



Rick Gobbell  
Gobbell Transportation Safety, LLC  
3100 Braintree Rd.  
Franklin, TN 37069  
615.513.2672  
Fax 615.866.1851  
[www.rickgobbell.com](http://www.rickgobbell.com)

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Learn How the “Commercial Motor Vehicle Advanced Safety Technology Tax Act of 2009  
**HR 2024 and S. 1582 Can Reduce Truck and Bus Crashes and Save Lives**

What: Wednesday, June 9 2010, 1:00 – 2:30 PM  
Where: Capitol Visitors Center, Room SVC 215  
Sponsored By: The Commercial Vehicle Safety Alliance (CVSA), an association of Federal, State, and Provincial motor carrier safety enforcement agencies in the United States, Canada, and Mexico.

Participants: Francis (Buzzy) France, CVSA President, Maryland State Police  
Capt. Steve Dowling, CVSA Vice President, California Highway Patrol  
Maj. David Palmer, CVSA Secretary/Treasurer, Texas Department of Public Safety  
Stephen Keppler, CVSA Interim Executive Director

HR 2024 and S.1582 provide incentives in the form of tax credits to commercial motor carriers for the purchase of the following safety technologies for their fleets:

- Collision Avoidance
- Lane Departure Avoidance
- Lane Departure Warning
- Stability Control
- Brake Stroke Monitoring

To RSVP or learn more information, contact:  
 Dick Henderson, CVSA Director of Government Affairs  
[Richardh@cvsa.org](mailto:Richardh@cvsa.org)  
 301-830-6148

## FMCSA Office of Communications News Clips No 1130

### **NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs**

- C1. California, Napa County 4 fatalities (big-rig crashed into back of car slowed for traffic and pushed it into oncoming traffic on State Highway 12)
- C2. Mississippi, Tangipahoa Parish 1 (18-wheeler ran off the road, hit tree, engulfed in flames, on I-55)
- C3. Colorado, Weld County 1 (concrete truck and pickup collided head-on Highway 56)
- C4. Washington, Benton County 1 (semi-truck took curve too fast, overturned, near Vernita Bridge on Highway 24)
- C5. Texas, Midland Co 6 (2009 Cadillac Deville collided with a propane truck)
- C6. Oklahoma, Enid 2 (couple killed when their minivan was struck by a tow truck)
- C7. Wisconsin, Walworth Co 1 (vehicle struck when failed to yield the right of way at an intersection)



- 1. Commercial Carrier Journal; Friday, June 4, 2010  
**HEADLINE: FMCSA withdraws obsolete regulatory guidance**
- 2. Press release from Road Safe America; Friday, June 4, 2010  
**HEADLINE: ROAD SAFE AMERICA SALUTES 2 SENATE HEROES; LAUTENBERG AND MCCASKILL CARE ABOUT MOTORING PUBLIC**
- 3. FleetOwner.com; Thursday, June 3, 2010  
**HEADLINE: CVSA hopes positive Roadcheck trends keep rolling**
- 4. Press release from ATA; Thursday, June 3, 2010  
**HEADLINE: CVSA's Roadcheck 2010 Begins June 8**
- 5. Refrigerated Transporter magazine; Thursday, June 3, 2010

**HEADLINE: Roadcheck approaches; inspectors to mobilize**

6. BUSRide Magazine; Thursday, June 3, 2010

**HEADLINE: CVSA mobilizes annual Roadcheck June 8-10**

7. Handy Shipping Guide; Friday, June 4, 2010

**HEADLINE: US Truck Safety Event Scheduled For Next Week**

8. WIVT-TV (Binghamton, New York); Thursday, June 3, 2010

**HEADLINE: Roadcheck 2010**

9. Today's Trucking; Thursday, June 3, 2010

**HEADLINE: Tailgating worse than texting: Study**

**STATE NEWS**

10. eTrucker.com; Thursday, June 3, 2010

**HEADLINE: Former Miss. state troopers indicted**

11. Land Line; Thursday, June 3, 2010

**HEADLINE: NC motor carrier fined, given probation for faking logbooks**

**OTHER NEWS**

12. DC Velocity Logistics magazine; Thursday, June 3, 2010

**HEADLINE: Women shattering logistics' glass ceiling; It's been a long slog, but women are finally making headway in assuming logistics leadership roles.**

13. FleetOwner; Trucks at Work Blog; Thursday, June 3, 2010

**HEADLINE: DOT and trucking**

**OTHER CRASH INCIDENTS AND FOLLOW-UP (5)**

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**NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs**

C1. San Francisco Chronicle Blog; Thursday, June 3, 2010

**HEADLINE: Big-rig pushes car into semi's path; 4 killed**

Posted by: Mike Moffitt



Four people were killed in a crash on state Highway 12 in unincorporated Napa County this morning, a California Highway Patrol officer said.

The crash was reported at about 8:20 a.m. on Highway 12 east of Kirkland Ranch Road, near American Canyon, CHP Officer Jaret Paulson said.

Paulson said the people who died were two men and two women in a Subaru Forester. Their names have not been released but Paulson said their ages range from about 20 to 80.

He said a big-rig was traveling west on Highway 12 behind the Subaru and a commercial truck just before the accident happened, Paulson said.

Traffic began to slow or stop, and the big-rig did not stop in time and crashed into the back of the Subaru, pushing it into oncoming traffic and into the path of an eastbound big-rig, he said.

The eastbound big-rig struck the Subaru, pushing it about 200 feet up the road before it came to a stop.

Four occupants of the Subaru were pronounced dead at the scene.

The driver of the big-rig involved in the initial collision was transported to a hospital with minor to moderate injuries, Paulson said.

That big-rig also clipped the commercial truck before coming to rest, but the driver and passenger in the truck were uninjured, he said.

The driver of the eastbound big-rig was also unhurt.

End.

C2. Baton Rouge (Louisiana) Advocate; Thursday, June 3, 2010

**HEADLINE: Wreck on I-55 near Tickfaw claims life**

A Mississippi man was killed this morning in a fiery crash on Interstate 55 south of Tickfaw, state police said in a news release.

William Pack, 29, Moss Point, was traveling south on I-55 in a 2008 Peterbuilt 18 wheeler, said Troop L spokesman Nick Manale in the release.

For unknown reasons, the truck ran off road to the right and hit a tree with its right front bumper causing it to jack knife and become engulfed in flames, Manale said.

Pack was pronounced dead at the scene by the Tangipahoa Parish Coroner's Office, Manale said.

Seatbelt and alcohol use area unknown at this time with a blood test pending at the Louisiana State Police Crime Lab, Manale said.

End.

C3. Berthoud (Colorado) Recorder; Thursday, June 3, 2010

**HEADLINE: Fatal accident east of Berthoud**



At 11:52 a.m. on Thursday, June 3, Berthoud Police, Weld County Sheriff and Colorado State Patrol received calls about an accident on Highway 56 east of Berthoud.

The accident occurred approximately a quarter mile east of Weld County Road 1 when a Concrete truck and a midsize pickup were involved in a head-on collision.

The driver of the pickup truck was pronounced dead at the scene.

According to the Colorado State Patrol spokes person, the Bestway cement truck was eastbound toward I-25; the pickup truck was westbound toward Berthoud.

According to the patrol, one of the trucks crossed the median and hit the other head-on. The spokesperson said that as of 4 p.m. the investigating officers had not determined which truck was at fault.

The speed limit in the area is 65 miles per hour and it is likely both vehicles were traveling at or near that speed. An empty concrete truck weighs approximately 26,000 pounds, the pickup truck in the neighborhood of 5,000 pounds. The outcome of a head on collision quite predictable.

The apparent point of impact, as marked by a large oil spill is in the westbound lane of Highway 56. The Vehicles ended up more than 100 yards east of that point with vehicle debris strewn along the north side of the highway. The cement truck eventually went off the south side of the road.

The pickup truck is registered to Paratex Colorado, a weed control company located at I-25 and State Highway 60. The cement truck belongs to Bestway Concrete headquartered in Denver but with several Northern Colorado distribution points.

The driver of the Bestway truck was taken to the Medical Center of the Rockies as a precaution. The CSP information did not have the names of the drivers at the time of this report.

End.

C4. Tri-City Herald (Kennewick, Pasco, Richland, Washington); Thursday, June 3, 2010

#### **HEADLINE: Semi driver killed in crash near Vernita Bridge**

Byline: Paula Horton, Herald staff writer

A semi-truck driver was killed Wednesday after his trailer overturned and his truck crashed onto a guardrail near the Vernita Bridge, the Washington State Patrol said.

The crash occurred at 8 p.m. on Highway 24 near the county line separating Benton and Grant counties.

Ronald W. Collins, 55, of Lorimor, Iowa, was driving the 2000 Freightliner tractor east on the highway, when he took a curve too fast, causing his trailer to overturn, troopers said.

The truck then rolled to the right, onto its top and stopped on the guardrail.

Collins died at the scene. He was wearing his seat belt.

Troopers say the crash was caused by speed.

End.

C5. Lubbock (Texas) Avalanche-Journal; Friday, June 04, 2010

#### **HEADLINE: Six dead after three two-vehicle crashes on South Plains**

Byline: Adam D. Young

Three double-vehicle fatalities claimed the lives of six people Wednesday afternoon and evening on South Plains roads.

The first crash happened about 2:30 p.m. when two Gaines County teens died in a two-car crash near Loop.

John Bratcher, 17, and Abraham Rempel, 16, were pronounced dead at the scene about an hour after the crash near the intersection of CR 129 and Texas 83, according to the Texas Department of Public Safety office in Midland.

Investigators said they believe Bratcher, a resident of Loop, was driving a 2008 Chevrolet pickup north on the county road when he failed to yield at a stop sign and collided with a 2006 Ford F-450 van that was westbound on the state highway.

Rempel, the only passenger in the pickup, was a resident of Seminole.

The driver of the van, 28-year-old Baldemar Baeza of Hobbs, N.M., was treated and released Wednesday from Seminole Memorial Hospital.

It was about 3 p.m. in Brownfield when San Angelo residents Frank Lewis Dales, 85, and his wife, Iva Jean Dales, 81, were pronounced dead at the scene after their 2009 Cadillac Deville collided with a propane truck, according to the Brownfield Police Department.

The couple were southbound in the 1700 block of South 14th Street and attempting to turn into the northbound lanes of Seagraves Road when their car was struck by the truck that was southbound on Seagraves Road.

The truck's driver, 38-year-old Manuel Diaz Hinojosa of Seminole, was not injured.

Two young adults were killed late Wednesday night after they collided with a milk tanker on U.S. 84 in Garza County.

Yuri Lopez, 23, and Christopher Lee Barbosa, 23, both of Post, were killed in the crash that occurred at about 10:23 p.m., according to the Texas Department of Public Safety.

Lopez was driving a 2005 Chevrolet Impala east on FM 211 when she failed to yield at a stop sign and drove in front of the tractor-trailer, which was traveling southwest on the highway, according to the DPS report.

The tanker didn't have a stop sign and slammed into the driver's side of the Impala, pushing it into the median. The Impala came to rest in the oncoming traffic lane.

Lopez and Barbosa, neither of whom were wearing seat belts, were pronounced dead at the scene, a DPS official said.

End.

C6. Enid (Oklahoma) News and Eagle; Friday, June 04, 2010

**HEADLINE: Crash claims couple on U.S. 412**

Byline: Cass Rains

ENID — A portion of U.S. 412 between 42nd and 66th was shut down for several hours Thursday afternoon following a double fatality accident.

According to an Enid Police Department report, 29-year-old Gilbert Joe Estrada and 33-year-old Alicia Estrada were killed when their minivan pulled out to the north from 54th and was struck by a tow truck heading east on U.S. 412.

Enid police received a 911 call at 3:09 p.m. reporting the accident between a 1997 Freightliner Mid-America tow truck and a 1999 Ford Windstar.

The driver of the wrecker, 25-year-old Nathan Bohan, was taken by Life EMS to Integris Bass Baptist Health Center, where he was treated for a minor leg injury and released, according to the report.

The two-mile portion of U.S. 412 was reopened about 6:25 p.m., with the westbound lanes opening about 30 minutes earlier.

The accident was investigated by Sgt. Randy King and officers Jeff Suttmiller and Justin Skaggs.

End.

C7. WCLO 1230 AM (Beloit, Wisconsin); Friday, June 04, 2010

**HEADLINE: Evansville woman dies after crash with semi**

SHARON TOWNSHIP — An Evansville woman is dead after her vehicle was struck Tuesday by a semi truck in Sharon Township.

Elizabeth A. Shults, 53, was going eastbound on State Line Road when Jesse S. Grenier, 31, of Fort Atkinson, failed to yield the right of way at an intersection, according to a statement from the Walworth County Sheriff's Office.

The crash happened at about 6:20 a.m. Tuesday at the intersection of County K and State Line Road. Shults was pronounced dead at the scene.

Police said there was dense fog in the area at the time of the crash.

It is unclear whether Grenier will be charged with a crime.

Walworth County sheriff's Capt. Scott McClory said Wednesday the case remains open and under investigation.

End.



1. Commercial Carrier Journal; Friday, June 4, 2010

## **HEADLINE: FMCSA withdraws obsolete regulatory guidance**

The **Federal Motor Carrier Safety Administration** today, June 4, announced the immediate withdrawal of a number of items of regulatory guidance concerning the **Federal Motor Carrier Safety Regulations** that are now obsolete as a result of rules published by FMCSA and found in 49 CFR part 393, "Parts and accessories necessary for safe operation." All prior interpretations and regulatory guidance concerning the applicability of the obsolete FMCSRs that were published in the Federal Register, as well as memoranda and letters concerning those regulations, no longer may be relied upon as authoritative if they are inconsistent with the revised and/or amended regulations.

The Commercial Vehicle Safety Alliance petitioned FMCSA in February 2008 to withdraw certain regulatory guidance concerning 49 CFR part 393. The regulatory guidance that was the subject of the petition had been made obsolete by three final rules concerning (1) protection against shifting and falling cargo, and (2) general amendments to part 393 of the FMCSRs. FMCSA granted CVSA's petition on July 9, 2009.

FMCSA published a final rule on Sept. 27, 2002, revising the regulations in 49 CFR part 393 concerning protection against shifting and falling cargo for CMVs engaged in interstate commerce. The previous cargo securement regulations required all cargo-carrying CMVs to be equipped with devices that provided protection against shifting or falling cargo and that met the requirements of one of four "options" (Options A, B, C, or D). The September 2002 cargo securement final rule replaced Options A through D with (1) more comprehensive performance-based general requirements; and (2) detailed requirements for a number of specific commodities, the proper securement of which generated the most disagreement between industry and enforcement agencies. Because Options A through D no longer are a part of the cargo securement regulations, the regulatory guidance provided in questions 2, 5, and 6 to section 393.100 (reference 62 FR 16419, dated April 4, 1997) no longer is valid and has been withdrawn.

FMCSA published a final rule on Aug. 15, 2005 (70 FR 48008), amending part 393 of the FMCSRs. As part of this rule, FMCSA clarified that CMVs must have both windshield wiping and windshield washing systems that meet the requirements of Federal Motor Vehicle Safety Standard No. 104, "Windshield wiping and washing systems." As such, the regulatory guidance provided in question 1 to section 393.78 (reference 62 FR 16418, dated April 4, 1997) no longer is valid and has been withdrawn.

FMCSA further clarified that the requirements of section 393.201 apply to all CMVs, including trailers, and not only buses, trucks and truck tractors. As such, the regulatory guidance provided in question 2 to section 393.201 (reference 62 FR 16419, dated April 4, 1997) no longer is valid and has been withdrawn.

FMCSA also revised section 393.201(d) to make the regulation more practical. Paragraph (d) was intended to prohibit welding on vehicle frames constructed of certain types of steel that are weakened by the welding process, but FMCSA says the previous wording was overly restrictive. To address this issue, paragraph (d) now allows welding that is performed in accordance with the vehicle manufacturer's recommendations, and therefore, the regulatory guidance provided in question 3 to section 393.201 now is redundant and no longer necessary and has been withdrawn.

FMCSA says it is removing the following regulatory guidance: Section 393.78, question 1; section 393.100, questions 2, 5, and 6; and section 393.201, questions 2 and 3, published online at [www.fmcsa.dot.gov/rulesregulations/administration/fmcsr/FmcsrGuideDetails.aspx?menukey=393](http://www.fmcsa.dot.gov/rulesregulations/administration/fmcsr/FmcsrGuideDetails.aspx?menukey=393).

End.

2. Press release from Road Safe America; Friday, June 4, 2010

## **HEADLINE: ROAD SAFE AMERICA SALUTES 2 SENATE HEROES; LAUTENBERG AND MCCASKILL CARE ABOUT MOTORING PUBLIC**

When it comes to standing up for highway safety for the motoring public when powerful forces want bigger trucks traveling at high speeds, two U.S. Senators recently showed courage for which they should be commended.

National highway safety advocacy organization Road Safe America ([www.roadsafeamerica.org](http://www.roadsafeamerica.org)) salutes U.S. Sens. Frank Lautenberg of New Jersey and Claire McCaskill of Missouri.

Lautenberg chaired a recent hearing of the Senate Commerce Committee Subcommittee for Transportation, at which the agenda centered around safety issues involving heavy commercial vehicles. As usual, the parties who testified made points for the constituents they serve, even when the best interest of our traveling public came in second place.

The Owner Operators of heavy commercial vehicles wanted little interference with their hard won jobs, and argued that the forced use of safety technology that will save lives would cripple their economic model and keep hard working drivers from being able to work.

The American Trucking Associations support additional safety technology use, such as speed governors required to be set at 65 mph or slower, which Road Safe America has supported for eight years. We applaud the ATA's stand in support of speed governors.

However, ATA also pushed for heavier payloads as a way to reduce the cost of moving goods to market. Safety advocates at the hearing supported use of speed governors, electronic logging of driven hours, the use of safety technologies and bringing liability insurance requirements up to date (they have not been increased in 30 years).

Thank goodness for the wise voice of Sen. Lautenberg. As Chairman of the Subcommittee on Surface Transportation, Merchant Marine Infrastructure, Safety, and Security, he carries a big stick in these discussions. Sen. Lautenberg is to be commended for insisting on action towards safer big trucks and reduced crashes, and Road Safe America salutes him for recognizing the value of safety improvements on our roads. He speaks bluntly but fairly and he knows what the true issues are.

Sen. Lautenberg is fighting effectively for safety on our roads for all U.S. citizens, truckers and passenger vehicle drivers alike. It is moving to see him carry on so energetically despite the fact that he is going through chemotherapy right now. What a hero!

Sen. McCaskill is also to be applauded. She understands clearly the obviously unsafe method of paying drivers by the mile. Road Safe America and other safety advocates have argued for

years that paying hard-working truckers to drive faster and longer as a means of making more money jeopardizes the safety of the trucker and the motoring public. Other countries outlaw this pay practice, and progressive carriers in America are starting to see the light, too.

Kudos to Senators Lautenberg and McCaskill for their leadership in this important area. Let's hope that their ideas carry the day as the next Transportation Reauthorization Bill is formulated and passed.

End.

3. FleetOwner.com; Thursday, June 3, 2010

### **HEADLINE: CVSA hopes positive Roadcheck trends keep rolling**

Byline: Sean Kilcarr, senior editor

With the Commercial Vehicle Safety Alliance (CVSA) set to activate its annual Roadcheck event next week, from June 8-10, there is some concern as to whether the positive safety trends this effort has revealed in recent years will continue on given the impact of the economic recession and continuing fiscal pressures on trucking companies.

"We are definitely hopeful the trends we've seen in recent years continue in the right direction," Steve Keppler, CVSA interim executive director, told FleetOwner. "Last year's event posted some good numbers and we've also seen good trends in terms of declining [truck-involved] crash statistics. But realistically, it's too soon to tell. The economy is only just now reviving, with freight and freight rates just starting to climb."

Roadcheck is a 72-hour safety inspection blitz held across the U.S. and Canada that mobilizes thousands of federal, state, provincial and local inspectors at more than 1,500 locations across the continent to conduct comprehensive North American Standard (NAS) Level I Inspections and other related roadside enforcement activities.

Last year, 9,683 CVSA and **Federal Motor Carrier Safety Administration** (FMCSA) certified inspectors at 2,145 locations across North America performed a record 72,255 truck and bus inspections. The overall vehicle compliance rate for 2009 – 80.4% – was the best Roadcheck result recorded since 1996, with the overall driver compliance rate – 95.7% – the highest ever.

For NAS Level I inspections, the compliance rates of 77.8% (vehicles) and 96.1% (drivers) were both records for Roadcheck, and represented 7.1% and 20.4% improvements, respectively, over 2008's totals. In addition, safety belt violations were reduced in 2009 by 276 (1,246 to 970), a 22.2% improvement over 2008, CVSA reported.

CVSA's Keppler believes those numbers demonstrate that a significant shift is occurring in how the trucking community views safety.

"A new 'mindset' is taking hold that firmly links safety and profitability – and it's not just within trucking, either," he said. "More carriers are finally getting 'air time' for the good things they do in terms of safety, such as Schneider National's driver fatigue management plan. More shippers are paying attention to such safety efforts and are choosing carriers that promote them. That's a really good thing."

End.

4. Press release from ATA; Thursday, June 3, 2010

**HEADLINE: CVSA's Roadcheck 2010 Begins June 8**

ARLINGTON, Va., June 3 /PRNewswire-USNewswire/ -- The Commercial Vehicle Safety Alliance (CVSA) will conduct its annual Roadcheck event, June 8-10, at more than 1,500 locations across the United States, Mexico and Canada. Roadcheck is the largest targeted enforcement program on commercial vehicles in the world. The event mobilizes thousands of federal, state, provincial and local inspectors to conduct comprehensive North American Standard (NAS) Level I Inspections and other related roadside enforcement activities.

The ATA will join representatives from the **Federal Motor Carrier Safety Administration** (FMCSA), state enforcement agencies, and other safety organizations at an international press conference at Fed Ex Field in Landover, MD, June 8, 2010 at 10 a.m. to kick off the event.

"ATA has supported CVSA's annual Roadcheck since its inception and has worked cooperatively with CVSA to determine emphasis areas," American Trucking Associations (ATA) Vice President of Safety Policy Rob Abbott said. "Roadcheck is a very beneficial program since it spotlights the importance of roadside enforcement and focuses limited state and local resources on unsafe operators. ATA looks forward to this year's Roadcheck results which we anticipate will reflect the industry's improved safety record, as they have consistently done in years past."

The majority of Roadcheck safety inspections are not performed at random. Inspectors target trucks and drivers for inspection based upon the safety record or previous inspection records of the motor carrier, the driver, or upon the observation skills of the trained inspectors.

Last year, 9,683 CVSA and FMCSA certified inspectors at 2,145 locations across North America performed a record 72,255 truck and bus inspections. Of that total, there were 56,486 NAS Level I inspections, the most comprehensive roadside inspection. Roadcheck 2009's record total of overall inspections and Level I inspections showed significant declines in vehicle and driver OOS rates, as well as a significant drop in safety belt violations. Data show the highest overall vehicle compliance rate — 80.4 percent — since 1996, and the highest overall driver compliance rate — 95.7 percent — ever. For NAS Level I inspections, the compliance rates of 77.8 percent (vehicles) and 96.1 percent (drivers) were both records for Roadcheck, and represented 7.1 and 20.4 percent improvements respectively over 2008's totals.

The American Trucking Associations ([www.truckline.com](http://www.truckline.com)) is the largest national trade association for the trucking industry. Through a federation of other trucking groups, industry-related conferences, and its 50 affiliated state trucking associations, ATA represents more than 37,000 members covering every type of motor carrier in the United States. Follow ATA on Twitter @TruckingMatters ([www.twitter.com/truckingmatters](http://www.twitter.com/truckingmatters)), or become a fan on Facebook (<http://tinyurl.com/y4qwp6h>).

End.

5. Refrigerated Transporter magazine; Thursday, June 3, 2010

**HEADLINE: Roadcheck approaches; inspectors to mobilize**

The Commercial Vehicle Safety Alliance (CVSA) is helping to mobilize thousands of roadside inspectors June 8-10, 2010 to send a message to commercial truck and bus motor carriers and their employees: “Be accountable to yourself, your employer, and those you are sharing the road with to help in making sure all of us get to our destinations safely.”

For 72 continuous hours, inspectors and law enforcement officers will be conducting the annual “Roadcheck,” an event sponsored by CVSA that mobilizes thousands of federal, state, provincial, and local inspectors to more than 1,500 locations across the continent to conduct North American Standard (NAS) Level I Inspections and other related roadside enforcement activities.

Stephen A Keppler, CVSA’s interim executive director, said, “Each year, CVSA teams with the **Federal Motor Carrier Safety Administration** (FMCSA) and other organizations, including the Canadian Council of Motor Transport Administrators, Transport Canada, as well as the Secretariat of Communications and Transportation in Mexico to crack down on non-compliant trucks, buses, and drivers during our Roadcheck campaign.”

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For NAS Level I inspections, the compliance rates of 77.8 % (vehicles) and 96.1% (drivers) were both records for Roadcheck, and represented 7.1% and 20.4% improvements respectively over 2008’s totals. In addition, safety belt violations were reduced in 2009 by 276 (1,246 to 970), a 22.2% improvement over 2008.

For more information on CVSA, visit [www.cvsa.org](http://www.cvsa.org).

End.

6. BUSRide Magazine; Thursday, June 3, 2010

#### **HEADLINE: CVSA mobilizes annual Roadcheck June 8-10**

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For more information on CVSA, visit [www.cvsa.org](http://www.cvsa.org).

End.

7. Handy Shipping Guide; Friday, June 4, 2010

### **HEADLINE: US Truck Safety Event Scheduled For Next Week**

US - The Commercial Vehicle Safety Alliance (CVSA) will conduct its annual Roadcheck event, June 8-10, at more than 1,500 locations across the United States, Mexico and Canada. Roadcheck is the largest targeted enforcement program on commercial vehicles in the world. The event mobilizes thousands of federal, state, provincial and local inspectors to conduct comprehensive North American Standard (NAS) Level I Inspections and other related roadside enforcement activities.

The CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. It has representation on the **Federal Motor Carrier Safety Administration's** (FMCSA) Motor Carrier Safety Advisory Committee and the mission of the organisation is to promote safety in the field of commercial vehicle safety.

The majority of Roadcheck safety inspections are not performed at random. Inspectors target trucks and drivers for inspection based upon the safety record or previous inspection records of the motor carrier, the driver, or upon the observation skills of the trained inspectors.

Last year, 9,683 CVSA and FMCSA certified inspectors at 2,145 locations across North America performed a record 72,255 truck and bus inspections. Of that total, there were 56,486 NAS Level I inspections, the most comprehensive roadside inspection. Roadcheck 2009's record total of overall inspections and Level I inspections showed significant declines in vehicle and driver OOS rates, as well as a significant drop in safety belt violations. Data show the highest overall vehicle compliance rate — 80.4 percent — since 1996, and the highest overall driver compliance rate — 95.7 percent — ever. For NAS Level I inspections, the compliance rates of

77.8 percent (vehicles) and 96.1 percent (drivers) were both records for Roadcheck, and represented 7.1 and 20.4 percent improvements respectively over 2008's totals.

The event is supported by a wide spectrum of interested commercial vehicle industry parties including the American Trucking Association's (ATA), FMCSA, state enforcement agencies, and other safety organizations all of whom will kick off the event at an international press conference at Fed Ex Field in Landover, Maryland at 10am on the 8th June.

"ATA has supported CVSA's annual Roadcheck since its inception and has worked cooperatively with CVSA to determine emphasis areas," American Trucking Association's (ATA) Vice President of Safety Policy Rob Abbott said. "Roadcheck is a very beneficial program since it spotlights the importance of roadside enforcement and focuses limited state and local resources on unsafe operators. ATA looks forward to this year's Roadcheck results which we anticipate will reflect the industry's improved safety record, as they have consistently done in years past."

End.

8. WIVT-TV (Binghamton, New York); Thursday, June 3, 2010

### **HEADLINE: Roadcheck 2010**

From NYS Police:

During the week of June 8, 2010 - June 10, 2010, the New York State Police Commercial Vehicle Units will participate in Roadcheck 2010, an international activity that will take place throughout the United States, Canada, and Mexico. The Annual Roadchecks, which began in 1988, are sponsored by the Commercial Vehicle Safety Alliance, North America's leading commercial vehicle safety enforcement organization.

Roadcheck 2010 will emphasize promoting both safety and security on North American highways through the inspection of commercial vehicles and drivers. Truck and bus safety inspectors will be on the job nationwide night and day during the 72 hour period checking vehicles and their drivers at inspection sites along major highways. In addition, roving patrols will inspect vehicles and drivers traveling other highways.

Roadcheck 2010 also will emphasize enforcement for commercial vehicle drivers who fail to wear their safety belt. According to recent studies, only about 74 percent of truck drivers heed the federal law that requires them to wear a safety belt to avoid injury or death if there is a crash.

CVSA – trained inspectors will check critical safety elements on the vehicles, as well as determining drivers' fitness for duty. Although inspectors perform this work day in and day out, the annual Roadcheck event places a special emphasis on year-round commercial vehicle and driver safety inspections and other driver safety programs aimed at saving lives on North American highways.

More than 3 million roadside safety inspections are conducted each year across North America by specially trained inspectors. The number of inspections is growing each year as the volume of commercial traffic increases.

End.

9. Today's Trucking; Thursday, June 3, 2010

**HEADLINE: Tailgating worse than texting: Study**

SAN DIEGO -- If you're reading this while driving, you're guilty of breaking the fourth commandment of trucking: Driving while Distracted.

That's right. Fourth.

Considering all the attention regulators have paid to drivers using cell phones and texting, there's a good chance you thought that driving while distracted was no-no numero-uno, right?

Here's the news: A study released today by a San-Diego based company that manufactures driver-monitoring systems shows that when it comes to big-truck crashes, distracted driving isn't really the biggie it's made out to be.

Indeed, according to the study done by DriveCam Inc., the most serious perilous driving activity is following too closely. About 27 percent of accidents were caused because of tailgating.

Number two (26%) is failing to look far enough down the road and number three (12% of accidents) derive from they refer to as traffic violations; i.e., rolling through stop signs, bad lane changes, speeding, etc.

Distracted driving (texting and handheld cell calls) was fourth and failing to keep an escape-route open is fifth.

The data comes from DriveCam's client database of more than 17 million driving events from two billion driving miles.

In another part of the same study, DriveCam found a significantly lower collision rate among trucks in energy services (0.8 %) compared with those operating in OTR (5.9 %) and local P&D work (5.8 %).

End.

**STATE NEWS**

10. eTrucker.com; Thursday, June 3, 2010

**HEADLINE: Former Miss. state troopers indicted**

Lt. Col. (Ret.) Joseph L. Rigby, Capt. (Ret.) Johnny D. Rawls, Lt. James C. Smith and Master Sgt. Darrell D. Walker, all of whom were troopers assigned to the Mississippi Department of Public Safety, Driver Services, were indicted May 18 in U.S. District Court in Jackson, Miss., on multiple counts of making false statements related to commercial driver's licenses.

If convicted, the troopers are each subject to fines and a maximum of five years imprisonment.

The U.S. Department of Transportation Office of the Inspector General said the investigation resulted from a request for assistance from the Mississippi Bureau of Investigation about allegations state troopers had helped others in creating false CDL test scores to obtain CDLs and operational enhancements, such as hazardous materials and passenger endorsements, without going through the mandated state and federal testing requirements. According to DOT-OIG, the troopers also were alleged to have assisted others in altering CDL driver records to reduce speeding infractions to lesser charges and to have altered the guilty judicial dispositions of driver records.

DOT-OIG said analysis of the Commercial Driver Licensing System and the National Driver Registry is ongoing to determine if additional alterations were made to driver records by other public service personnel and state troopers working for the Mississippi Department of Public Safety. DOT-OIG is coordinating with the **Federal Motor Carrier Safety Administration's** Southern Service Center to correct the driver records to mitigate any public safety concerns.

End.

11. Land Line; Thursday, June 3, 2010

### **HEADLINE: NC motor carrier fined, given probation for faking logbooks**

Byline: Charlie Morasch, staff writer

A North Carolina motor carrier has been fined and sentenced to probation for falsifying logbooks of its drivers.

Charles D. Goodwin Inc., (CDGI), doing business as Goodwin's Trucking Co., was sentenced in early May to five years probation, a \$35,300 fine, and a \$400 special assessment for fibbing to the **Federal Motor Carrier Safety Administration**. CDGI will also be required to install electronic onboard recording devices to capture the speed and hours driven by all of its drivers.

CDGI pleaded guilty to falsifying hours of service logs last October. The company was investigated after one of its drivers was involved in a June 2007 wreck on Interstate 495 in Virginia that killed four young women.

The truck driver was found to have violated federal hours-of-service regulations, but Virginia State Police investigators blamed the wreck on a 20-year-old driver who improperly changed lanes into the path of the truck. Before merging into 50 mph traffic, police said the car was driving 10 miles per hour.

The driver and four passengers were killed by the wreck, and a 17-year-old girl was injured just hours after two of them graduated high school. Alcohol was found in the car.

Subsequent investigation showed that between June 2007 and May 2008, drivers for CDGI made "numerous false entries" in their drivers' duty status logs to cover up violations of federal hours-of-service regs, according to the U.S. DOT Office of Inspector General.

The case was investigated by DOT's Office of Inspector General and FMCSA.

End.

## OTHER NEWS

12. DC Velocity Logistics magazine; Thursday, June 3, 2010

**HEADLINE: Women shattering logistics' glass ceiling; It's been a long slog, but women are finally making headway in assuming logistics leadership roles.**

Byline: Mark B. Solomon

The year was 1990, and Diane Gibson, co-founder of startup Craters & Freighters, was working at her Denver headquarters when a sales representative from American Airlines walked in the office.

Gibson recalls that the male sales rep asked, "Where are the bosses?"—a reference to Gibson's two male co-founders. "I bit my lip, held my tongue, and told him 'They'll be back shortly,'" she says with a laugh.

Fast-forward two decades. Gibson's original partners are long gone, one leaving in 1994 in a dispute over the company's direction and the other bought out by Gibson in 1995 after he refused to agree to expand beyond Denver.

Today, Craters & Freighters, which manages the movements of specialized commodities described by Gibson as "too large, too oversized, and too weird," does \$45 million a year in sales, has 60 franchised offices covering 85 percent of the United States, and is looking to expand internationally. Gibson has steered the company solo for 15 years.

If it were any other field, Gibson's story would not be unique. Across many industries, it is commonplace for women to hold leadership positions. But the upper echelon of the supply chain ranks—whether it is transportation, logistics, or warehousing and distribution—has remained the near-exclusive domain of men.

In some ways, little has changed. A survey of "women in transportation and warehousing" <http://www.catalyst.org/publication/163/women-in-us-transportation-and-warehousing> released earlier this year by Catalyst, a New York-based organization that promotes women's advancement in business, found no female CEOs at the companies polled. Only 11 percent of the firms had women board members and 12.6 percent had what Catalyst termed female "executive officers." Women represented about 24 percent of the total labor force at the firms Catalyst surveyed.

The status quo is sometimes felt beyond the numbers. "In my career, it's not been uncommon to walk in the room and hear someone say, 'Oh, someone from marketing is here,'" says Kristin Muhlner, CEO of RollStream Inc., a McLean, Va.-based supply chain software developer. Muhlner, whose background is in engineering and not physical distribution, said she sees little pushback today from men at the corporate level, though she acknowledges it may be a different story "down in the weeds" in warehouses and distribution centers.

But in other ways, change has come, or is coming. In January, Judy McReynolds became CEO of trucking giant Arkansas Best Corp., parent of ABF Freight System. No one could recall a woman before her being put in charge of such a large transportation company that was not her own. Tellingly, the announcement hardly created a ripple, and Arkansas Best did little to highlight its significance.

This fall, Barbara Windsor, president of New Market, Md.-based Hahn Transportation, becomes the first chairwoman of the American Trucking Associations in the group's 77-year history. In addition, women today run 11 state trucking associations, the most ever at one time.

In the public sector, Anne Ferro, former president of the Maryland Motor Truck Association, heads the Department of Transportation's **Federal Motor Carrier Safety Administration**. Deborah Hersman serves as chairman of the National Transportation Safety Board—only the third woman to do so in that agency's 43-year history.

### Long time coming

For women who've spent their careers in logistics, progress can't come too soon. Liz Lasater, founder and CEO of full-service provider Red Arrow Logistics, remembers during her 20-year career at big international transportation firms that "my male peers were more competitive with me than they were with other men."

Lasater, who held upper management roles at her employers, recalls being frequently "kept out of the loop" of need-to-know information filtering down from corporate headquarters. "At one company, this went on for two years," she says.

Lasater says the resistance from men came from within her own organizations, and not from vendors or customers. And it was more prevalent in the United States than abroad, she adds. "Throughout Asia and all the way down to India, it was always about business," she says.

The challenge for women can be compounded if the business is family-owned. Rachel Parker, who is in the management program at trucker Covenant Transportation, the company co-founded by her parents in 1986, says she sometimes has to invoke her lineage to build credibility and be taken seriously by customers and vendors.

Parker says her mother, Jacqueline, like so many so-called trucking wives, was actively involved in the business but in back-office functions traditionally reserved for women while the men were out driving rigs or drumming up sales. "My father makes a point of saying that 'My wife and I founded this company,'" she says.

The consensus is that Parker, 26, is being groomed to run Chattanooga, Tenn.-based Covenant when her father, David, eventually retires. She jokes, however, that David Parker, only 52, "will work until the very end."

### Old habits die hard

For an industry facing a "brain drain" as the largely male old guard begins retiring, removing barriers to women's advancement could be considered more than a moral imperative. Fortunately for women seeking a foothold, there's been a proliferation of educational programs enabling professionals of both genders to obtain the specialized skills increasingly required in today's marketplace.

"Women have made tremendous strides, but those who have [done so] possess specific credentials, whether it be in engineering, healthcare, or other fields," says Lasater of Red Arrow. Lasater says that as she was coming up through the industry, "you didn't have advanced

courses in supply chain management. You didn't have chief logistics officers. Today, women have the ability to get the credentials needed to advance and succeed."

But women's advocates say that change also needs to happen on a less-tangible front, namely in an awareness that women can be effective transport logistics leaders even though their leadership style may have been perceived as too "soft" for the often rough-and-tumble world of transportation and logistics.

"Many women in leadership roles are consensus-builders, and they encourage open, collegial relationships. That management style has traditionally not been viewed as representing 'leadership' in our business," says Ellen Voie, a former executive at Schneider National Inc. and founder of the Women In Trucking Association, a three-year old non-profit group based in Plover, Wis., that advocates for greater representation of women across all segments of trucking.

Voie admits that women "struggle with an image problem" stemming from the faulty perception that the industry feels they should be seen and not heard. "I don't think people realize that the trucking industry actually welcomes women," she says.

Voie chalks up the current resistance to women's advancement as less a form of deliberate discrimination than a reflection of industry's historic unwillingness to change. "Old habits die hard, so we need to call attention to things that companies are doing" to promote opportunities for women, she says.

Of course, there are some female logistics executives who believe that the old and entrenched ways are not necessarily a hindrance. Gibson of Craters & Freighters, for one, makes no apologies for using certain unique characteristics to her competitive advantage.

"Being a short, blonde, skinny woman has helped more than hurt," she says.

End.

13. FleetOwner; Trucks at Work Blog; Thursday, June 3, 2010

### **HEADLINE: DOT and trucking**

By: Sean Kilcarr

"I can assure you that truck transportation is and will remain an essential component of the nation's freight system." –Transportation Secretary Ray LaHood in a letter to Bill Graves, president and CEO of the American Trucking Associations

There's been a lot of concern of late over the Department of Transportation's (DOT) perception of the trucking industry: namely, that trucks should be increasingly supplanted by trains and marine transport for U.S. freight hauling needs.

For example, peruse some of the comments Transportation Secretary Ray LaHood made during a National Port Summit this past February in San Diego on the topic of expanding the use of so-called "marine highways" to handle U.S. freight needs.

Incentives for cargo owners and surface transportation service providers can be aimed at inducing the re-direction of freight and passengers that better utilizes the excess capacity of our marine highways. Expanding the use of our underutilized Marine Highways, while not the answer to all freight and passenger transportation problems, also addresses several of the Administration's priorities. It can help reduce congestion on our surface transportation corridors, improving the delivery of freight and passengers. This is good for economic recovery and jobs. It helps us conserve energy, especially our use of foreign oil, and it can help us reduce greenhouse gas emissions. This is one of the few programs that can contribute to all these objectives without having a downside.

Now, I for one think using marine highways and truck transportation TOGETHER offers benefits to both modes and to the nation as a whole. But many within trucking feel that LaHood's comments, when placed alongside others in support of intermodal and rail freight transport, seem to knock the value trucks offer in terms of efficient freight hauling.

Bill Graves, president and CEO of the American Trucking Associations, sure thought so and he wrote a letter to LaHood back in April laying out his concerns along those lines:

The trucking industry is concerned about recent statements by DOT officials suggesting that freight rail and marine highways can haul the freight now carried by trucks. The Administration persistently states their desire to invest in non-highway programs to "unclog some of our highways" and "get gas-guzzling trucks off the road."

[Yet] very little freight moves solely by rail. Trucks are needed to take the freight to the railroad or from the railroad to the final destination, or both. The same holds true for short sea shipping. Even if subsidies of both sectors grow, trucks will continue to carry the bulk of our nation's freight. Taking trucks off the road, as the Administration suggests, would bring our nation's supply chain to a screeching halt.

It's a gross misconception that the ability exists to significantly ease congestion by shifting freight from the roads to the rails. Railroads reach just one-fifth of U.S. communities. Even if intermodal rail tonnage doubled by 2010, intermodal rail would still account for just 1.8% of freight movements, compared with the 1.5% that is currently projected for 2020. By comparison, trucks will move 71% by 2020.

Another misconception is that shifting freight from highways to railroads will result in less congestion near urban areas. Intermodal ramps concentrate truck traffic in one location, so any truck traffic that was eliminated would be largely in rural areas. Truck trips needed for intermodal pickup and deliver would remain on urban highways.

Now, while I don't agree with all of his points (I, for one think, freight being shifted to intermodal and short-sea shipping would indeed alleviate roadway congestion) Graves makes some very valid observations in terms of trucking's important role in the nation's many supply chains. "There's no denying the challenges facing our nation's transportation system, but we cannot lose sight of all the transportation options," he said.

LaHood responded this month to Graves and basically said, yes, trucks are important and that the DOT doesn't think they can be replaced.

Without a strong and efficient truck transportation system, the nation's standard of living would suffer. Trucks ... will continue to play an essential role in ensuring the economic health and growth of the country, maintaining the U.S.'s position as a leader in international trade.

Yet LaHood also laid out in his letter to Graves an important caveat that the industry would be wise to remember: DOT's goal when it comes to freight transportation, as LaHood sees it, is to achieve "maximum freight efficiency" as well as reducing this sector's environmental impact. And that means LaHood and the DOT remain firmly committed to examining "multi-modal" opportunities for shipping a wide variety of goods.

I am a strong advocate of improving all of our nation's freight transportation systems so that we can take advantage of the economic, safety, energy, and environmental advantages inherent in each mode. This will allow us to advance intermodal solutions that achieve maximum efficiency in moving goods both in domestic markets and for export. Some optimal solutions may be limited to a single freight mode, while others will require the integration of two or more modes. The unique advantages of truck transportation will be instrumental in helping the Department [DOT] reach these solutions.

Whether you agree with LaHood's vision or not, it's now part of the DOT's strategic view of the U.S. freight picture – and trucking's role within that picture.

End.

#### **OTHER CRASH INCIDENTS AND FOLLOW-UP (5)**

OC1. WJLA-TV7 (Washington, DC); Thursday, June 3, 2010

#### **HEADLINE: Driver in Fatal Rte. 50 Hit-and-Run Sought; Victim ID'd**



Photo Caption: Two men and two women died in a multiple vehicle accident on Highway 12 near Kirkland Winery on Thursday morning. It is believed the white big rig traveling westbound on Jamieson Canyon Road hit a passenger vehicle and pushed it into an eastbound big rig, killing the occupants of the passenger car. A fourth vehicle was hit by the white truck. The roadway was closed between Highways 80 and 29 and traffic was rerouted.

Posted by: Allene Moody

ANNAPOLIS, Md. - Maryland State Police are searching for the driver of a hit and run vehicle that struck and killed a highway worker in Annapolis early Thursday morning. It happened on eastbound Route 50 East at Bay Dale Drive around 1 a.m.

The victim, identified as Ghassen A. Sabra, 52, of Goldboro, N.C., was pronounced dead at the scene. Sabra worked for a company contracted to conduct traffic surveys on Maryland highways.

Initial reports said that Sabra was fatally hit by a tractor trailer, but Maryland State Police now say the tractor trailer, driven by 51-year-old Ricky C. Beasley, of Mt. Olive, N.C., was not the first vehicle to strike the victim.

Investigators believe Sabra was walking in the left lane putting out or retrieving traffic counting equipment when he was hit and thrown into the next lane. Police say the tractor trailer driver did not witness Sabra being hit and did not see his body in the roadway until it was too late to stop.

No charges have been filed against the tractor trailer driver at this time.

End.

OC2. WRDW-TV12 (Augusta, Georgia); Thursday, June 3, 2010

**HEADLINE: Man wanted for leaving scene of deadly crash; Anthony Pierce of Wrightsville, Georgia is wanted for leaving the scene of an accident involving a death, and shifting lanes improperly.**

Reporter: Kelsey Barlow

AIKEN, S.C.---South Carolina Highway Patrol officers are looking for a driver who was involved in a deadly accident on I-20 westbound April 8.

Officers say that Anthony Pierce of Wrightsville, Georgia was driving a 1999 Freightliner with GA license plate IG5H84 at the time of the accident.

He is wanted for leaving the scene of an accident involving a death, and shifting lanes improperly.

The coroner says that 32-year-old Aaron Jennings was driving west on the interstate near mile marker 14 when the tractor trailer moved into his lane. Jennings was forced into the median where his Ford Explorer flipped over and he was thrown from the SUV.

If you have any information, call the South Carolina Highway Patrol at 803-896-9621 or Crime Stoppers of the Midlands at 803-896-7174.

End.

OC3. Woodland (California) Daily Democrat: Thursday, June 3, 2010

**HEADLINE: Woodland personal injury claim largest ever in Yolo County**

A Yolo County jury has awarded Michial Jacobs \$1.5 million in what is believed to be the largest personal injury claim ever in Yolo County.

The trial, which lasted 11 days, was concluded on Friday.

The case stemmed from an Oct. 2, 2004, accident on Interstate-505, when Jacobs was pulling his brand new trailer.

The driver of a big rig loaded with 40,000 pounds of sugar fell asleep and the big rig rear ended Jacobs' trailer and pickup, according to Steven R. Cavalli of the Oakland law firm Gwilliam, Ivary, Chiosso, Cavalli & Brewer.

The driver of the big rig was working for both Pacific Transportation Services and Ernie Newland, both of Washington.

The defendants admitted liability for the accident but contested the extent of plaintiff's injuries, Cavalli reported. Jacobs suffered an injury to his mid-back which resulted in chronic back pain. He also sustained a concussion and a fractured rib. The 63-year-old man has not been able to return to work as a carpenter.

In addition, Jacobs made an offer to settle June 20, 2007, however, the company refused to accept the offer, so as a result of the trial he will receive an additional \$442,000 in interest plus all costs associated with the case.

End.

OC4. WSB Radio Atlanta (Georgia); Friday, June 04, 2010

### **HEADLINE: No Bond in Auto Zone Child Death**

Byline: Jon Lewis

(WSB Radio) -- No bond and a birthday date in a jail cell for the now 19 year old woman accused in a chain reaction accident that killed a 2 year old boy.

A judge Thursday denied bond for Kelly Canty who owned a car, but did not have a drivers license. Her mother, Cynthia Hammond, says Kelly was not supposed to leave their driveway.

"I can't say why would she do that or why she was in that car," said Hammond. "But I am sorry about that baby and accidents do happen."

Police say a car driven by Canty veered into an oncoming lane Tuesday. A fully-loaded tractor trailer rig swerved to miss her instead careening into the AutoZone parking lot on Donald Lee Hollowell Parkway where it struck three cars including the one 2-year-old Zion Kearney. He died early Wednesday.

Canty faces a myriad of charges including vehicular homicide, reckless driving, driving without a license and driving without registration. She turned 19 Thursday in the Fulton County jail and awaits another bond hearing in two weeks.

End.

OC5. St. Louis (Missouri) Post Dispatch; Friday, June 4, 2010

## HEADLINE: Highway Patrol says trucker triggered crash that killed two

Byline: Kim Bell



Photo Caption: An accident between a tractor-trailer and seven cars on I-55 left two people dead and 3 more injured. The accident occurred about 12:30 p.m. near McNutt Road at Herculaneum. (Photos courtesy of KMOV)

**HERCULANEUM** — A truck driver triggered an eight-vehicle, chain-reaction crash that killed two people after taking his eyes off the road, the Missouri Highway Patrol said Thursday.

When the truck driver turned his attention back to the road, he saw a line of stopping cars, the patrol said. He tried to avoid the cars but swerved into one car and ran over another, causing the pileup just after noon Wednesday on northbound Interstate 55 near McNutt Street.

Charles A. Martin, 52, of Perryville, was driving the car the truck ran over, a 2005 Ford Focus the truck dragged nearly the length of a football field. Martin was pronounced dead at the scene minutes after the crash.

The driver of another car caught in the pileup, Alana D. McKnight, 28, of Festus, was flown by helicopter to a hospital in St. Louis where she died a few hours later.

The truck driver, Jay L. Valentine, 32, of Huntsville, Texas, was driving in the right lane of I-55 when he took his eyes off the road, police say. The patrol's report lists "inattention" as a contributing factor. Valentine could not be reached for comment.

"He said he looked over to his right for some reason, and looked back," Cpl. Jeff Wilson of the Missouri Highway Patrol said.

When the trucker glanced back to the traffic in front of him, it was slowing to a stop, Wilson said. He swerved, hit a Chevrolet Impala, then rammed and dragged Martin's Ford Focus.

"It didn't look like a car," Herculaneum Fire Capt. Kevin Baker said of the damage to the Focus. "It looked like scrap metal."

After dragging the Focus, the tractor-trailer veered off and caused a crash involving five more vehicles. One of those cars was a Pontiac Vibe driven by McKnight. Baker said firefighters had to cut off the driver's side door and the roof of the Vibe because McKnight was trapped inside. She was responding to her name but not much else, Baker said.

She died at St. Louis University Hospital about two hours later.

Crews are working on a road widening project on I-55 between Routes M and Z. In the area of the crash, the left lane is newly paved and the right lane is not, and there was construction ahead to the north. Wilson said traffic may have slowed because of the work.

Motorist Brian Schulz said he saw traffic was stopped from half a mile away as he traveled north on I-55 before exiting at McNutt. As he sat at the traffic light at the end of the exit ramp, he glanced over at the stopped cars on the highway and watched as the truck slammed into the traffic jam.

"He never hit his brakes," Schulz said. "It was like a bowling ball and bowling pins."

Schulz, who was driving with his 2-year-old daughter to meet his wife, exited because he needed to stop by his Herculaneum home to pick up something for his wife. He said he probably would have been in the line of traffic if it weren't for that errand.

"That could have been me and my daughter in there," he said. "I thought about that all night last night."

The patrol said its crash reconstruction report could take two weeks. It will then be presented to Jefferson County Prosecutor Forrest Wegge to consider charges.

Wilson said the crash was similar to the one on Highway 40 (Interstate 64) near Interstate 270 on July 15, 2008. In that crash, Alabama trucker Jeffrey Knight killed three motorists after plowing into traffic that had slowed in front of him. The patrol said Knight told them he'd been reaching for his cell phone and took his eyes off the road.

Knight, 51, pleaded guilty this April to three counts of involuntary manslaughter. He was released from jail the next day because the judge gave him credit for time he'd already served in jail since his arrest — 371 days.

End.