

FMCSA Office of Communications News Clips No 1132

NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs

=====

- C1. Connecticut, North Haven 1 fatality (disabled tractor trailer on roadside was struck by another tractor trailer at 2:15 a.m. on I-91)
- C2. Tennessee, Jefferson County 1 (tractor trailer became wedged underneath I-40 and I-81 overpass)
- C3. Tennessee, Union County 1 (pickup truck crossed median, struck tractor-trailer parked off of roadside on State Highway 131)
- C4. Florida, Martin County 1 (Toyota Echo hit rear of semi; unidentified truck driver possibly unaware of collision, continued on Florida Turnpike)
- C5. Illinois, McHenry County 1 (semi-trailer drifted into oncoming lane, car swerved to avoid truck, collided with a second semi on Route 14)
- C6. New York, Suffolk County 1 (80-year-old car driver, attempting to turn left or make u-turn, struck by tractor trailer on Veterans Highway)
- C7. Nevada, Nye County 1 (78-year-old car driver drifted into opposing lane, collided head-on with tractor-trailer on U.S. 6)
- C8. Georgia, Wayne County 2 (14-year-olds on an all-terrain vehicle (ATV) went through stop sign, struck semi-trailer on Georgia 203)
- C9. California, Shasta County 1 (tractor trailer in single vehicle crash; driver lost control on a curve, flipped, went down embankment on Highway 44)

=====

1. USDOT Ray LaHood's 'The Fast Lane' BLOG; Monday, June 7, 2010
BLOG HEADLINE: More DOT runners hit DC streets for a good cause; this time it's Susan G. Komen Race for the Cure®
<http://fastlane.dot.gov/2010/06/more-dot-runners-hit-dc-streets-for-a-good-cause-this-time-its-susan-g-komen-race-for-the-cure.html#more>



Photo Caption: DOT's own Maggi Gunnels

2. USDOT Ray LaHood's 'The Fast Lane' BLOG; Monday, June 7, 2010

BLOG HEADLINE: 17-yr-old Jasmine Jordan, youngest to run across US, raises awareness for truckers' healthcare fund

<http://fastlane.dot.gov/2010/06/17yrold-jasmine-jordan-youngest-ever-to-run-across-us-raises-awareness-for-truckers-healthcare-fund.html#more>



Photo Caption: DOTers ready to run, from left to right: Jonathan Mueller, OOIDA's Mike Joyce, Todd Solomon, Jazzy, Darren Buck, Dolores Macias, Helen Serassio

3. TruckingInfo.com; Monday, June 7, 2010

HEADLINE: FMCSA to Propose Easing of Supporting Documents for EOBR Users

4. Today's Trucking (Canada); Monday, June 6, 2010
HEADLINE: FMCSA eases 'supporting docs' rule ahead of EOBRs

5. Land Line; Monday, June 7, 2010
HEADLINE: CVSA Roadcheck begins

6. Press release from IANA; Monday, June 7, 2010
HEADLINE: IANA LAUNCHES DVIR PROCESSING SYSTEM

STATE NEWS

7. KOSA-TV7 CBS (Odessa/Midland, Texas); Monday, June 7, 2010
HEADLINE: Road Check 2010 Begins, Some Drivers Say Troopers are too Picky

8. Press release from Michigan State Police; Monday, June 7, 2010
HEADLINE: STATE POLICE PARTICIPATE IN NORTH AMERICAN COMMERCIAL VEHICLE ENFORCEMENT OPERATION

9. Press release from Tennessee Highway Patrol; Monday, June 7, 2010
HEADLINE: THP Participates in Operation Roadcheck 2010; THP Removes Unsafe Commercial Vehicles from Tennessee Roadways

10. Press release from Office of Connecticut Governor Jodi Rell; Monday, June 7, 2010
HEADLINE: Governor Rell announces stepped up enforcement of commercial vehicles; Teams Focus On High Crash Zone Beginning Tuesday

11. Press release from Texas Department of Public Safety; Monday, June 7, 2010
HEADLINE: DPS troopers checking 18-wheeler safety June 8-10

12. Hartford (Connecticut) Courant; Sunday, June 6, 2010
HEADLINE: RELL SIGNS BILL IMPOSING PENALTY FOR FALSIFYING SCHOOL BUS RECORDS

OTHER NEWS

13. Los Angeles Times BLOG; Tuesday, June 8, 2010
HEADLINE: To avoid the yawns, the best time to start work is between 9 a.m. and 2 p.m.

14. AOLnews.com; Monday, June 7, 2010
HEADLINE: Honk If You Want a Safe Place for Truckers to Rest

15. San Bernardino County (California) Sun; Tuesday, June 8, 2010
HEADLINE: Simulators let companies train drivers

16. Press release from HDNet's 'Dan Rather Reports'; Monday, June 7, 2010
HEADLINE: HDNet's 'Dan Rather Reports' Hits the Road With Big Rig Truckers;
Tomorrow's program is the latest installment in a series of stories on the trucking industry -
Tuesday, June 8 at 8:00 p.m. ET

OTHER CRASH INCIDENTS AND FOLLOW-UP (6)

=====

C1. WTNH-TV8 (Connecticut); Tuesday, June 8, 2010

HEADLINE: One killed in truck crash on I-91 in North Haven; Truck safety crackdown begins



Video: http://www.wtnh.com/dpp/traffic/traffic_news/trucks-crash-on-i-91-in-north-haven

North Haven, Conn. (WTNH) - One person was killed and two others were taken to the hospital after a collision between two tractor trailers on I-91 in North Haven.

The crash happened around 2:15 a.m. in the southbound lanes between Exits 9 and 8.

According to state police spokesman Lt. J. Paul Vance, a disabled tractor trailer was being serviced on the side of the highway when it was struck by another truck.

The identity of the person who was killed was not yet available. Police did not describe the injuries to the other two people involved.

One of the trucks was carrying bottles water, and some of that cargo was strewn across the road. We don't know what the other truck was carrying.

At least one travel lane was closed as police investigate the cause of the crash. Commuters were advised to consider an alternate route until the scene is cleared.

The crash happened on the same day state police launched its annual truck safety campaign.

Department of Motor Vehicles and state police inspectors will be stopping commercial trucks and buses and checking for safety violations.

Those that don't make the grade, will be taken off the road and the owners will face fines.

End.

C2. WBIR-TV NBC (Knoxville, Tennessee); Tuesday, June 8, 2010

HEADLINE: Fatal tractor trailer accident closed I-40W and I-81N in Jefferson County

VIDEO:

http://www.wbir.com/news/local/story.aspx?storyid=123656&odyssey=mod_mostread

A tractor trailer carrying watermelons became wedged underneath the I-40W overpass on I-81N Tuesday morning. As a result, both interstates were closed at the split.

Now only one lane of I-81N is closed and I-40W is open according to THP.

There is one reported fatality.

According to a TDOT spokesperson, an engineer has inspected the bridge and has declared it safe. The bridge did sustain some damage after the truck struck a column and caught on fire. However, TDOT says that the damage is not severe enough to make the bridge unsound. Repairs will be made to the bridge.

End.

C3. Knoxville (Tennessee) News Sentinel; Tuesday, June 8, 2010

HEADLINE: Powder Springs man killed when pickup strikes parked semi

LUTTRELL — A Powder Springs man was killed Monday night when his pickup truck struck a parked tractor-trailer in Union County.

Calvin L. Brock, 34, was driving south about 8:30 p.m. on State Highway 131, crossed into the northbound lane and struck the semi that was parked about 5 feet off the roadway, according to Tennessee Highway Patrol Trooper Jackie Bailey.

No driver was in the semi, according to Bailey.

It's unknown if Brock was wearing a safety belt, according to Bailey's report. Routine blood and alcohol tests were ordered.

End.

C4. Palm Beach (Florida) Post; Tuesday, June 8, 2010

HEADLINE: Palm City woman dies after rear-ending truck on turnpike near Stuart last night

Byline: SONJA ISGER, Palm Beach Post Staff Writer

A 59-year-old Palm City woman is dead after she crashed into the back of a semi-tractor trailer on Florida's Turnpike last night.

Dianne L. Conley was traveling north on the turnpike about 9:31 p.m. Monday when she hit the back of the truck ahead of her. The impact sent her Toyota Echo spinning, and she crashed into the guardrail on the right shoulder south of the Stuart interchange, according to information issued by the Florida Highway Patrol this morning.

Conley, who lived on Southwest Danbury Lane, was not wearing her seatbelt when she crashed, FHP reports.

She was taken to Martin Memorial Medical Center in Stuart, where doctors say she died within the hour, FHP reports.

The semi truck driver continued going north. "It is very possible that the (truck) driver ... did not even realize his truck was struck in the rear ... at the time of the crash," according to the FHP report.

The crash remains under investigation, as traffic investigators are trying to identify the truck.

Anyone who may have information should contact the FHP Turnpike office at (772) 871-7635.

End.

C5. McHenry County (Illinois) Northwest Herald; Tuesday, June 8, 2010

HEADLINE: Harvard crash claims life of 1

HARVARD – One person was killed Monday in a crash on Route 14 near Bunker Hill Road that happened at 4 p.m.

A semi-trailer was headed north on Route 14 when it drifted into the oncoming lane of traffic, Harvard Fire Protection District officials said.

The semi caused a car headed south to go off the road, lose control and re-enter the roadway, striking a second semi that was not pulling a trailer, but also was headed north.

Harvard Fire Protection District officials did not release the names of the drivers involved in the incident.

The driver of the car was killed, and the driver of the second semi, a 38-year-old man from East Troy, Wis., was evaluated at the scene and released.

The Harvard Fire Protection District was assisted by the McHenry County Sheriff's Department and the McHenry County Conservation Police. The crash is under investigation by the sheriff's department.

End.

C6. New York Newsday; Monday, June 7, 2010

HEADLINE: Driver, 80, killed in Holbrook crash

Byline: ANDREW STRICKLER

An 80-year-old woman was killed Monday in Holbrook when she turned in front of a tractor trailer and was hit, Suffolk police said.

The woman was driving west on Veterans Highway at about 1:10 p.m. when she attempted to make a left turn or U-turn at Broadway Avenue. Her car was struck on the passenger side and heavily damaged.

The woman was taken to Brookhaven Memorial Hospital Medical.

End.

C7. Reno (Nevada) Gazette-Journal; Monday, June 7, 2010

HEADLINE: 78-year-old Carson City man killed Sunday in head-on collision near Tonopah



Photo Captions: A Carson City man, driving this 1993 Pontiac Grand Prix, was killed Sunday after colliding with a tractor-trailer near Tonopah. A tractor-trailer involved in a fatal accident Sunday on US 6, about 22 miles west of Tonopah.

Carson City man and his two dogs were killed Sunday in a head-on collision with a tractor-trailer on US 6, about 22 miles west of Tonopah.

The 78-year-old man, who has not yet been identified pending notification of next-of-kin, was traveling west in a green 1993 Pontiac Grand Prix when his car drifted into the eastbound lanes. A tractor-trailer driven by Gregory Crain, 51, of Bend, Oregon, was driving east and attempted to avoid the Pontiac. The vehicles collided and the Pontiac's driver was pronounced dead at the scene, Nevada Highway Patrol spokesman Chuck Allen said.

Crain was traveling with his teenage son, and both received minor injuries and were treated and released from Nye Regional Medical Center.

A portion of the highway was shut down until 2:15 p.m.

Anyone who has additional information should contact Trooper Eric Gallagher of the Major Accident Investigation Team at (775) 689-4661 regarding case # NHP-1006060245.

End.

C8. Florida Times Union (Jacksonville, Florida); Tuesday, June 8, 2010

HEADLINE: 2 Jesup teens killed when ATV hits semi; The four-wheeler they rode ran a stop sign, state patrol says

Byline: Teresa Stepzinski

Two Jesup teenagers were killed when their all-terrain vehicle collided with a semi-tractor trailer truck Saturday.

Jacob Matthew Thornton and his passenger, Micah "BoGator" Steedley, both 14, died following the collision at Georgia 203 and Old Screven Road near Jesup about noon Saturday, said Cpl. Chris Nease of the Georgia State Patrol.

The teenagers, who had been wearing safety helmets, died at Wayne Memorial Hospital, Nease said.

The trucker, Larry Pope, 44, of Greensboro, N.C., was not injured, he said.

Nease said Thornton and Steedley were on a Honda FourTrax 300 traveling east on Old Screven Road, while the truck was southbound on Georgia 203.

The ATV went through a stop sign and hit the right rear of the trailer.

Visitation for Steedley will be from 5-8 p.m. today at Rinehart and Sons Funeral Home, 860 U.S. 301 South in Jesup, which is handling the arrangements. His funeral will be at 11 a.m. Wednesday at Memorial Baptist Church. Burial will be at George Cemetery in Anderson Drive Subdivision.

Steedley was a member of the New Bethel Baptist Church. He was a rising ninth-grader from Martha Puckett Middle School and a member of the Wayne County 4-H Club, where he recently earned a blue ribbon in the Boer Goat Division.

An avid hunter and fisherman, Steedley was a four-wheeler enthusiast who enjoyed mud bogging. He also was co-owner of the Bear Run Hunting Club in Fargo.

Visitation for Thornton will be from 5-8 p.m. today at Howard-Jones-Nobles Funeral Home, 777 S. First St. in Jesup. Thornton's funeral will be at 3 p.m. Wednesday at the Unity Church of God. His body will lie in repose one hour prior to services at the church. Burial will follow in the Pinecrest Memorial Cemetery.

Memorial contributions may be made to the Faith Chapel Sign Fund, P.O. Box 1024, Jesup, GA 31598.

Thornton was a rising freshman at Wayne County High School. He previously had played on the Martha Puckett Middle School football team and the Wayne County Recreation Department baseball team.

He also was an avid outdoorsman and an enthusiastic Atlanta Braves and Georgia Bulldog fan. Thornton was an active member of Faith Chapel SMC and the Youth Group.

End.

C9. Redding (California) Record Searchlight; Monday, June 7, 2010

HEADLINE: Trucker killed in Highway 44 wreck identified

The Shasta County Coroner has identified the 28-year-old Reno man who died Saturday morning in a solo wreck on Highway 44 as David Delaney.

Delaney was driving a combination tractor-trailer west on the highway at an undetermined speed when the crash occurred on a curve about two miles east of Viola at roughly 8:45 a.m. Saturday, the California Highway Patrol reported.

Delaney lost control of the tractor-trailer, which drifted into the eastbound lane. The trailer flipped onto its left side and the big rig went down a steep embankment, the CHP said.

The big rig struck several trees and landed in Manzanita Creek. Delaney couldn't be reached for two hours due to major damage to the cab, the CHP reported.

A medical air ambulance crew from Redding pronounced him dead at the scene at 11:03 a.m.

The crash blocked both lanes of Highway 44 into the afternoon until about 5 p.m., when one lane remained blocked.

End.

=====

1. USDOT Ray LaHood's 'The Fast Lane' BLOG; Monday, June 7, 2010

BLOG HEADLINE: More DOT runners hit DC streets for a good cause; this time it's Susan G. Komen Race for the Cure®

This morning I blogged about a crew of DOT runners supporting Jasmine "Jazzy" Jordan last Thursday. Well, I'm proud to tell you we had another DOT team out in force on Saturday for the Susan G. Komen Race for the Cure®.

And this time I was available to join them!

Founded in 1982 by Peoria native Nancy Brinker in memory of her sister, Susan G. Komen for the Cure® is widely recognized as the leading non-profit organization of the global breast

cancer community. Their signature event, the Susan G. Komen Race for the Cure®, with its tens of thousands of participants and its creative t-shirt slogans, is widely recognized as the most visible symbol of the movement to eradicate this disease.

My wife Kathy and I have long been participants in this event in our home state of Illinois, so supporting Honorary Chair Dr. Jill Biden with my fellow Cabinet Secretaries Gary Locke (Commerce) and Kathleen Sebelius (Health and Human Services) was an easy choice.

But for many of the 40,000 others who joined us for the 21st running of this event, completing the 5k course is not so easy. Many of them are still-grieving survivors of loved ones who lost the fight with breast cancer. Many are recent breast cancer survivors. And many are currently wrestling with cancer or are champions of those battling the disease.

That's what makes the annual Parade of Pink, where breast cancer survivors march onto the National Mall prior to the race, such a thrill. And Saturday was no exception; it's impossible to watch these strong survivors walk by without being overcome by what they've endured to get to this moment.

I was proud to be joined Saturday by Maggie Gunnels, who works at DOT's **Federal Motor Carrier Safety Administration**, and is herself a survivor of ovarian cancer.

Maggi, a former nurse who says she will "walk for just about any kind of cancer," directs FMCSA's Office of Medical Programs, which ensures that our nation's professional truck and bus drivers are healthy enough to operate their vehicles safely.

She is also an active member of DOT's informal network of cancer survivors and those still fighting cancer. So, I want to ask anyone reading this from DOT who has any type of cancer, please, don't go it alone. Maggie encourages you to contact her confidentially and find a supportive DOT community that "really helps each other survive."

You know, it's more than just a coincidence that DOT runners and walkers would turn out twice in three days to support very worthy causes. Because the people I have met during the past 16 months at DOT have service in their blood. Whether it's helping Habitat for Humanity, cleaning up a site near a local park, donating food for the homeless, or walking and running to raise money--service is not what they do; it's who they are.

End.

2. USDOT Ray LaHood's 'The Fast Lane' BLOG; Monday, June 7, 2010

BLOG HEADLINE: 17-yr-old Jasmine Jordan, youngest to run across US, raises awareness for truckers' healthcare fund

It is an honor and a pleasure to introduce you to a true American hero, Jasmine "Jazzy" Jordan.

In less than two weeks, Jazzy will run into New York City, completing her run across the US that began in Los Angeles in September 2009. And last Thursday, several DOT employees joined with staff from the Owner Operators Independent Drivers Association (OOIDA) to accompany Jazzy into Washington, DC.

Even more impressive than her record-setting effort--she will be the youngest ever to run across America--is that she's doing this to raise awareness and funds for the St. Christopher Fund for trucker relief.

Look, truck driving is not an easy way to earn a living. So the St. Christopher Truckers Development and Relief Fund provides financial assistance to drivers who have medical problems and cannot afford health care. SCF also conducts health research to benefit professional drivers and the trucking industry.

Jazzy grew interested in SCF when an employee of her family's trucking company, Sheila Grothe, was diagnosed with cancer:

"I heard that Sheila wasn't able to afford some of the treatments for her cancer, and it didn't seem right. All my life I've heard that 'America moves by truck,' and I just thought someone should tell people about how independent truck drivers have a hard time with health insurance and how the St. Christopher Fund helps. Then maybe the fund could have more money available for people like Sheila. Since I'm a runner, I tried to think of something to do with running."

After Sheila died on April 17, 2009, Jazzy went out for a run. "It's what I do when I'm stressed or need to think," she explains. "And that's when I decided to try this cross-country run."

With the help of her father, Lee, who put aside his own trucking company to support Jazzy, her run began a few months later.

Through 118 degree heat in California to the shin splints that have plagued her since New Mexico and the many days it took just to cross Texas, Jazzy has persevered.

"I don't think of the hard stuff when I'm out there," she says. "I think of the good moments, like running into West Memphis, Arkansas, where two fire trucks made an archway of extended ladders and the sidewalks were lined with elementary school students who then joined me on the road. That one brought me to tears. Good tears."

And now, Jazzy is in the final stages. She cleared Baltimore over the weekend, and looks to cross into New York City on June 15, nearly 3,200 miles after she began.

"It's been great," Jazzy says, "despite the pain and injuries. I've met lots of interesting people and awesome support. And the trucking community has just really gotten into this, so we've had 'friends' all over."

What a positive outlook! You know, in addition to just being a terrific kid and huge asset to the St. Christopher Fund, Jazzy has also been an individual influence, inspiring people to get out and move to improve their own health.

Jazzy explains:

"I met a truck driver named Ed German who weighed over 400 pounds. Then, he said he heard about what I was doing and decided to change his lifestyle. He cut out the three or four quarts of pop he drank every day and started getting more exercise. By the time I met him in person, he was already down below 300 pounds! That's the kind of story that keeps me going for the long haul."

Well, that long haul is almost over as Jazzy approaches New York. But there's still time for everyone to learn more about this extraordinary young woman and her heroic mission at her website <http://www.runwithjazzy.com/> and on her Facebook page <http://www.facebook.com/pages/Jazzy/96858267625>

I want to thank the DOT employees who braved the weather and the miles Thursday to support Jazzy's DC run. They represent the deep commitment to service I have come to know well at DOT.

And, of course, I want to thank Jazzy for being such a terrific inspiration to us at DOT, to the trucking community, and to the nation. I wish you a strong finish!

End.

3. TruckingInfo.com; Monday, June 7, 2010

HEADLINE: FMCSA to Propose Easing of Supporting Documents for EOBR Users

Byline: Oliver B. Patton, Washington Editor

Under a pending **Federal Motor Carrier Safety Administration** proposal, carriers that use electronic recorders will get a break on the list of documents required to prove they are in compliance with the hours of service rules.

The agency is asking for comments on a plan to drop a half-dozen documents from its required list altogether, and many more for carriers that are using qualified electronic recorders to track driver hours.

The policy change is the first step toward an anticipated revision of the new electronic recorder requirement. That rule, which takes effect in June 2012, says carriers that violate hours of service rules 10 percent of the time, based on single compliance review, must use electronic onboard recorders to track driver hours. Later this year the agency is planning to propose a rule that will require many more carriers to use EOBRs. This policy change is in anticipation of that move.

One part of the policy change affects all carriers. The agency said it will no longer consider these items to be supporting documents: driver call-in records; international registration plan receipts; international fuel tax agreement receipts; trip permits; cash advance receipts; and driver fax reports.

These documents are simply not used regularly by enforcement officials, the agency explained.

The following documents are still included in the agency's list for carriers that do not use EOBRs: bills of lading; carrier pros; freight bills; dispatch records; gate record receipts; weigh/scale tickets; fuel receipts; fuel billing statements; toll receipts; toll billing statements; port of entry receipts; delivery receipts; lumber receipts; interchange and inspection reports; lessor settlement sheets; over/short and damage reports; agricultural inspection reports; driver and vehicle examination reports; crash reports; telephone billing statements; credit card receipts; border crossing reports; customs declarations; traffic citations; and overweight/oversize permits.

Also on the list are electronic mobile communication and tracking records. If a carrier can produce these, it would not be required to produce most of the documents listed above.

Specifically, the carrier will not have to keep: gate record receipts; weigh/scale tickets; port of entry receipts; delivery receipts; toll receipts; agricultural inspection reports; over/short and damage reports; driver and vehicle examination reports; traffic citations; overweight/oversize reports and citations; carrier pros; credit card receipts; border crossing reports; customs declarations; and telephone billing statements.

Carriers that take advantage of this policy would not be able to challenge the accuracy of their electronic tracking records.

The agency wants comments by July 9. To see the policy change, go to the FMCSA website at www.fmcsa.gov and click on the "Retention of Supporting Documents" item in the News and Alerts box.

End.

4. Today's Trucking (Canada); Monday, June 6, 2010

HEADLINE: FMCSA eases 'supporting docs' rule ahead of EOBRs

WASHINGTON -- In anticipation of a "broader mandate" for electronic on-board recorders (EOBRs), U.S. transport regulators have proposed scrapping the need to carry several paper "supporting documents" as part of hours-of-service compliance.

The **Federal Motor Carrier Safety Administration** says it recognizes there's some confusion concerning the use of tracking technologies for enforcement purposes, and it's ready to accept electronic mobile communication/tracking records to be supporting documents for hours-of-service verification, as they record the time, date, location of motor vehicles and drivers.

The proposal is said to pave the way for a revised, broader EOBR mandate later this year, which is expected to encompass a larger share of the North American carrier pool.

Earlier this year, the agency announced an interim rule requiring truckers with a 10-percent or greater HOS violation rate during a single compliance review to install EOBRs on all their vehicles, regardless of the model year, for a two-year period.

While that was stricter than a previous proposal the agency submitted under the Bush administration, many in the industry insisted the current proposal excludes too many carriers. And so, the agency promised a "broader mandate" would be published later in 2010.

At the time of publishing, the FMCSA also promised more liberal compliance review procedures.

This latest addition appears to be part of that strategy.

For starters, seven of the 30 or so examples of supporting documents, which are not usually used by enforcement, will no longer be required. They are: driver call-in records; international registration plan receipts; international fuel tax agreement receipts; trip permits; cash advance receipts; and driver fax reports.

Additionally, carriers that use qualifying EOBRs for mobile communication and tracking records will no longer have to keep several other paper-based supporting documents such as:

Bills of lading; freight bills; dispatch records; gate record receipts; weigh/scale tickets; fuel receipts; fuel billing statements; toll receipts; toll billing statements; port of entry receipts; delivery receipts; lumber receipts; interchange and inspection reports; lessor settlement sheets; over/short and damage reports; agricultural inspection reports; driver and vehicle examination reports; crash reports; telephone billing statements; credit card receipts; border crossing reports; customs declarations; traffic citations; and overweight/oversize permits.

However, carriers will reportedly not be able to challenge the accuracy of their EOBR records if taking advantage of this new policy.

Meanwhile, the agency has identified the need for further guidance on the definition of terms like "GPS" and "Advanced Information Technology" to describe electronic mobile communication tracking.

"FMCSA recognizes that these terms are no longer adequate ... Such technologies can no longer be considered "advanced" as they are now widely accepted and used in the industry. Likewise, electronic mobile communication/tracking systems may rely on technology other than GPS to determine the time, date, and/or location of motor vehicles and/or drivers.

"For ease of discussion in this Policy, the use of the phrases "electronic mobile communication/tracking technology," "electronic mobile communication/tracking systems," and "electronic mobile communication/tracking records" shall be deemed to include those technologies and records that allow a motor carrier to identify the location of a motor vehicle or driver, or that allow a motor carrier to send or receive messages to or from its drivers." The agency anticipates publishing the NPRM by the end of 2010 and publishing a final rule within 24 months.

Comments on the NPRM should be submitted to FMCSA by July 9, 2010. Click here and follow the online instructions for submitting comments
<http://www.regulations.gov/search/Regs/home.html#home>

Click here to read the complete proposed rulemaking:
http://www.fmcsa.dot.gov/documents/rulesregs/hos/FMCSA-2010-0168_signed_notice_updated_508.pdf

End.

5. Land Line; Monday, June 7, 2010

HEADLINE: CVSA Roadcheck begins

Roadcheck, the 72-hour safety blitz, is set to start Tuesday, June 8, and run through Thursday, June 10.

During the 22nd Roadcheck event in June 2009, CMV enforcement performed a record 72,782 inspections, including more than 57,000 Level I inspections, on trucks and buses at 2,100 locations. Vehicle compliance rates during the 2009 event were about 80.4 percent, the highest rate since 1996. Driver compliance rates also set a record in 2009 at 95.7 percent.

The primary reasons cited by inspectors for placing vehicles and drivers out of service continue to be brakes and logbooks, respectively.

Last year, during 7,800 inspections in Canada, 97 percent of drivers earned a passing grade, up from 95 percent a year ago, while 82 percent of vehicles passed with a similar rate to 2008.

Learn more about the program at www.cvsa.org

End.

6. Press release from IANA; Monday, June 7, 2010

HEADLINE: IANA LAUNCHES DVIR PROCESSING SYSTEM

DATELINE: CALVERTON, Md. -- The Intermodal Association of North America (IANA) announced today that it has launched the IANA Driver Vehicle Inspection Report (DVIR) Processing System. The system assists motor carriers, intermodal equipment providers (IEPs), facility operators, and maintenance and repair vendors with regulatory compliance and identification of defective equipment.

DVIR reporting by motor carriers to IEPs is required beginning June 30, 2010, as defined in Sections 396.11-12, of the final "Roadability" regulations. IANA's DVIR Processing System supports IEPs that have registered with the Global Intermodal Equipment Registry (GIER) and authorized IANA to process equipment condition reports on their behalf.

The system allows IANA to receive driver, or motor carrier-supplied, equipment information collected by multiple methods, including IANA's DVIR Web Portal, EDI, telephone via interactive voice response system (IVR), XML, CSV or fixed file format data transfer.

IANA has created interfaces between GIER, IANA's Intermodal Driver Database and the Uniform Intermodal Interchange and Facilities Access Agreement database in order to provide efficient and secure access to the data required for DVIR completion. The process also includes provisions for an electronic driver's signature, eliminating paper processes.

Motor carriers, IEPs, facility operators, and maintenance and repair vendors may register for IANA DVIR processing services by visiting www.DVIR.Intermodal.org. Beginning on June 9, IANA will conduct a series of DVIR processing webinars; please visit www.DVIR.Intermodal.org for registration information.

IEPs can also visit www.GierRegistry.com to submit unregistered equipment for identification the GIER system. DVIR delivery to the IEP is dependent on GIER registration. GIER registration will also fulfill the equipment marking provisions of the regulation.

IANA is North America's leading industry trade association representing the combined interests of the intermodal freight industry. IANA's membership includes railroads, water carriers and stacktrain operators; port authorities; intermodal truckers and over-the-road highway carriers; intermodal marketing and logistics companies; and suppliers to the industry, such as equipment manufacturers, intermodal leasing companies and consulting firms. IANA's associate members include shippers, academic institutions, government entities and nonprofit associations.

<http://www.intermodal.org/>

End.

STATE NEWS

7. KOSA-TV7 CBS (Odessa/Midland, Texas); Monday, June 7, 2010

HEADLINE: Road Check 2010 Begins, Some Drivers Say Troopers are too Picky

Byline: Shelley Childers

Odessa, TX - It's an international effort to keep highways and interstates safe this summer; law enforcement agencies across North America are conducting a huge safety inspection.

Road Check 2010 begins Tuesday and lasts through Thursday.

In a highly concentrated 72-hour period, troopers across the state expect to check more than 7,000 commercial vehicles, and it's something they say is the difference between life and death, but there are some drivers who believe troopers are being too picky.

"When we start tomorrow, we'll turn the light on both sides, the east and the west side of the interstate, and all commercial vehicles will be required to stop," said Sgt. Bart Teeter with the Midland office for the Department of Public Safety.

In the 22nd year for Road Check, truck drivers and their vehicles will be put through a broad check-list before they are allowed to leave the inspection station.

"When you get inspected they'll check the wear on your tires, the thickness of your tread. They'll check all your hoses, your electrical lines and any fluid under the hood," said 40-year veteran driver John McElroy.

This intense checklist is all for a good reason, keeping roadways safe during the high-traffic summer season.

"When you look at the percentage of traffic fatalities that involve unsafe commercial vehicles, it's a fairly significant number," Sgt. Teeter said.

But some drivers say this hyped-up event is just a quick way to bring in income, "Honestly, I think that it's income, it's revenues, because they check a lot of things that they know they can find something wrong with no matter how new the truck is, or how well it is taken care of." Said 6-year driver Robert Cliett, who was passing through Odessa today.

Last year troopers took 22 percent of the vehicles they inspected, off the roads for violations, but veteran trucker McElroy supports the check saying, "I think it's important, it's not a hassle, it's not a 30 minute deal, and if you keep your truck up, you don't have anything to worry about."

Sgt. Teeter stands firmly by the department's safety check, "the issue is absolutely to us, and we feel a matter of life and death."

Officials tell us these drivers should prepare for the inspections to take anywhere from 45 minutes, up to an hour.

There is a reward system for drivers who pass the inspection; they receive a sticker that exempts them from another inspection for 90 days.

End.

8. Press release from Michigan State Police; Monday, June 7, 2010

HEADLINE: STATE POLICE PARTICIPATE IN NORTH AMERICAN COMMERCIAL VEHICLE ENFORCEMENT OPERATION

LANSING, Mich., June 7 -- Motor carrier officers from the Michigan State Police (MSP) will join law enforcement officers from across North America, including Canada and Mexico, in a coordinated effort to reduce crashes involving commercial motor vehicles and passenger vehicles by conducting comprehensive commercial vehicle safety inspections.

The initiative, known as Roadcheck and sponsored by the Commercial Vehicle Safety Alliance (CVSA), will take place on June 8 - 10, 2010. Officers will conduct the inspections during routine traffic stops and at weight stations. The inspections will focus on Unified Carrier Registration violations and ensuring drivers have the proper operating license and are in compliance with hours of service regulations.

During this time, officers will also focus their enforcement efforts on safety belt use among commercial motor vehicle operators. According to a recent national study, only 74 percent of truck drivers use safety belts. The national average of belt use among all drivers is 83 percent.

This is the 23rd Roadcheck initiative since the effort began in 1988. Last year, 9,683 inspectors performed 72,255 inspections at 2,145 locations across North America.

End.

9. Press release from Tennessee Highway Patrol; Monday, June 7, 2010

HEADLINE: THP Participates in Operation Roadcheck 2010; THP Removes Unsafe Commercial Vehicles from Tennessee Roadways

NASHVILLE --- The Tennessee Highway Patrol will team up with the Commercial Vehicle Safety Alliance for Operation Roadcheck 2010, the largest targeted enforcement program on commercial vehicles in the world. The 72-hour roadside inspection will begin on midnight, Tuesday, June 8 and run through midnight, Thursday, June 10 across North America. The ultimate goal of Operation Roadcheck is to enhance truck and bus safety, as well as security throughout the U.S., Canada and Mexico.

The Tennessee Highway Patrol will perform round-the-clock roadside checks at all nine inspection/weigh stations along interstate highways. The Level I inspection, the most thorough and comprehensive examination, will be conducted on commercial vehicles and buses throughout Operation Roadcheck, with an added emphasis on safety belt enforcement. According to recent studies, only 74 percent of truck drivers heed the federal law that requires them to wear a safety belt to avoid injury or death in a crash. In addition to seat belt

enforcement, Troopers will be checking for operating authority, insurance and Commercial Driver License status checks of commercial vehicle drivers.

“We are geared up to participate yet again in the National Roadcheck enforcement period,” said Department of Safety Commissioner Dave Mitchell. “A special emphasis on commercial vehicle and driver safety inspections is pivotal in maintaining the safety and security of our highways. The more we educate commercial vehicle drivers on the importance of maintaining safe vehicles and buckling up, the safer our highways will become.”

During Operation Roadcheck 2009, Tennessee State Troopers conducted checkpoints at the State’s nine inspection/weigh stations and stopped trucks at random points along the roads. In all, Tennessee Troopers inspected 1,023 commercial vehicles during last year’s 72-hour period, resulting in 102 commercial vehicles and 37 commercial drivers being placed out-of-service. Nationally, hours-of-service violations continue to be the most common reasons for drivers being placed out-of-service, while vehicles placed out-of-service have decreased from 20.8 in 2008 to 19.6 percent last year. The most frequent out-of-service violation for vehicles was unsafe brakes with 26.9 percent in 2009. During Roadcheck 2009, the Commercial Vehicle Safety Alliance says 72,782 inspections were conducted nationwide resulting in 17 lives saved and 307 injuries avoided.

“All drivers need to be conscious of and abide by the rules of the road, especially drivers of large commercial vehicles and buses. The potential for disaster rises exponentially with the size, weight and increased numbers of passengers of these vehicles,” says THP Colonel Mike Walker. “In addition to Operation Roadcheck, the Tennessee Highway Patrol will conduct a statewide commercial vehicle campaign called ‘Operation Strategic Transportation Observation & Prevention (S.T.O.P.)’ at the end of June. We will not hesitate to place commercial vehicles and/or drivers out of service to keep our highways safe.”

THP, in conjunction with the **Federal Motor Carrier Safety Administration**, will also participate in the National Passenger Carrier Strike Force Enforcement from July 26 through July 30 in the Pigeon Forge area and again from August 23 through September 3 at various locations across the state.

CVA sponsors Roadcheck each year with the Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada and the Secretariat of Communications and Transportation (Mexico).

The Tennessee Department of Safety’s mission is (www.TN.Gov/Safety) to ensure the safety and general welfare of the public. The department encompasses the Tennessee Highway Patrol, Office of Homeland Security and Driver License Services. General areas of responsibility include law enforcement, safety education, motorist services and terrorism prevention.

End.

10. Press release from Office of Connecticut Governor Jodi Rell; Monday, June 7, 2010

HEADLINE: Governor Rell announces stepped up enforcement of commercial vehicles; Teams Focus On High Crash Zone Beginning Tuesday

Governor M. Jodi Rell announced today that the state’s highest three commercial-vehicle crash zones of the New Haven, Hartford and Waterbury areas will get major attention in the

Connecticut' annual three-day enforcement of state and federal safety laws begins that begins tomorrow.

Roving Department of Motor Vehicles inspectors as well as state police will also travel along various other parts of Interstates 95, 91, 84, 395 and 384 as well as open the weigh stations in Danbury, Union and Greenwich to check for violations of truck and driver safety.

"Preventing accidents remains our strong message. These checks put truck drivers and their companies on notice we are cracking down on violators," said Governor Rell. "We take highway safety very seriously in Connecticut and expect everyone to do the same."

The Connecticut campaign, which is run through the DMV, is part of the nationwide show of force June 8-10 sponsored by the Commercial Vehicle Safety Alliance, the Federal Motor Carrier Safety Administration and their various state partners across the country. The aim is to raise awareness about the need for truck safety on the nation's roads and to educate drivers and their companies about safety requirements.

"At DMV we want the tough message to get out through this national Roadcheck Program that truck safety is a priority of the Commercial Vehicle Safety Division and we are clear that violations will bring consequences in terms of fines and out-of-service orders for those who don't have safety as a priority," DMV Commissioner Robert M. Ward said.

In Connecticut, the most recent statistics show DMV performed an average of about 16,000 truck inspections for the years 2008 and 2009. In comparing the first five months of 2010 to 2009, DMV had a 28 percent increase in the number of trucks inspected for January to May 2010 compared to the same period in 2009.

Recent statistics also show that New Haven alone leads the state with 183 crashes from November 2008 to October 2009. It was followed by Hartford with 70 and 58 in Waterbury (See attached chart for ranking of top-10 towns/cities for commercial vehicle accidents).

DMV inspectors and the State Police will have a checklist with nearly 200 items that are reviewed on each vehicle. Each full inspection of a vehicle takes about an hour to complete. Included in the checks are: proper tires; safely functioning brakes; systems for securing a load; working lights and whether a driver has exceeded the number of hours allowed for driving. Vehicles failing in major categories of the checklist will be placed out of service.

End.

11. Press release from Texas Department of Public Safety; Monday, June 7, 2010

HEADLINE: DPS troopers checking 18-wheeler safety June 8-10

During RoadCheck 2010, law enforcement agencies across the United States, Mexico and Canada will be checking commercial motor vehicles such as 18-wheelers. The 72-hour intensive inspection program runs from June 8 through 10 throughout North America.

DPS Commercial Vehicle Enforcement troopers and noncommissioned inspectors, along with Highway Patrol troopers who have received specialized training in commercial vehicle inspection, will stop thousands of commercial vehicles to inspect safety equipment and check

driver log books, driver licenses and endorsements. Inspectors will also look for possible drug or alcohol use.

“We want to emphasize to all commercial vehicle operators traveling through Texas that safety is our foremost concern. We’ll be looking for trucks and drivers who aren’t complying with safety requirements, and we’ll place them out of service if necessary,” said David Baker, the assistant director who oversees the Texas Highway Patrol.

During Roadcheck 2009, DPS inspectors examined 7,316 vehicles in Texas. As a result, troopers removed 1,636 vehicles and 202 drivers from service because of the serious nature of their safety violations. Inspectors placed 125 drivers out of service for hours-of-service violations. Other violations ranged from false log violations, having the improper endorsement to suspended, expired and cancelled licenses. Seven drivers were placed out of service for drug or alcohol violations. Troopers issued 12 tickets for seat belt violations.

The Roadcheck program, which stretches from Mexico to Canada, is designed to reduce commercial vehicle highway fatalities through increased vehicle safety. The Commercial Vehicle Safety Alliance (CVSA), which sponsors Roadcheck, reports a significant decrease in the commercial vehicle crash rate in North America since the program’s start in 1988.

Vehicles passing inspection receive a CVSA decal exempting the vehicle from inspection for a 90-day period, unless they have an obvious safety defect. DPS troopers issued 3,037 decals during Roadcheck 2009.

End.

12. Hartford (Connecticut) Courant; Sunday, June 6, 2010

HEADLINE: RELL SIGNS BILL IMPOSING PENALTY FOR FALSIFYING SCHOOL BUS RECORDS

Byline: Monica Polanco

HARTFORD, CT - Gov. M. Jodi Rell on Sunday signed a bill that imposes a \$2,500 penalty for falsifying school bus maintenance reports or transporting students in out-of-service buses.

The penalty — among several new requirements that the bill holds for the State Department of Motor Vehicles — would apply to anyone who falsifies a school bus maintenance report or who removes an out-of-service sticker from a school bus and then transports students in the bus, Rell said.

Lawmakers began working on improving school bus safety after a Courant story showed that one in four school buses was deemed unfit for service after routine inspections last year. The problem has been in the spotlight since Jan. 9, when Vikas Parikh, 16, of Rocky Hill, died after the bus in which he was riding collided with a car on I-84 and plummeted down an embankment.

The bill that Rell signed Sunday also requires:

Ignition interlock devices to be installed in vehicles owned by people who have been convicted of driving under the influence twice in 10 years. The device will prevent the person's car from starting if it detects alcohol on the driver's breath.

Background checks of DMV workers who issue driver's licenses or State-issued identity cards.

A Federal grant will help pay the costs of the background checks.

End.

OTHER NEWS

13. Los Angeles Times BLOG; Tuesday, June 8, 2010

HEADLINE: To avoid the yawns, the best time to start work is between 9 a.m. and 2 p.m.

Posted by Shari Roan

It takes people working around the clock to keep modern society functioning. But studies show people who work night or graveyard shifts pay a price. Working at night is linked to disrupted sleep patterns and an increased risk for several types of health problems, including obesity, heart disease and cancer. The fatigue that results from working odd hours increases the rate of accidents and mood disorders, too.

A new study shows just how sensitive humans are to work shifts. Using a mathematical model, researchers found that the total duration of sleep ranges from 4.5 hours to 8 hours depending on the start time of a person's work shift. The maximum estimated sleep duration occurs among people who start shifts between 9 a.m. and 2 p.m., said the researchers, from Washington State University's branch in Spokane. The minimum estimated sleep duration occurs when the shift starts between 8 p.m. and midnight.

Minimum on-the-job fatigue occurs when a shift starts at 9 a.m. and maximum fatigue occurs when the shift starts at 11 p.m. Workers who start shifts just after midnight fare better than workers who start at 11 p.m. probably because starting work after midnight allows those individuals to sleep before work. Shifts that start just before midnight do not allow for a sufficient pre-shift sleep because the timing conflicts with the body's circadian rhythm. Early evening is a time of day when the body is geared to be alert.

The take-home message of the study is that employers may want to avoid scheduling work shifts that start between 8 p.m. and midnight. The study was presented Tuesday at the Associated Professional Sleep Societies <http://www.apss.org/> meeting.

End.

14. AOLnews.com; Monday, June 7, 2010

HEADLINE: Honk If You Want a Safe Place for Truckers to Rest

Byline: Byron Tau, AOL News

WASHINGTON (June 7) -- The nation's truck drivers are honking to demand more rest stops.

And U.S. Rep. Paul Tonko, D-N.Y., is listening. His bill in the House, Jason's Law, would provide \$120 million over the next six years to states and local governments to invest in safe

parking and rest-stop facilities for commercial truck drivers, who are required by federal law to rest after 11 hours on the road but who often face a lack of adequate infrastructure along the Interstate Highway System.

The bill was inspired by and named after New York driver Jason Rivenburg, who was murdered and robbed of the \$7 in his wallet while sleeping at an abandoned gas station in South Carolina in 2009.

"This is a common-sense bill," Rivenburg's wife, Hope, said in a statement. "Our truckers are the backbone of our economy, and they make sure the products we need get to market. But they also have to follow federal rules, which require a 10-hour rest break. There is not enough parking for them now, and many states have proposed closing more rest areas because of budget problems."

The problem is something that the industry has grappled with for a long time, according to Brad Stotler of the American Trucking Associations. Shrinking state budgets coupled with federal break requirements have created something of a shortage in safe parking areas for truck drivers.

"It's been an issue that we've been dealing with as an industry," Stotler said. "It's one of these issues that everyone in the trucking industry supports, [and] it's something that's bipartisan."

Drivers want to get off the road when they get tired, Dave Osiecki, a senior vice president with the trucking association, noted in a statement.

"Without readily available safety rest areas, professional truck drivers often have to decide whether to keep driving to find a safe parking place or pull off the road onto a shoulder or ramp, putting themselves and other motorists at risk," his statement said. "Professional drivers should not be put in this 'no-win' situation."

But it was Rivenburg's murder that really brought the issue into focus in Congress, coupled with wrangling at the state level over funding for rest stops.

Virginia's new governor, Bob McDonnell, recently fulfilled a campaign promise and reopened 19 rest stops that were closed last summer because of budget woes by his predecessor Timothy Kaine's administration. The McDonnell administration was able to raise money through a combination of private and government funding.

"The top priority of this session of Congress, rightfully so, is on job creation and economic recovery," Tonko wrote in an op-ed in today's Roll Call. "If we require our truck drivers, who are themselves small-business owners, to continue to ramp up their deliveries to small businesses and even major corporations, we need to also ensure their safety. Jason's Law, by investing in infrastructure and helping to plug state budget shortfalls, does just that."

End.

15. San Bernardino County (California) Sun; Tuesday, June 8, 2010

HEADLINE: Putting safety to test; Simulators let companies train drivers

Byline: Rebecca U. Cho, Staff Writer

Truck and bus drivers are hitting the road with researchers from Cal State San Bernardino - at least, in the virtual sense.

Commercial drivers, and the companies that employ them, will soon have access to driving simulation technology that could improve road safety. The university plans to bring six simulators to the Inland Empire by September through a partnership with the University of Iowa, home of a major research facility for driving simulation.

"If we can train commercial drivers and make them better drivers, it's good for trucking companies, buses and everyone who uses California's local roads," said John Wu, the director of the Leonard Transportation Center at Cal State San Bernardino.

Costing about \$15,000 to \$20,000 each, the simulators are versions of the University of Iowa's larger simulator, a domed structure the size of a high school gymnasium and containing an actual car. Wu said the technology would include three 42-inch screens simulating road conditions in front of the driver, who would sit in a truck cabin with a seat, shifters and steering wheel.

The equipment would allow researchers to advise drivers on shifting and cruising techniques, as well as on how to save on energy costs.

Researchers from both universities were demonstrating a desktop version of the simulator last weekend at the Southern California Transportation and Logistics Summit in Ontario. Inland trucking companies and bus systems have expressed interest in using the simulators to screen and train their drivers.

Ted Honcharik, chief executive officer of Riverside-based Pacific Tank Lines, said the technology could save his company time in screening hires. Pacific Tank Lines, a petroleum carrier for large oil companies such as Chevron, employs about 150 drivers who drive 80 trucks.

"That's one of our biggest concerns when hiring somebody - that the driver understands all the safety aspects of driving a tanker truck," Honcharik said. "The simulators hopefully will ensure we're hiring the right people and give us a way to train existing drivers in the future."

The simulators will benefit the development of trucking companies in the Inland Empire, Honcharik said.

"One of the largest groups of people working are truck drivers," Honcharik said. "There's a tremendous amount of warehousing out here, a lot of labor. Trucking is going to continue to grow here."

Drivers with Omnitrans, which provides bus services in the San Bernardino Valley area, already receive mandatory eight-hour training every year. But the simulators would add expensive technology to the area that was not previously available to improve driver safety and technique, said Wendy Williams, a spokeswoman for Omnitrans. About 400 drivers work in the bus system.

"Some of those investments are beyond our grasp," Williams said. "That's why we would be excited about the opportunity made available locally to benefit transit drivers as well as other types of drivers."

End.

16. Press release from HDNet's 'Dan Rather Reports'; Monday, June 7, 2010

HEADLINE: HDNet's 'Dan Rather Reports' Hits the Road With Big Rig Truckers; Tomorrow's program is the latest installment in a series of stories on the trucking industry - Tuesday, June 8 at 8:00 p.m. ET

DALLAS, June 7 /PRNewswire/ -- Tuesday night's "Dan Rather Reports" takes to the highway to look inside the business of big rig trucking, and how the long haul life – that used to be lucrative and adventurous – is now one in which long and arduous weeks are spent away from home and the truckers are barely able to pay for the rigs they are driving.

"I haven't been home for two and a half months," said Richard Ulrich, an independent trucker who spoke to "Dan Rather Reports." "I have to work twice as hard now to make the money that I made 30 years ago to support my family."

Due to deregulation in the trucking industry, things have changed for drivers. In 2005, the average trucker was earning just over \$35,000 a year, down more than 30 percent from 1980. For independents, the average take home was \$22,000.

"Dan Rather Reports" rode shotgun through five states and three time zones on a real-life run with Don Wagner, a long haul trucker from Nevada.

Wagner, a small businessman who got into trucking later in life, loves the job, but he's scrambling more and more and earning less and less. At this point, he's just trying to do everything he can to keep his big rig business afloat.

Like most truckers, Don Wagner gets paid by the mile. When his wheels aren't turning, he's not making any money, but his bills are piling up. His wife Leslie stays behind and runs the home office of Wagner's Trucking. Day after day, she stakes out the computer -- trying to book hauls for Don using electronic want ads for truckers called load boards.

"I turn [the computer] on as soon as I get up in the morning," Leslie Wagner told us. "Because if a good load comes and he's in an area that hard to get out of – you have literally two minutes to call and make contact."

So, who is making all the money in this 650 billion dollar business?

Big corporate middlemen and Wall Street investors are banking the big profits in this world of nearly two million big rigs moving more than ten billion tons of freight each year. In this high-volume, low-margin business, it's a cut-throat contest of more than 200,000 trucking companies and some 12,000 middle men known as freight brokers.

"Dan Rather Reports – Haul or High Water" airs Tuesday, June 8 at 8:00 p.m. ET and will re-air at 11:00 p.m. ET to accommodate West Coast Prime Time.

End.

OTHER CRASH INCIDENTS AND FOLLOW-UP (6)

OC1. Troy (New York) Record; Monday, June 7, 2010

HEADLINE: Pittstown accident victims identified, driver fatigue may have been contributing factor

Byline: Dave Canfield, The Record

PITTSTOWN — State Police have identified the four Vermonters killed when their vehicle crossed into oncoming traffic on Route 7 early Sunday.

Killed in the head-on collision were driver 42-year-old Robin C. Martinez, along with 40-year-old Juana Jiminez and her two children: Jasmil, 13, and Cesar, 10. All four were returning from New York City to Bennington, Vt., where they lived, police said.

They had been downstate to pick up Jiminez's 15-year-old daughter Jennifer at John F. Kennedy International Airport after a trip to visit relatives, police said. Jennifer Jiminez was the only occupant of the 2010 Honda Pilot that survived the 5 a.m. crash. She was taken to Albany Medical Center Hospital after rescue crews extricated her from the vehicle.

Police said they do not know why Martinez, who had arrived at the airport an overnight flight from the Dominican Republic, crossed into oncoming traffic in Boyntonville and struck a tractor trailer operated by John H. Miller, a 54-year-old resident of Brattleboro, Vt. A State Police spokesperson suggested Martinez may have been suffering from driver fatigue.

Miller, who operated a truck for a food-distributor, was able to escape his truck after the crash and sustained only minor injuries.

The crash closed Route 7 for several hours as rescue crews worked at the scene. It was the latest in a string of fatal collisions in Pittstown and neighboring Schaghticoke.

Hoosick resident Brian Nopper, 25, was killed a few miles from the scene of Sunday's accident when he crossed the center line and struck another car on Route 7 on April 16. Just days after that collision, another crash in Pittstown claimed the life of town resident Ronald Marbot and his 8-month-old son on Reservoir Lake Road, also the result of crossing into oncoming traffic.

Earlier in April, a pair of fatal accidents claimed three lives: 20-year-old Kevin O'Konski and Emma Brenenstuh, 19, were killed in an accident on Route 40 in Schaghticoke police say was caused by O'Konski's reckless driving on April 8, and Thomas Vinehout, 47, was killed in a motorcycle accident in Pittstown on April 3.

Late March saw the death of 20-year-old Timothy Gifford when his pick-up truck rolled over on Kardas Road.

End.

OC2. FOX-TV4 (Dallas-Fort Worth); Monday, June 7, 2010

HEADLINE: Woman Committed Suicide by Semi



PLANO, Texas - A woman who was killed by an 18-wheeler on Highway 75 in Plano on Friday afternoon intentionally walked into the path of the moving truck, according to investigators.

Plano police said 33-year-old Jessica Ann Tabb was struck and killed in southbound lanes of the freeway at Legacy Drive.

They said Tabb had parked her vehicle roadside before stepping in front of the truck.

The incident created a major traffic jam on the busy thoroughfare.

End.

OC3. TWEAN Newschannel (Raleigh, North Carolina); Monday, June 7, 2010

HEADLINE: DOT officials turn to public after worker killed in wreck

VIDEO: http://charlotte.news14.com/content/local_news/triangle/626811/dot-officials-turn-to-public-after-worker-killed-in-wreck

Byline: Jessica Cervantez

RALEIGH – Safety has always been a top priority for the North Carolina Department of Transportation. But after losing an employee in an accident last week, they're turning to the public to help in the safety push.

DOT worker Jonathan King died last Wednesday after a tractor-trailer hit him while he was setting up a work zone along I-40 in Duplin County. State troopers say the driver, Ernest Harris, took his eyes off the road, veered off the road and pinned the 21-year-old between two vehicles.

DOT officials say it's a reminder for all motorists to stay alert.

"If you're behind the wheel, wear your seat belt, follow the rules of the road, follow speed limits and very importantly, pay attention to what you're doing," Kevin Lacy, of the N.C. DOT, said.

King was the first employee the DOT has lost in a work zone in the last three years.

"We've had drunk drivers, people on drugs, even medical – a lot of people don't think about passing out at the wheel because of medical, but anything can happen," Transportation Supervisor Rodney Poe said.

Poe says the biggest problem is dealing with drivers who don't slow down while driving through construction work zones.

"10 years ago, it wasn't quite as bad, but now, drivers are so aggressive compared to what they were. So we're constantly having to holler at each other," he said.

Harris faces several charges, including misdemeanor death by a motor vehicle. Another worker was injured during the accident. He was treated and released from the hospital.

End.

OC4. Des Moines (Iowa) Register; Monday, June 7, 2010

HEADLINE: N.Y. truck driver sought in fatality

DAVENPORT, IA. — Authorities are seeking a man from Brooklyn, N.Y., in connection with a fatal crash near Davenport on May 22.

Police said the main cause of the crash was an illegal U-turn made by a semitrailer truck on Interstate Highway 80. The driver of the truck, Hryhoriy Kozachok, 53, is to be charged with homicide by vehicle and serious injury by vehicle, both felonies.

U.S. Marshals are assisting local authorities in trying to find Kozachok.

A Ford 500 ran into the truck as it was turning. Abby Lynn Vermeire, 24, of Bettendorf, a passenger in the car, died the next day.

End.

OC5. Contra Costa Times (Walnut Creek, California); Monday, June 7, 2010

HEADLINE: Driver of runaway dump truck to testify in trial for fatal crash

Byline: Will Bigham, Staff Writer

RANCHO CUCAMONGA - The driver of a runaway dump truck involved in a fatal crash four years ago is expected to take the witness stand this morning in his vehicular manslaughter trial.

Adam Ahlberg's truck sped down Archibald Avenue at speeds of up to 70 mph on June 16, 2006, after its brakes reportedly failed.

The three-axle 1989 Peterbilt truck hit several vehicles, including an Omnitrans bus, and came to rest after colliding with a Rancho Cucamonga public works truck at Archibald and Arrow Route.

The driver of the city-owned Ford F-250, Angel Steve Calzada of Rancho Cucamonga, was pronounced dead at the scene.

Calzada, a 51-year-old married father of two adult daughters, worked for the city for more than 20 years, and since 1981 had volunteered as a reserve deputy at the Rancho Cucamonga sheriff's station.

Prosecutors allege Ahlberg, 30, as well as the management at his employer, Riverside-based Clark Grading, Inc., knew the truck had faulty brakes but failed to repair them.

Both Ahlberg, of Riverside, and the company face criminal charges. A trial for the company is scheduled to begin July 7.

Prosecutors rested their case last week following three days of testimony in West Valley Superior Court, and Monday was the first day of testimony in Ahlberg's defense case.

An expert witness, self-identified "truck specialist" Robert Wilson, was the only defense witness called Monday.

He said Ahlberg logged 90 miles on his truck in trips to Irvine and Claremont prior to driving to the northern end of Archibald.

At the top of the street, at the base of the San Gabriel Mountains, the slope is twice as steep as currently permitted by the state Department of Transportation, he said. Wilson speculated that the road was "grandfathered in."

In the five miles Ahlberg traveled on Archibald before colliding with Calzada's truck, the downward slope eased, but never leveled off or turned uphill, Wilson said. The elevation dropped about a half-mile over the five-mile span, Wilson said.

Wilson, a former California Highway Patrol officer, faulted the inspection of Ahlberg's truck after the crash, saying investigators failed to perform some tests that might have revealed information about the vehicle's brakes.

"I believe there are still unanswered questions," Wilson said.

End.

OC6. Charlotte (North Carolina) Observer; Monday, June 7, 2010

HEADLINE: Train hits tractor-trailer in Rowan County



VIDEO: http://charlotte.news14.com/content/local_news/charlotte/626810/2-hospitalized-after-train-collides-with-tractor-trailer

The Highway Patrol is investigating a collision between a train and a tractor-trailer in Rowan County.

Troopers say the train struck the truck at about 10:30 a.m. near Statesville Boulevard in front of Shaver Wood Products.

The driver of the tractor-trailer was taken to Iredell Memorial with life-threatening injuries.

The tractor-trailer burst into flames after the collision. Rowan County authorities say three people tried to help get the driver out of the truck. One of those people was taken to a hospital to be treated for smoke inhalation.

AirStar 36 over the scene showed the tractor-trailer on its side with damage to the cab. The collision did not cause the train to derail.

End.