The FMCSA, Analysis Divisions' early release of Large Truck and Bus Crash Facts 2008, FMCSA, point out a direct correlation to speed and fatal crashes, as seen below in *Figure 23*.

USA Fatal Crashes Involving Large Trucks by Speed Limit⁹

Speed Limit	Single-Vehicle Crashes	
	Number	Percent
25 mph or Less	52	7.0%
30 - 35 mph	97	13.1%
40 - 45 mph	72	9.7%
50 - 55 mph	173	23.3%
60 - 65 mph	167	22.5%
70 - 75 mph	133	17.9%
80 - 85 mph	2	0.3%
No Statutory Limit	5	0.7%
Unknown	40	5.4%
Total	741	100.0%

Figure 23 – USA Large Truck Fatal Crashes by Speed Limit

Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS)

In an effort to support the US DOT Rural Safety Initiative (See Appendix C) and reduce fatalities on Alaskan roads, CVEOs are now equipped with LIDAR (light detection and ranging) speed guns and are tasked to stop all CMV speeding violators.

Additionally, MSCVE will send Commercial Vehicle Enforcement Officers to seven rural communities that have in the past, been visited on a very limited basis. These locations may include Nome, Kotzebue, Juneau, Cordova, Bethel, Kodiak and Dutch Harbor. Additionally, MSCVE will assist in funding the Alaska State Troopers in CMV enforcement on the Dalton Highway (Haul Road). The Dalton Highway is an area that has limited CVE enforcement.

Comprehensive Safety Analysis 2010

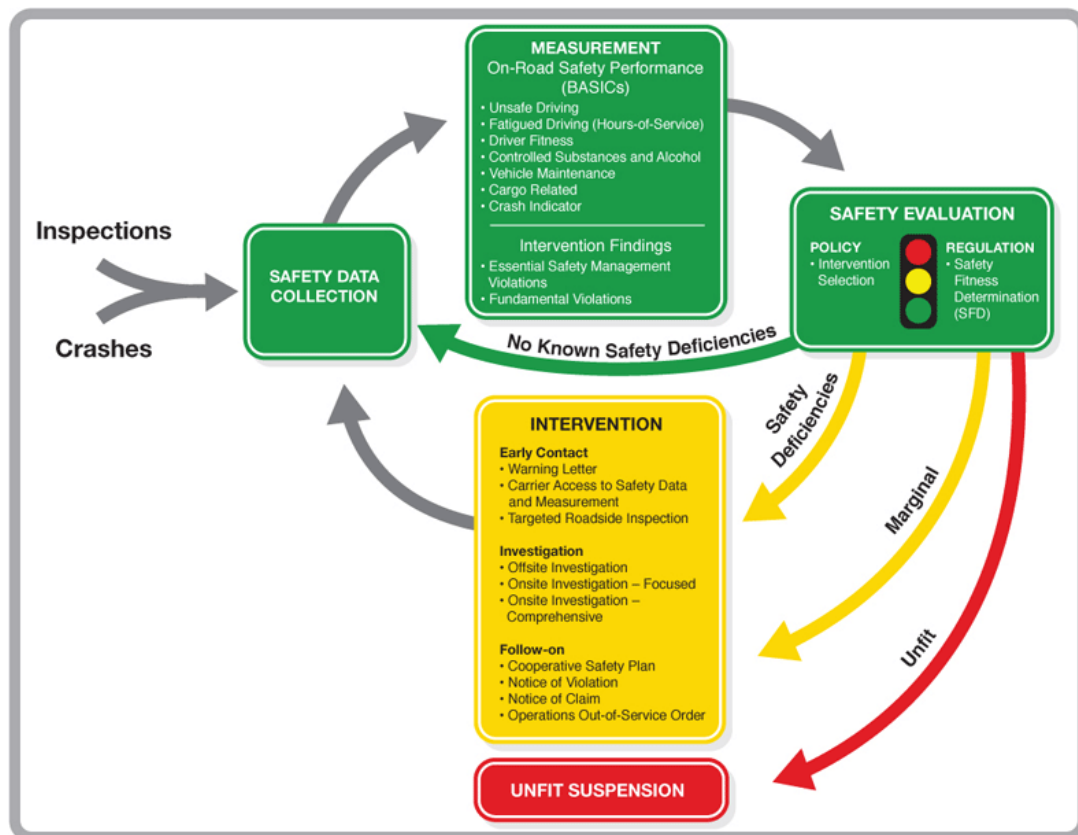
Comprehensive Safety Analysis 2010 (See Appendix D) is an initiative to develop more effective and efficient methods for FMCSA, together with industry and state partners, to achieve its mission of reducing commercial motor vehicle (CMV) crashes, fatalities, and injuries. The current process, through the Compliance Review program, is resource intensive and reaches only a small percentage of motor carriers. The current system for measuring safety performance groups safety problems together to identify carriers for a one-size-fits-all CR. It also does not focus on the behaviors known to cause crashes. The new safety evaluations will be focused on specific safety behaviors. These seven areas include:

- Unsafe driving – The driver roadside inspections and **all** violations for the previous 2 years will be analyzed

⁹ US Department of Transportation, Analysis Division FMCSA, January 2009, Large Truck and Bus Crash Facts 2007, table 36
State of Alaska,
Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

- Fatigue – Driver violations for Hours of Service for the previous 2 years will be analyzed
- Driver fitness – Driver medical certificates will be checked and made sure they have been up to date
- Drugs and alcohol – Recent driver violations and arrests will be weighed more heavily than others
- Vehicle maintenance – Carriers are required to maintain maintenance records for all trucks
- Loading/Cargo securement – Recent violations for cargo securement will be weighed more heavily than others
- Crash history – All crashes will be analyzed

This new approach to improve large truck and motorcoach safety targets all seven safety areas. If an intervention is required, FMCSA and MSCVE will utilize resources to assist the carrier to become compliant. The goal is not to suspend operations, but to promote the safe and transparent operation of carriers within the state of Alaska.

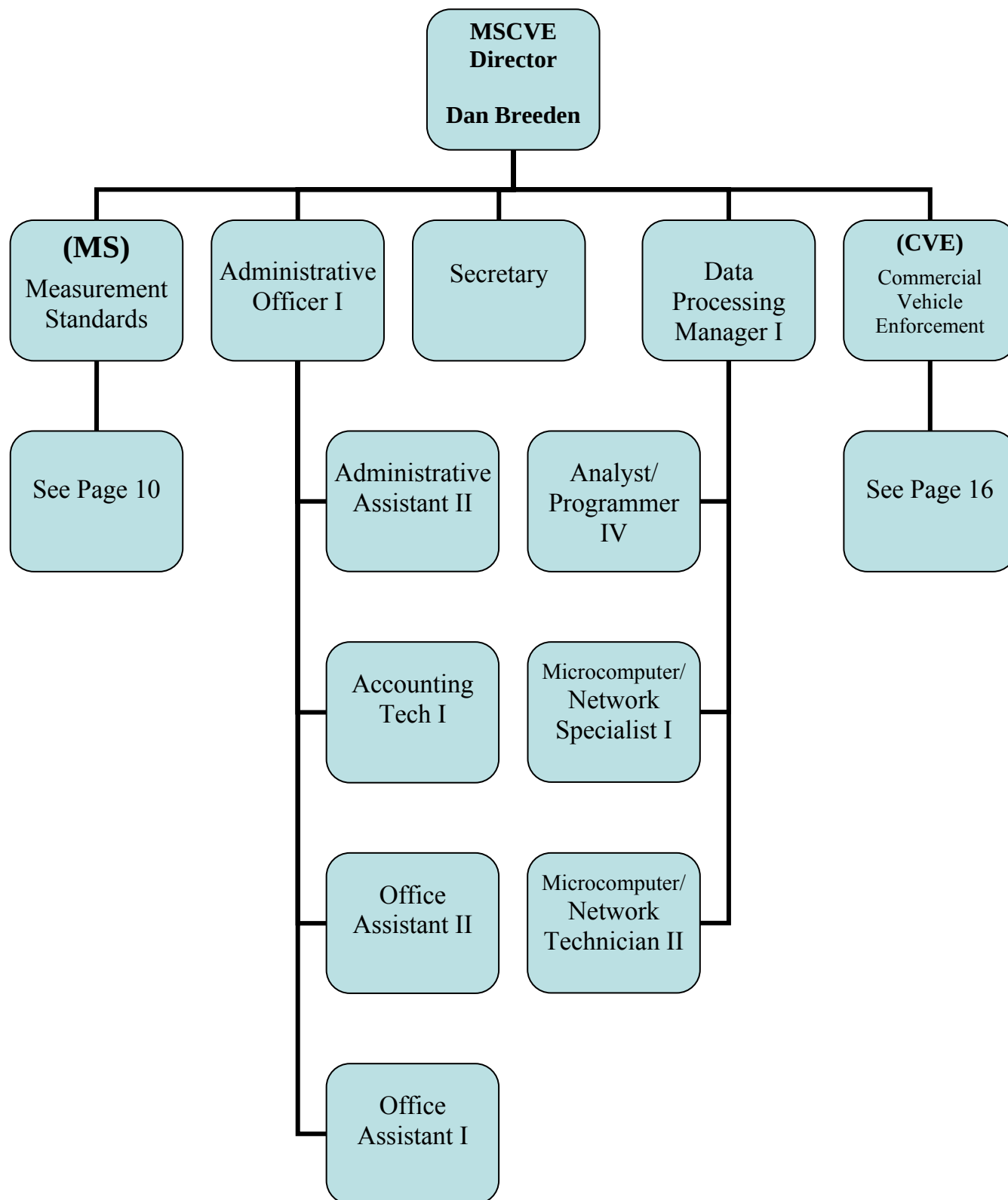


Weigh Stations and ITS Infrastructure

Replacement of the existing weigh station scales at Sterling is needed to ensure size, weight and safety compliance of all commercial vehicles traveling from Anchorage to all points on the Kenai Peninsula. It is anticipated that this project will be completed by the end of summer, 2010. Another screening system

at the Fox Weigh Station, just north of the city of Fairbanks, will enhance the movement of goods traveling to and from the North Slope of Alaska. The new weigh station located at Tok, complete with an indoor inspection barn, will be completed by fall of 2010. The Richardson Highway weigh station, including an indoor inspection barn, will be completed during the summer of 2011. Server rooms will be included at each of these weigh stations to accommodate future deployment of Automatic Vehicle Identification (AVI) and pre-screening technology.

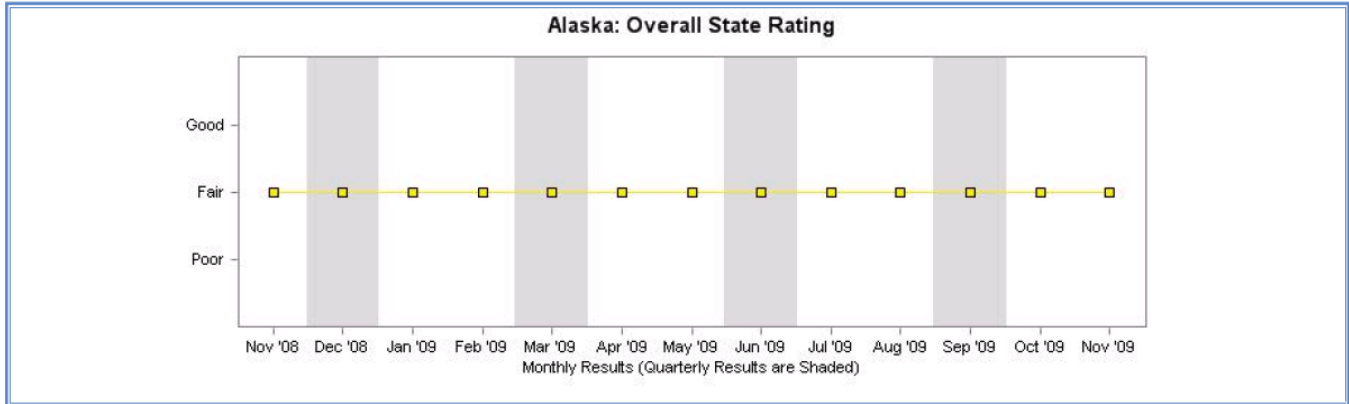
Appendix A – Top Level Organizational Chart



Appendix B – Alaska Overall State Rating Report (11/2009)

Alaska: Overall State Rating Report Monthly Results as of: November 20, 2009

Considers all seven SSDQ measures and the Overriding Indicator, except measures with a rating of "Insufficient Data." States receive an overall score based on ratings in each of the measures and the Overriding Indicator. ([View Methodology](#))



Alaska: Overall State Rating										
Monthly Results	MCMIS Run Date	Overall State Rating	State Data Quality Measures							Overriding Indicator *
			Crash					Inspection		
			Crash Record Completeness	Non-Fatal Crash Completeness	Fatal Crash Completeness	Crash Timeliness	Crash Accuracy	Inspection Timeliness	Inspection Accuracy	Crash Consistency
Nov '09	11/20/2009	Y	G	Y	G	R	G	G	G	No Flag
Oct '09	10/23/2009	Y	G	G	G	R	G	G	G	No Flag
Sep '09	9/25/2009	Y	G	G	G	R	Y	G	G	No Flag
Aug '09	8/28/2009	Y	G	G	G	R	Y	G	G	No Flag
Jul '09	7/24/2009	Y	G	G	Y	R	Y	G	G	No Flag
Jun '09	6/26/2009	Y	G	G	I	R	Y	G	G	No Flag
May '09	5/22/2009	Y	G	G	I	R	Y	G	G	No Flag
Apr '09	4/24/2009	Y	G	Y	I	R	Y	G	G	No Flag
Mar '09	3/27/2009	Y	G	Y	I	R	Y	G	G	No Flag
Feb '09	2/20/2009	Y	G	Y	I	R	Y	G	G	No Flag
Jan '09	1/23/2009	Y	G	I	I	R	Y	G	G	No Flag
Dec '08	12/19/2008	Y	G	I	I	R	Y	G	G	No Flag
Nov '08	11/21/2008	Y	Y	I	I	R	Y	G	G	No Flag

Overall State Rating Description		
Rating		Criteria
Good	G	Minimum of 1 Good AND 0 Poor
Fair	Y	Maximum of 1 Poor
Poor	R	2+ Poor OR Red Flagged

* States that are red flagged are automatically rated POOR overall.
N/A: Data Not Available- New Measure implemented Sept '07.

Data Source: FARS records and MCMIS crash and inspection records.

<http://ai.fmcsa.dot.gov/DataQuality/dataquality.asp>

Appendix C – US DOT Rural Safety Initiative (2/2008)



DOT 27-08
 Friday, February 29, 2008
 Contact: Ian Grossman
 Tel.: (202) 366-0660

U.S. Transportation Secretary Peters Announces New Strategy to Improve Safety on Rural Roads

WASHINGTON - U.S. Transportation Secretary Mary E. Peters today announced a new national strategy that will bring new focus, including resources and new technology, to reducing deaths on the nation's rural roads.

"We want to put the brakes on rural road fatalities," said Secretary Peters. "This is a challenge that we have the experience, the ability and the resources to address. We can make our rural roads safer, we can do it now and we can do it without reinventing the wheel."

The Department's Rural Safety Initiative will help states and communities develop ways to eliminate the risks drivers face on America's rural roads and highlight available solutions and resources. The new endeavor addresses five key goals: safer drivers, better roads, smarter roads, better-trained emergency responders, and improved outreach and partnerships. The Secretary said approximately \$287 million in existing and new funding is available to support the effort.

Secretary Peters said she has asked the Department's Deputy Secretary, Admiral Thomas Barrett, to personally lead the comprehensive effort to help state and local leaders get solutions implemented in rural areas faster.

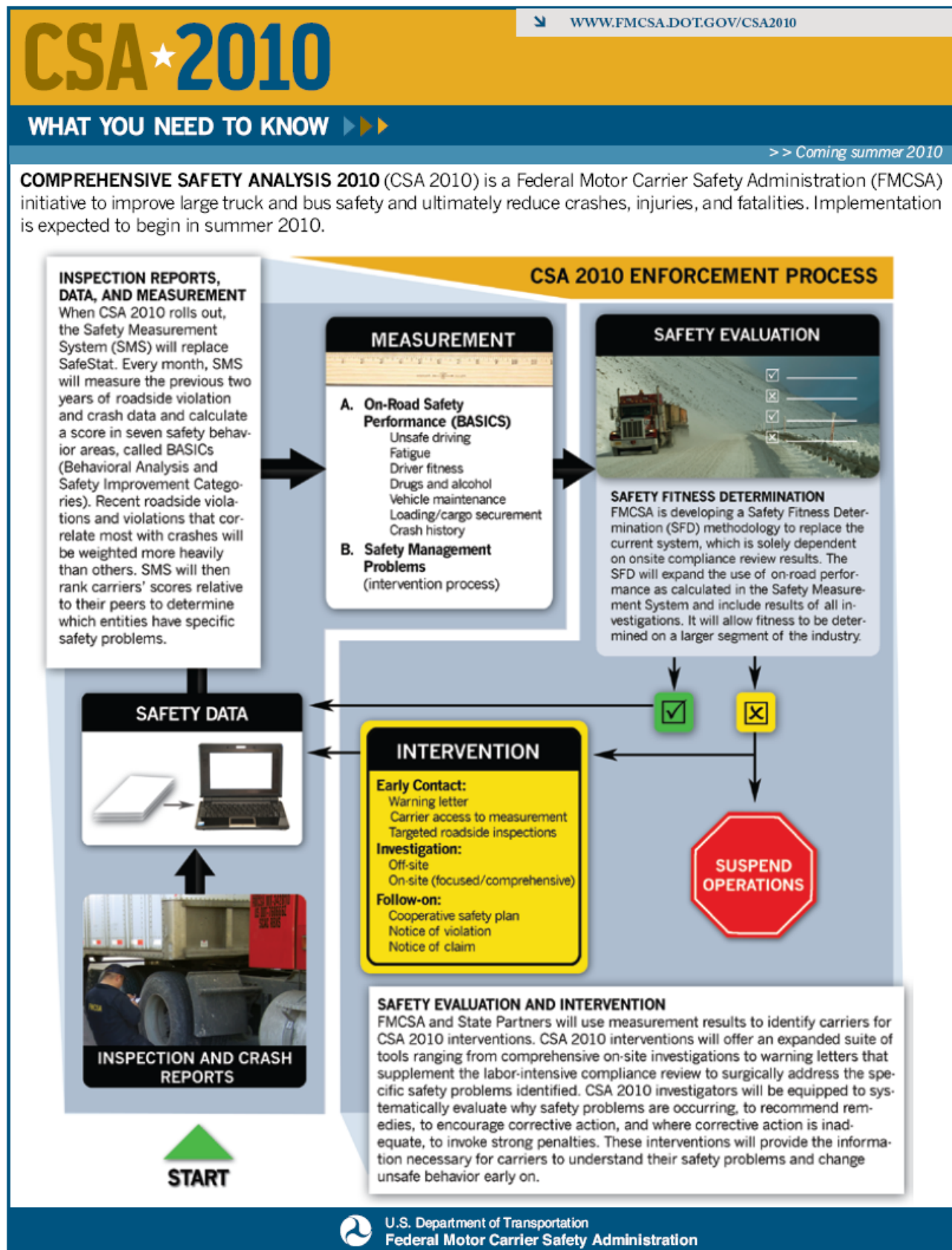
"Smarter, low-cost options are readily available and can be deployed quickly. By partnering with state and local leaders to integrate these safety strategies, we can change the trend and improve safety on our nation's rural roads," Barrett said.

Secretary Peters said that of the over 3 million miles of rural roads in the country, almost 80 percent are owned and operated by local entities, which is why partnering with states and local governments is critical to the initiative. She indicated that the American Association of State Highway and Transportation Officials (AASHTO) has already offered their support.

"State transportation officials have set a goal of reducing highway fatalities by half over the next two decades. Improving rural highway safety is critical to saving those lives. We are pleased that the U.S. DOT is focusing both attention and resources on this issue and we commend them for this initiative," said Pete Rahn, AASHTO President.

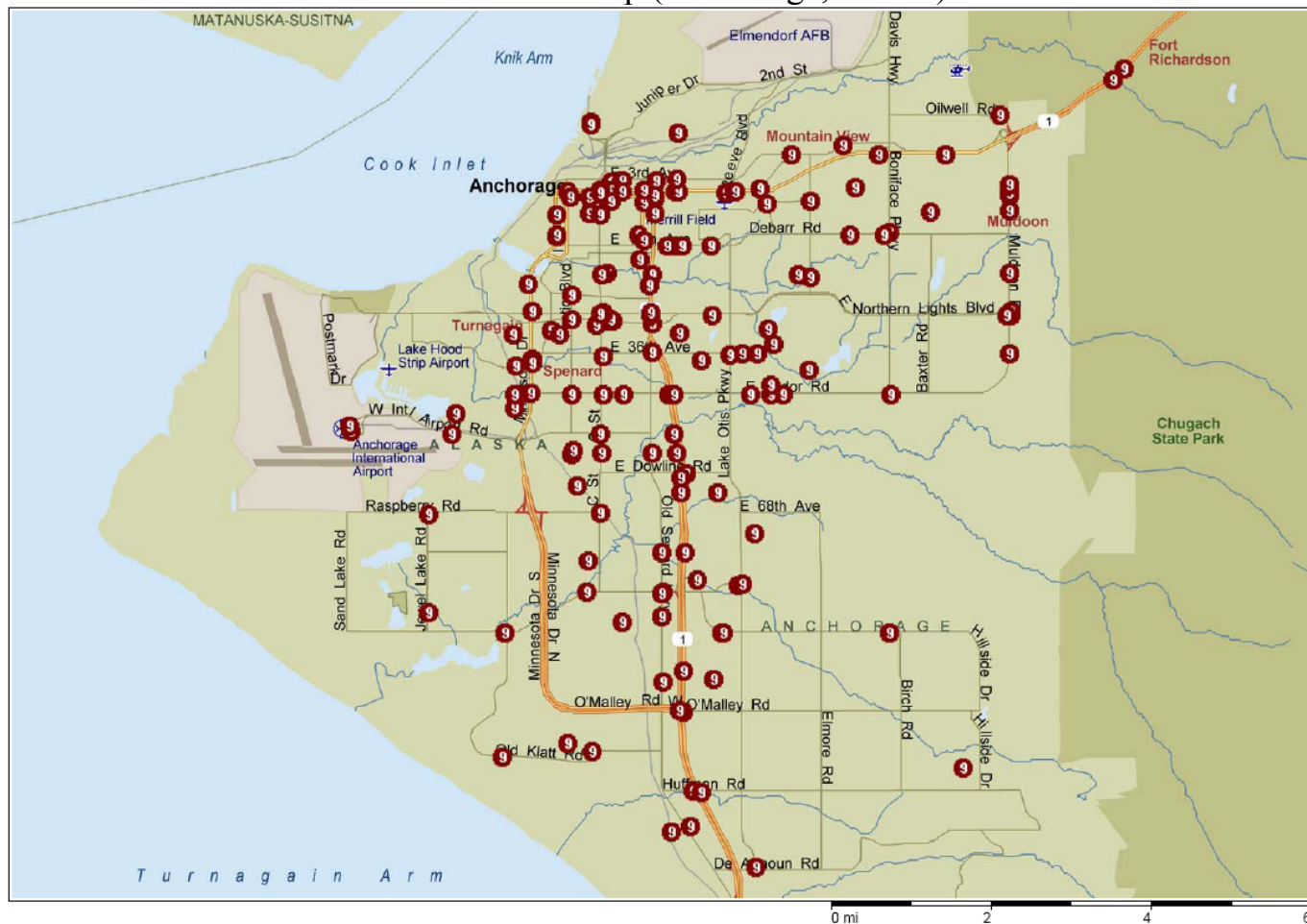
For more information, please visit www.dot.gov/affairs/ruralsafety/.

Appendix D – Comprehensive Safety Analysis (CSA2010)

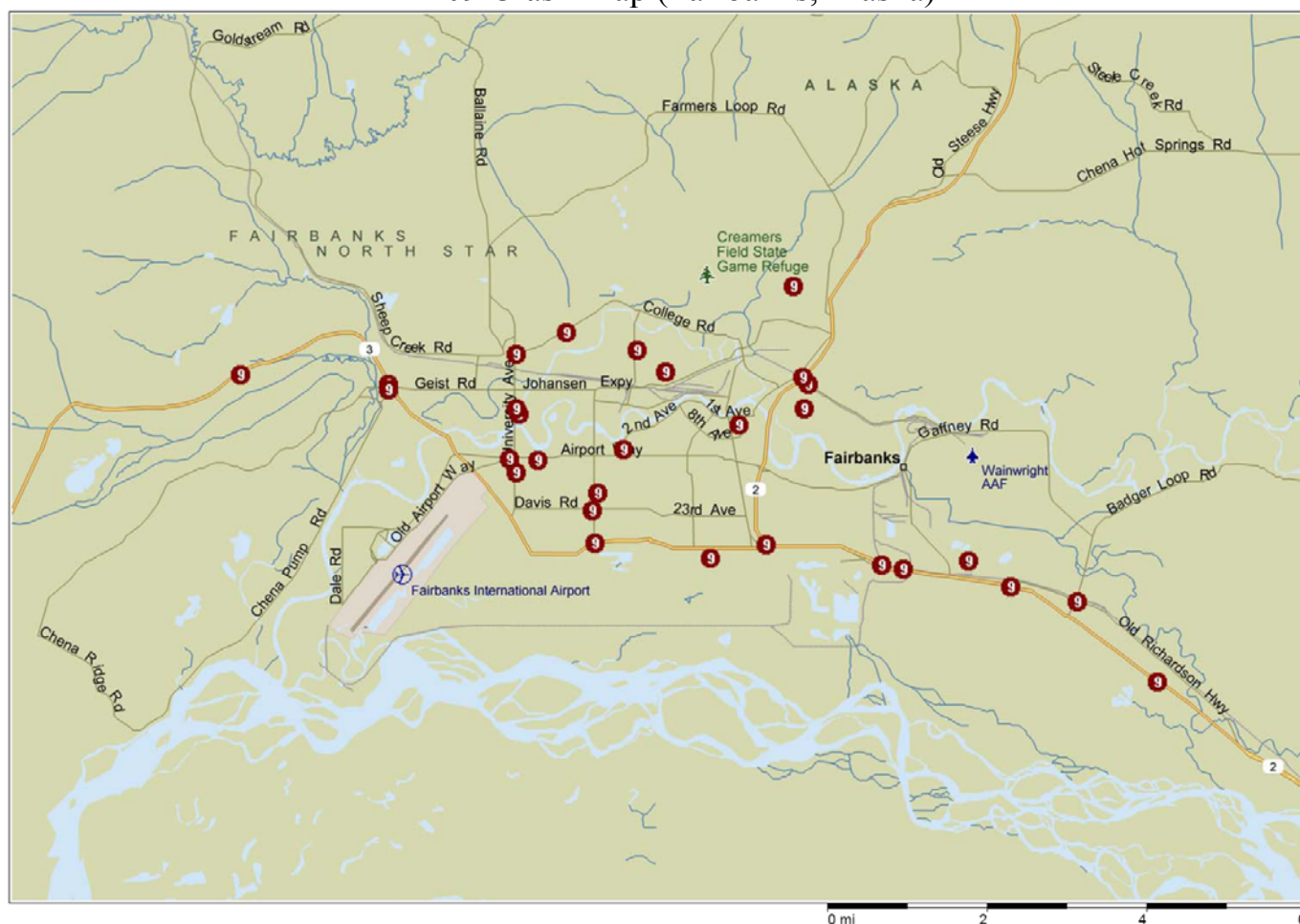


Appendix E – Alaska CMV Crash Maps

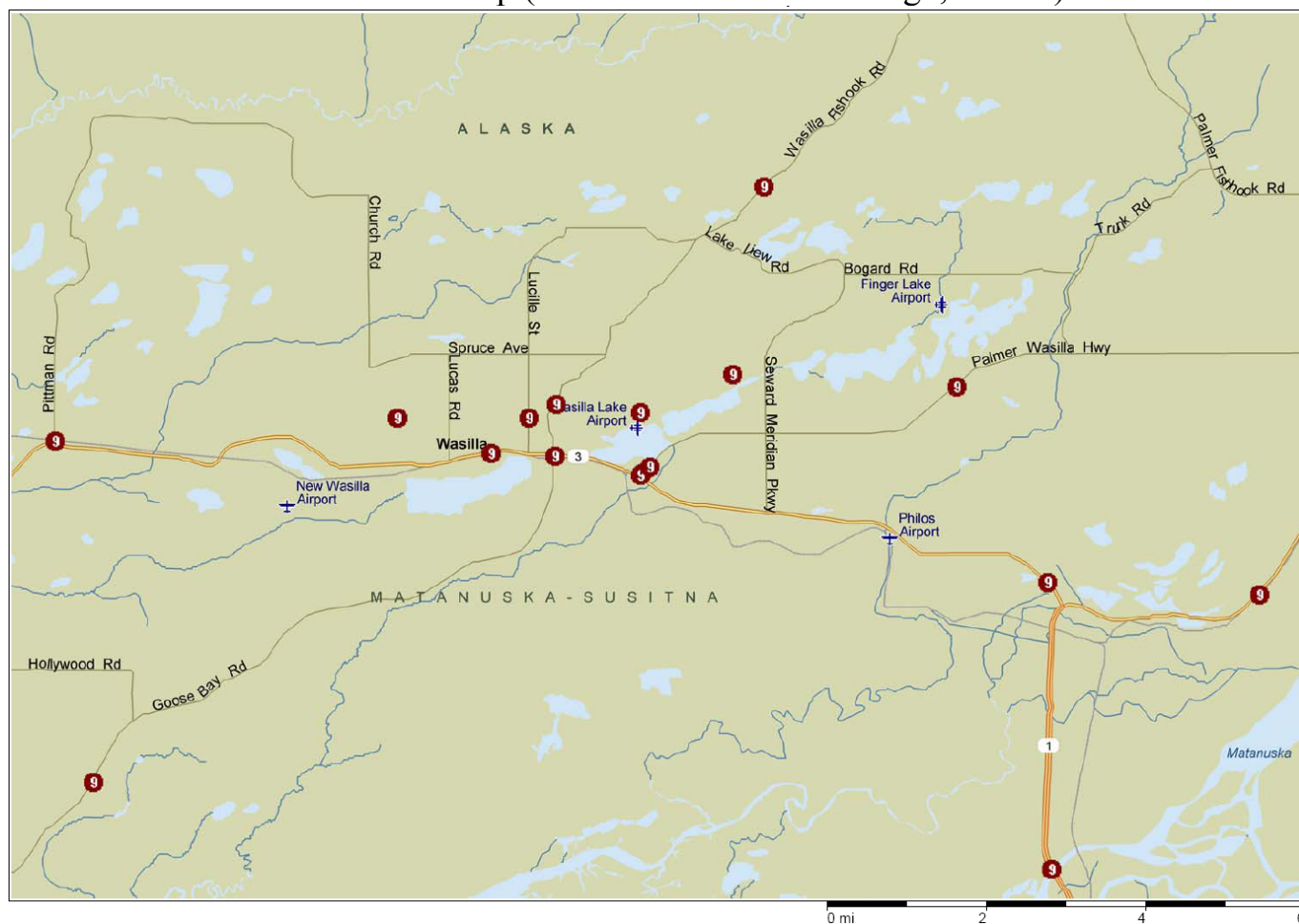
FFY09 Crash Map (Anchorage, Alaska)



FFY09 Crash Map (Fairbanks, Alaska)



FFY09 Crash Map (Matanuska Susitna Borough, Alaska)



Appendix F – FMCSA Glossary of Terms

Active Carriers	Interstate motor carriers and HM intrastate motor carriers with an active U.S. DOT number.
Bus Crossings	The U.S. Customs agency defines the number of arriving buses as all buses whether or not they are carrying passengers.
Carriers with OP-2 Authority	Mexican carriers that can operate only in commercial zones.
Commercial Drivers	Drivers employed by interstate motor carriers and HM intrastate motor carriers with an active U.S. DOT number.
Commercial Motor Vehicles Involved Crashes	The number of commercial motor vehicles involved in a NGA reportable crash. In MCMIS, an NGA reportable crash must involve a truck (a vehicle designed, used, or maintained primarily for carrying property, with a gross vehicle weight rating or gross combination weight rating of more than 10,000 lbs.) or bus (a vehicle with seats for at least nine people, including the driver).
Commercial Motor Vehicles Involved in Fatal Crashes	The number of commercial motor vehicles involved in a crash where one or more persons dies within 30 days of the crash. The fatality does not have to occur at the scene of the crash. It includes any person involved in the crash, including pedestrians and bicyclists, as well as occupants of the passenger cars and trucks.
Commercial Motor Vehicles Involved in Non-Fatal Injury Crashes	The number of commercial motor vehicles involved in a crash where one or more persons has non-fatal injuries requiring transportation by a vehicle for the purpose of obtaining immediate medical attention.
Commercial Motor Vehicles Involved in Non-Fatal Crashes	The number of commercial motor vehicles involved in a crash where one or more persons has non-fatal injuries requiring transportation by a vehicle for the purpose of obtaining immediate medical attention; or one or more of the vehicles were towed away from the scene due to "disabling damage." The towed vehicle need not be the truck or bus involved in the crash.
Commercial Motor Vehicles Involved in Towaway Crashes	The number of commercial motor vehicles involved in a crash where one or more of the vehicles were towed away from the scene due to "disabling damage". The towed vehicle need not be the truck or bus involved in the crash.
Commercial Zone	The area around a port of entry at the U.S.-Mexico border in which motor carriers, domiciled in Mexico, with an approved Form OP-2 can operate.
Commercial Zones Inspections	Roadside inspections that occurred in a county along the US-Mexican border where there is a border crossing location.
Compliance Reviews	Compliance reviews consist of federal and state compliance reviews. A compliance review is an on-site examination of motor carrier operations, such as drivers' hours of service, maintenance and inspection, driver qualification, commercial drivers license requirements, financial responsibility, crashes, hazardous materials, and other safety and transportation records to determine whether a motor carrier meets the safety fitness standard. A compliance review may be conducted in response to a request to change a safety rating, to investigate potential violations of safety regulations by motor carriers, or to investigate complaints or other evidence of safety violations. The compliance review may result in the initiation of an enforcement action.

Conditional	A safety rating received as a result of a Compliance Review. A Conditional rating is defined as: a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard that could result in occurrences listed in § 385.5 (a) through (k) .
CVSA Decals	If a vehicle passes a roadside inspection, a CVSA decal is obtained from the certified government employee who performs the inspection. The term "certified" means the government employee performing inspections and/or affixing CVSA decals must have first successfully completed a training program approved by the Commercial Vehicle Safety Alliance. Decals, when affixed, shall remain valid for a period not to exceed three consecutive months. Vehicles displaying a valid decal generally will not be subject to reinspection. Reinspection of a vehicle bearing a current and valid CVSA decal is contemplated under the following circumstances: • A North American Commercial Vehicle Critical Safety Item or out-of-service violation is detected. • When a Level IV (Special Inspection) exercise is involved. • When a statistically based random inspection technique is being employed to validate an individual jurisdiction or regional out-of-service percentage, or • When reinspections are conducted to maintain CVSA inspection quality assurance. For more information go to http://www.cvsa.org/programs/nas_decals.aspx
Driver Inspections	Driver inspections (Level I, II, III, and VI) conducted on interstate and intrastate motor carriers.
Driver Inspections w/ OOS Violations	Driver inspections (Levels I, II, III, and VI) conducted on interstate and intrastate motor carriers that resulted in at least one OOS violation reported.
Driver OOS Rate	The percentage of inspections (Levels I, II, III, and VI) that resulted in an OOS order for interstate and intrastate motor carriers.
Driver OOS Violations	A driver is determined to be non-compliant with a specific driver FMCSR and/or HMR that has been identified as a serious violation and therefore results in a driver OOS order. The violation of the FMCSR and/or HMR must be corrected before the affected driver can return to service.
Driver Violations	When a carrier is determined to be non-compliant with a specific driver FMCSR and/or HMR during a Roadside Inspection, the carrier is reported as being in "violation" of the regulation.
Drug and Alcohol	Any driver violation that relates to use or possession of drugs or alcohol. Violations include: • 392.4 and 392.4(A) - Driver uses or is in possession of drugs • 392.5 and 392.5(A) - Driver uses or is in possession of alcohol For a detailed description of the specific violations listed for each category refer to: http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm or the Federal Motor Carrier Safety Regulations handbook.
Exports to Canada by	Value (in U.S. Dollars) of goods and merchandise originating in the United

Truck	States and crossing the US-Canadian border by truck from the United States to Canada.
Exports to Mexico by Truck	Value (in U.S. Dollars) of goods and merchandise originating in the United States and crossing the US-Mexican border by truck from the United States to Mexico.
Fatalities	The number of persons that die due to injuries resulting from crashes involving commercial motor vehicles. This number includes any person involved in the crash, including pedestrians and bicyclists, as well as occupants of passenger cars and trucks that dies within 30 days of the crash.
Federal Compliance Review	Federal compliance reviews are those compliance reviews conducted by U.S. Federal Safety Inspectors.
Federal Inspections	Roadside inspections conducted by US Federal staff.
Federal OOS Rate	The percentage of all inspections conducted by federal personnel that resulted in OOS orders. A single inspection can result in an OOS order for either the driver or the vehicle, or potentially both; therefore, data are presented in subcategories for driver and vehicle.
Hazardous Material (HM)	HM is any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated under regulations of the U.S. Department of Transportation. Most vehicles carrying HM are required by law to conspicuously display a placard indicating the class, type, or the specific name of the HM cargo. In addition, vehicles transporting HM in tank cars, cargo tanks, or portable tanks are required to display the four-digit hazardous materials number assigned to the specific material on placards or orange panels.
HM Inspections	Roadside inspections (Levels I, II, III, and VI when HM is present) conducted on interstate and intrastate motor carriers.
HM Inspections w/OOS Violations	Roadside inspections (Levels I, II, III, and VI when HM is present) conducted on interstate and intrastate motor carriers that resulted in at least one OOS violation reported.
HM OOS Rate	The percentage of roadside inspections (Levels I, II, III, and VI when HM is present) that resulted in OOS orders for interstate motor carriers and HM intrastate motor carriers with an active U.S. DOT number.
HM OOS Violations	A carrier is determined to be non-compliant with a specific HMR that has been identified as a serious violation and therefore results in a HM OOS order. The violation must be corrected before the affected driver or vehicle can return to service.
HM Operations	Interstate motor carriers or intrastate motor carriers with HM-carrying operations that possess an active U.S. DOT number. By selecting this filtering option, data are limited to carriers with HM operation capabilities, not necessarily those that were carrying HM at the time the data were recorded.
HM Violations	When a carrier is determined to be non-compliant with a specific HMR during a roadside inspection, the carrier is reported as being in "violation" of the regulation.
Imports from Canada by Truck	Value (in U.S. Dollars) of goods and merchandise originating in Canada and crossing the US-Canadian border by truck from Canada to the United States.
Imports from Mexico by	Value (in U.S. Dollars) of goods and merchandise originating in Mexico and

Truck	crossing the US-Mexican border by truck from Mexico to the United States.
Inspection Levels	The North American Standard Truck Inspection procedures comprise six levels of inspections, Levels I-VI.) For a comprehensive description of each level click here . (Review the FMCSA Regulations for detailed definitions of the regulations.)
Inspections	An inspection occurs when a Motor Carrier Safety Assistance Program (MCSAP) inspector conducts an examination on individual commercial motor vehicles and drivers to determine if they are safe to operate by determining if they are in violation of the Federal Motor Carrier Safety Regulations (FMCSR) and Hazardous Materials Regulations (HMR). Serious violations result in driver or vehicle OOS orders, which must be corrected before the affected driver or vehicle can return to service. Drivers that ignore existing OOS orders (returning to service without taking the proper corrective action) are cited for violating an OOS order. Moving violations also may be recorded in conjunction with an inspection.
Inspections with Traffic Enforcement Violations	The number of inspections that occurred as a result of a traffic enforcement stop. The Traffic Enforcement program involves the enforcement of twenty-one moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Only those traffic enforcements that result in a subsequent roadside inspection are fundable by MCSAP. If a roadside inspection results in only a Drug or Alcohol related violation, then it is excluded as a Traffic Enforcement Type Inspection.
Level I Inspections (North American Standard Inspection)	An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and hazardous materials (HM) requirements, as applicable.
Level II Inspections (Walk Around Driver/Vehicle Inspection)	An examination that includes each of the items specified under the North American Standard Inspection. As a minimum, Level II inspections must include examination of: driver's license, medical examinees certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and HM requirements, as applicable. The walk-around driver/vehicle inspection generally includes only those items which can be inspected without physically getting under the vehicle.
Level III Inspections (Driver Only Inspection)	A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.
Level IV Inspections (Special Study)	Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.
Level V Inspections (Vehicle Only Inspection)	An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

Level VI Inspections (North American Standard Inspection for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material)	An inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements, and the North American Standard Out-of-Service Criteria for Transuranic Waste and Highway Route Controlled Quantities (HRCQ) of Radioactive Material. As of January 1, 2005, all vehicles and carriers transporting highway route controlled quantities (HRCQ) of radioactive material are regulated by the U.S. Department of Transportation and required to pass the North American Standard Level VI Inspection. Previously, U.S. Department of Energy (DOE) voluntarily complied with the North American Standard Level VI Inspection Program requirements. Select radiological shipments include highway route controlled quantities (HRCQ) of radioactive material as defined by Title 49 CFR Section 173.403. And, because only a small fraction of transuranics are HRCQ, DOE has decided to include its transuranic waste shipments in the North American Standard Level VI Inspection Program.
Mexican Domiciled Carriers with Limited Authority Beyond the Commercial Zone	Mexican domiciled carriers with limited authority beyond the commercial zone are based on the Federal Motor Carrier Safety Administration's most recent carrier list. Inspection and crash data for carriers with limited authority beyond the commercial zone may have occurred in the commercial zone or beyond.
Mexican Domiciled Carriers in the Commercial Zone	Mexican domiciled carriers in the commercial zone are identified differently for inspection versus crash data. In the case of inspections, domicile information for a carrier is based on census address information when the DOT number is available. When an inspection does not have a DOT number associated with it, the domicile information for a carrier provided at the time of the inspection is used. For crashes, domicile information for the carrier is based on the domicile information provided at the time of the crash. Inspections or crashes must have occurred in the commercial zone. Data for Mexican domiciled carriers in the commercial zone excludes the data of those carriers with limited authority beyond the commercial zone.
Miscellaneous Violations	Violations include: 392.14 -- Failing to use caution for hazardous conditions 392.16 -- Failing to use seat belt while operating CMV 392.71A -- Using/equipping CMV with a radar detector 392.2 -- Local laws (general) For a detailed description of the specific violations listed for each category refer to: http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm or the Federal Motor Carrier Safety Regulations handbook.
Moving Violations	Violations include: 392.2C -- Failure to obey traffic control device 392.2FC -- Following too close 392.2LC -- Improper lane change 392.2P -- Improper passing 392.2R -- Reckless driving 392.2S -- Speeding 392.2T -- Improper turns 392.2Y -- Failure to yield right of way 392.3 -- Operating a CMV while ill or fatigued For a detailed description of the specific violations listed for each category refer to: http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm or the Federal Motor Carrier Safety Regulations handbook.

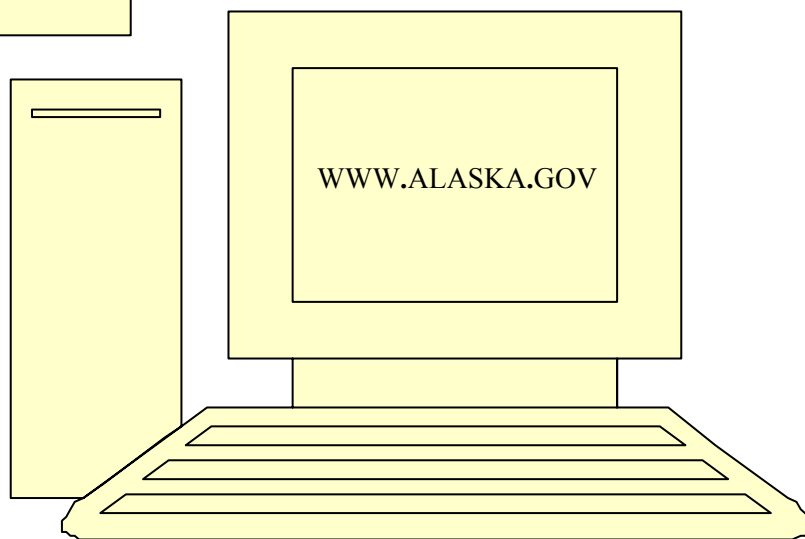
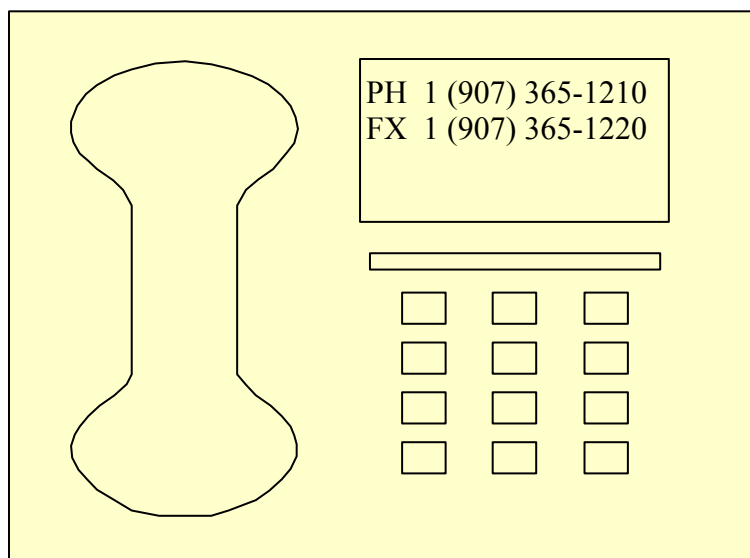
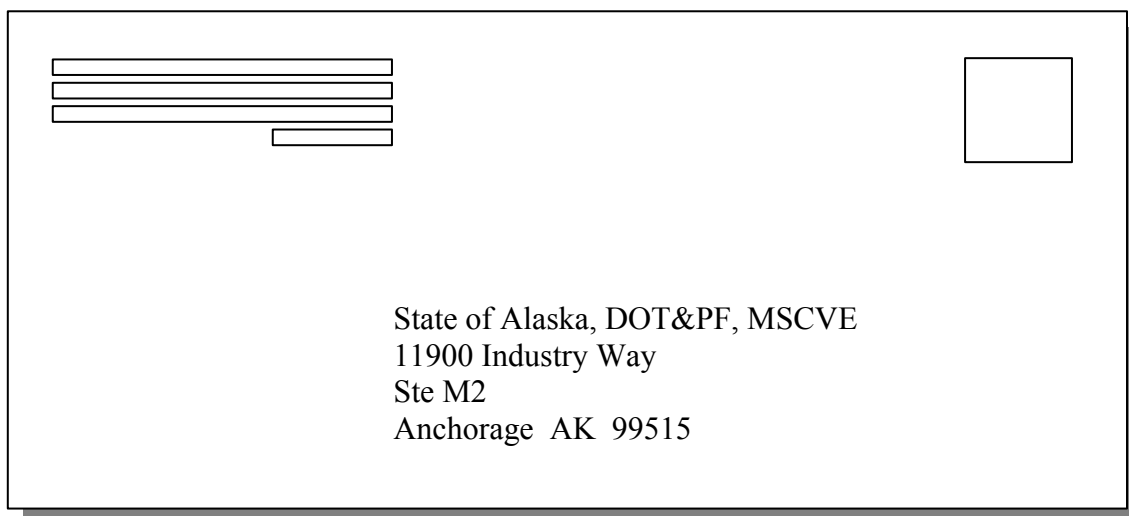
North American Exports by Truck	The total value (in U.S. Dollars) of goods and merchandise originating in the United States and shipped via truck into either Canada or Mexico.
North American Imports by Truck	The total value (in U.S. Dollars) of goods and merchandise originating in either Canada or Mexico and shipped via truck into the United States.
Not Rated	An unrated carrier means that a safety rating, as a result of a Compliance Review, has not been assigned to the motor carrier by the FMCSA.
Number of Crossings	The number of trucks and buses entering the U.S. from Mexico or Canada. The U.S. Customs agency defines the number of arriving trucks, as all trucks not including privately owned pick-up trucks; and buses as all buses whether or not they are carrying passengers.
OOS Rate	The Out of Service (OOS) rate represents the percentage of all inspections that resulted in OOS orders. A single inspection can result in an OOS order for either the driver or the vehicle, or potentially both; therefore data are presented in subcategories for driver and vehicle.
Passenger Operations	Interstate motor carriers with passenger carrying operations that possess an active U.S. DOT number. By selecting this filtering option, data are limited to carriers with passenger operation capabilities, not necessarily those that were carrying passengers at the time the data were recorded.
Port of Entry	A Port of Entry is any designated place at which a U.S. Customs officer is authorized to accept entries of merchandise, to collect duties, and to enforce the various provisions of the Customs and Navigation laws (19 CFR 101.1). Some port of entries may be further classified as a Service Port. A Service Port is a Customs location having a full range of cargo processing functions, including inspections, entry, collections, and verification (19 CFR 101.1).
Power Units	Identifies the number of trucks, tractors, hazardous material tank trucks, motor coaches, and school buses owned, term leased or trip leased by the motor carrier. Carriers with zero power units include carriers with trip-leased vehicles, shippers who may not have power units, and carriers with no power unit information available.
Railroad Crossing	Violations include: 392.10A1 -- Failing to stop at railroad grade (RR) crossing-bus 392.10A2 -- Failing to stop at (RR) crossing-chlorine 392.10A3 -- Failing to stop at (RR) crossing-placard 392.10A4 -- Failing to stop at (RR) crossing- HM cargoed For a detailed description of the specific violations listed for each category refer to: http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm or the Federal Motor Carrier Safety Regulations handbook.
Safety Rating	A motor carrier receives a safety rating when the safety investigator conducts an on-site review of the carrier's compliance with the Federal Motor Carrier Safety Regulations and the Hazardous Materials Regulations. The investigator reviews records, evaluates roadside vehicle inspection data, and crashes to determine whether a motor carrier meets the Safety Fitness standard. (Review the FMCSA Regulations for a detailed definition of a safety rating.)
Satisfactory	A safety rating received as a result of a compliance review. A Satisfactory rating is defined as: a motor carrier has in place and functioning adequate safety management controls to meet the safety fitness standard prescribed in § 385.5 (a) through (k). Safety management controls are adequate if they are appropriate for the size and type of operation of the particular motor carrier.
Serious Traffic Violations	Includes moving violations of a serious nature along with drug and alcohol violations. For a detailed description of the specific violations listed for each

	category refer to: http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm or the Federal Motor Carrier Safety Regulations handbook.
State Compliance Reviews	State compliance reviews are conducted by State Safety Inspectors.
State Inspections	Roadside inspections conducted by MCSAP-funded State enforcement personnel.
State OOS Rate	The percentage of all inspections conducted by State personnel that resulted in OOS orders. A single inspection can result in an OOS order for either the driver or the vehicle, or potentially both; therefore data are presented in subcategories for driver and vehicle.
Total Injuries (Fatal & Non-Fatal Crashes)	The number of people with non-fatal injuries requiring transportation by a vehicle for the purpose of obtaining immediate medical attention as a result of both fatal and non-fatal crashes.
Total North American Trade by Truck	The sum of Total North American Exports by Truck and the Total North American Imports by Truck.
Truck Crossings	The U.S. Customs agency defines the number of arriving trucks as all trucks not including privately owned pick-up trucks.
Truck and Bus Crossings	The U.S. Customs agency defines the number of arriving trucks and buses as all trucks, not including privately owned pick-up trucks and all buses, whether or not they are carrying passengers.
Traffic Enforcement	The Traffic Enforcement program involves the enforcement of twenty-one moving and non-moving driver violations, which are included in the driver violation portion of the roadside inspection procedures. Only those traffic enforcements that result in the performance of a subsequent roadside inspection are included in the MCSAP program. If a roadside inspection results in only a Drug or Alcohol-Related violation then it is excluded as a Traffic Enforcement Type Inspection.
Unsatisfactory	A safety rating received as a result of a compliance review. An Unsatisfactory rating is defined as: a motor carrier does not have adequate safety management controls in place to ensure compliance with the safety fitness standard which has resulted in occurrences listed in § 385.5 (a) through (k). Motor carriers receiving an "unsatisfactory safety rating" may be subject to the provisions of Section 385.13.
Value	<i>Imports:</i> "VALUE" refers to the U.S. Customs value or the value of merchandise for duty purposes. It is usually the selling price in the foreign country of origin. It excludes freight costs, insurance, and other charges incurred in bringing the merchandise from the foreign country to the United States. <i>Exports:</i> "VALUE" refers to the value of the merchandise, usually the selling price, plus insurance, and freight at the U.S. port of export. The value, as defined, excludes the cost of loading the merchandise aboard the exporting carrier at the port of export and also excludes freight, insurance, and any charges or transportation costs beyond the U.S. port of exportation.
Vehicle Inspections	Roadside Inspections (Levels I, II, V, and VI) conducted on vehicles operated by interstate and intrastate carriers.
Vehicle Inspections w/ OOS Violations	Roadside Inspections (Levels I, II, V, and VI) conducted on vehicles operated by interstate and intrastate carriers that resulted in at least one OOS violation reported.
Vehicle OOS Rate	The percentage of vehicle inspections (Levels I, II, V, and VI) that resulted in

	OOS orders for interstate and intrastate carriers.
Vehicle OOS Violations	A vehicle is determined to be non-compliant with and in violation of a specific FMCSR and/or HMR that has been identified as a serious regulation and therefore results in a vehicle OOS order. The violation of the FMCSR and/or HMR must be corrected before the affected vehicle can return to service.
Vehicle Violations	When a carrier is determined to be non-compliant with a specific vehicle FMCSR and/or HMR during a Roadside Inspection, the carrier is reported as being in "violation" of the regulation.

<http://ai.fmcsa.dot.gov/International/glossary.htm#VOOS>

Contacts



END