

FMCSA Office of Communications  
News Clips No 1134

**NEWS ACCOUNTS OF FATAL CRASHES INVOLVING CMVs**

=====

- C1. Georgia, Pierce County                    3 fatalities (car hit front right tire of semi as the car attempted to move into same lane on U.S. 84)  
C2. Georgia, Coweta County                1 (car crossed median, struck tractor-trailer head-on; local authorities suspect suicide)  
C3. New Jersey, Warren County            1 (tractor-trailer overturned on Route 80 exit ramp)  
C4. Pennsylvania, Mifflin County        1 (tractor trailer driver missing since May 27, found in vehicle by PennDot work crew in wooded ravine along U.S. 322)

=====

1. FleetOwner; Wednesday, June 9, 2010, 9:47 AM  
**HEADLINE: Operation Roadcheck: Highway-safety catalyst**  
YouTube Video - Anne Ferro discussing Roadcheck:  
<http://fleetowner.com/video/archive/video-roadcheck-regulator-0609/>  
YouTube Video - from the Roadcheck event: <http://fleetowner.com/video/archive/video-roadcheck-law-enforcement-0609/>  
Photo Gallery: [http://fleetowner.com/photo\\_galleries/photos-cvsa-roadcheck-0609/](http://fleetowner.com/photo_galleries/photos-cvsa-roadcheck-0609/)
2. Transport Topics online; Wednesday, June 9, 2010, 12:10 p.m.  
**HEADLINE: Three-Day Roadcheck Continues Through Thursday**
3. WHSV-TV3 ABC (Staunton-Shenandoah, Virginia); Wednesday, June 9, 2010  
**HEADLINE: New Technology to Reduce Commercial Vehicle Deaths on Interstates**
4. BulkTransporter.com; Wednesday, June 9, 2010  
**HEADLINE: Tanker rigs under watchful eyes during Roadcheck 2010**

**ROAD CHECK 2010 (5)**

**TACT**

10. WITN-TV (Greenville, North Carolina); Tuesday, June 8, 2010  
**HEADLINE: Police To Ride In Tractor Trailers; The TACT program or Ticketing Aggressive Cars and Trucks, combines outreach, education, and evaluation with targeted enforcement activities.**

**OTHER NEWS**

11. Medill/Northwestern University (Chicago); Wednesday, June 9, 2010  
**HEADLINE: Licensed horse shippers complain regulators don't crack down on 'bootleg' competitors**

## OTHER CRASH INCIDENTS AND FOLLOW-UP (4)

---

C1. Florida Times-Union (Jacksonville, Florida); Wednesday, June 9, 2010

**HEADLINE: 3 Ware County men die in Blackshear crash; Car clips semi during pass, careens into pickup.**

Byline: Teresa Stepzinski

A three-vehicle crash killed three Waycross residents and injured a Pierce County man on U.S. 84 early Wednesday.

David Leon Miller II, 29, and his two passengers, Albert Jerome Barkley, 57, and Clinton Eugene Williams, 50, died at the scene of the collision about 6:35 a.m. near Ben Couch Road between Waycross and Blackshear, said Lt. Chris Wright of the Blackshear Police Department.

The three men were in a Mercury Grand Marquis sedan that the preliminary investigation indicates caused the collision by improperly changing lanes, Wright said.

A pickup truck driver, Jerome Vernon Sapp, 56, of Blackshear, was injured and was taken to Satilla Regional Medical Center in Waycross. Information about Sapp's condition was not available.

The third driver, Isaiah Leonard, 33, of Brandon, Fla., was not injured. Leonard was driving a Kenworth tractor-trailer, Wright said.

Miller and Williams were wearing seat belts. It was unknown if Barkley had been wearing his, Wright said.

What happened

Wright said the ongoing investigation showed the following sequence of events.

Miller and Leonard were driving east on U.S. 84. Sapp was driving west in a Dodge Ram pickup truck.

Miller passed Leonard's truck, which was in the inside eastbound lane of the highway. Miller misjudged his clearance while passing the semi and attempted to move into the inside lane. As Miller changed lanes, his car hit the front right tire of the semi.

The impact caused Miller to lose control of the car, which careened into the westbound lane where it collided with Sapp's pickup.

Traffic on the highway, which is a major route between Waycross and Blackshear, was snarled for about three hours.

Anyone with information about the crash is asked to call Blackshear police officer Jason Strickland, who is leading the investigation, at (912) 449-7011.

End.

C2. Newman (Georgia) Times Herald; Thursday, June 10, 2010

**HEADLINE: Newnan woman killed after her car strikes tractor-trailer truck**



Photo Caption: Georgia State Patrol Trooper Ray Knight investigates an accident at U.S. Highway 29 south under the I-85 bridge at Exit 41 Tuesday night. The driver of a Lexus was headed southbound in the northbound lanes when she hit a transfer truck rig head-on. She was flown by helicopter to Atlanta Medical Center, where she was pronounced dead. The truck driver, shown walking with the trooper, was not injured.

Byline: Elizabeth Richardson

Authorities have ruled that a fatal wreck Tuesday night near Moreland was a suicide.

The wreck claimed the life of Barbara Jean Evans, 52, of 65 Foxcroft Court, Newnan.

"The evidence leads us to believe that it was a suicide," said Coweta County Deputy Coroner Bart Henson.

The wreck occurred at approximately 10:20 p.m., according to Sgt. Lance Greene of Georgia State Patrol's Post 24 in Newnan. Evans was traveling southbound on U.S. 29/State Route 14 in a 2006 Lexus. Near the BP gas station, as she neared Interstate 85 Exit 41, Evans "crossed over into the northbound lanes and continued underneath the interstate," according to Greene.

Just south of the Interstate 85 overpass, Evans struck a tractor-trailer truck head-on. The rig was driven by Fred Cook, 47, of Shelby, N.C., according to Greene. The sergeant said the tractor-trailer was "virtually stopped" when Evans' vehicle struck the rig. Cook did not appear to be injured and was walking with the investigating trooper at the scene of the accident.

Evans was extricated from the Lexus and flown by helicopter ambulance to Atlanta Medical Center, where she was pronounced dead.

Henson believes the wreck was intentional for numerous reasons, he said Wednesday. There were no skid marks and Evans had attempted suicide previously.

According to a GSP accident report, Evans was likely under the influence of medications, drugs and/or alcohol at the time of the incident.

The incident remains under investigation with no charges pending, according to Greene. Trooper Ray Kight is investigating the fatal wreck.

End.

C3. Daily Record (Parsippany, New Jersey); Thursday, June 10, 2010

**HEADLINE: Trucker dies on Rt. 80 West after flipping vehicle**

Byline: Mark DiPaola

HOPE TWP. — The driver of a 2006 Freightliner GT was killed yesterday after she flipped her vehicle while exiting on Route 80 West in Hope Township.

Barbara Feather, 65, of Valencia, Pa., became entrapped in the truck after it overturned as she attempted to take the Exit 12 ramp at 3:13 p.m., said New Jersey State Police Sgt. Julian Castellanos.

State police from the Hope station, as well as the Blirstown first aid squad and paramedics from St. Clare's in Dover, were on the scene to assist. She was pronounced dead at the scene by a St. Clare's doctor at 4:12 p.m., Castellanos said.

Police have not yet been able to determine the cause of the accident.

End.

C4. Lewiston (Pennsylvania) Sentinel: Wednesday, June 9, 2010

**HEADLINE: Authorities identify truck driver found dead**



Photo Caption: This is the tractor-trailer found early Wednesday morning by a PennDOT work crew near Reedsville.

Byline: KIERNAN M. SCHALK and MEGAN BOLLINGER, Sentinel reporters

LEWISTOWN - A tractor trailer driver, missing since May 27, was found dead in his truck by a PennDOT work crew on Wednesday.

Andrew L. Jackson, 51, of Grove City, was pronounced dead at the scene by Mifflin County Coroner Daniel Lynch. A Labrador Retriever was also found deceased in the cab of the tractor trailer but it is unknown whether the dog was killed in the accident or during the time the accident scene went unnoticed, Lynch said.

Lynch said the cause of death is unknown and he will be performing an autopsy at some point Thursday.

Mifflin County Regional Police Cpl. Robert Haines said the tractor trailer was travelling east on U.S. 322 and then crossed into the westbound lane before "shooting off" the roadway and down into a ravine located in a wooded area between the Reedsville and Milroy exits. Haines said the tractor trailer was airborne for 48 feet before landing on a bank and traveling down into a ditch where it came to an abrupt stop.

Lynch said he believes the accident occurred on May 25 between 11:15 and 11:45 p.m. based on records obtained through the trucking company, Great Wide American Transit Freight, that Jackson was working for.

Haines said the driver had left the Cleveland, Ohio area on May 25 and was headed to the Camp Hill area and was carrying a load of rolled steel.

U.S. 322 westbound was closed from approximately 11 a.m. when the tractor trailer was first discovered while emergency responders worked to pull the vehicle up from the ravine. The highway was reopened at approximately 4:30 p.m.  
See Thursday's edition of The Sentinel for continuing coverage.

End.

=====

1. FleetOwner; Wednesday, June 9, 2010, 9:47 AM

## **HEADLINE: Operation Roadcheck: Highway-safety catalyst**

Byline: Sean Kilcarr, senior editor

LANDOVER, MD – Amid an omnipresent rumble of diesel engines, inspectors from the Maryland State Police, **Federal Motor Carrier Safety Administration (FMCSA)**, and other law enforcement groups stationed here at one of the massive parking lots surrounding the FedEx Field pro football stadium fanned out to begin checking hundreds of commercial trucks and drivers for safety violations.

The effort at FedEx Field is being repeated across the U.S. and Canada as well as in parts of Mexico as the annual 72-hour roadside safety blitz dubbed “Operation Roadcheck” gets under way. The program targets unsafe commercial trucks and buses as well as their drivers.

Sponsored by the Commercial Vehicle Safety Alliance (CVSA), the yearly Roadcheck events – held since 1988 – garner support not only from law enforcement and government regulatory agencies but the trucking industry itself. These and other diverse parties use this massive effort as a catalyst of sorts to bring greater attention to highway safety issues.

“This event underscores how serious and important our task is – making sure we have the optimum environment for operating safely on our highways,” said Francis “Buzzy” France, CVSA president.

“We are here today to convince others to join this cause,” he added, “Crashes still occur because of faulty or ill-maintained equipment. People still die because of fatigued and unsafe drivers. We need to convince others that they can make a difference in making the roads safer for all.”

Major Pete Landon of the Maryland State Police estimated that his troopers – aided by other personnel from the state comptroller’s office, Maryland department of the environment, and others – would inspect some 700 vehicles during the first day of Roadcheck alone at the Landover site, with some 30% of them placed out of service for vehicle or driver violations.

These are not “random” inspections, however, Landon stressed, as his troopers deliberately target fleets with a history of safety violations or equipment that looks ill-maintained.

Anne Ferro, Administrator of the Federal Motor Carrier Safety Administration, said that from sun up on Tuesday June 8 until sundown on Thursday June 10, more than 70,000 roadside inspections will be conducted.

“Drivers will be pulled over and asked to show their CDL [commercial driver’s license], medical examiner’s certificate and record of duty status – because rested drivers are safe drivers,” Ferronoted. “Brakes, tires, lights will be tested. Every major component of the truck or bus will be examined.”

Ferro added that FMCSA studies have shown that drivers play a role in nearly nine out of ten large truck crashes involving fatalities. “It’s not just the tires, lights and brakes – the driver is a critical part of Roadcheck,” she stressed. “And lives will be saved as a result. In fact, the inspections conducted during last year’s Roadcheck event resulted in 17 lives saved and 307 injuries avoided.”

“These roadside inspections are not just occurring over the next 72 hours, they are being done each and every day – nearly 4 million times a year,” added CVSA’s France.

“It’s our job to create a driving environment where everyone who shares a road – whether it’s the biggest 18 wheeler, the smallest family car, or a bicycle – can do so safely,” noted Victor Mendez, Administrator of the Federal Highway Administration (FHWA).

“The numbers show that we’re succeeding, as last year the number of highway fatalities reached their lowest level in more than 50 years,” he said.

In 2009, according to National Highway Traffic Safety Administration (NHTSA) data, 33,963 people died on U.S. highways – a drop of 8.9% when compared to the 37,261 deaths reported in 2008, the lowest level since 1954. Even more striking, the fatality rate for 2009 declined to the lowest ever recorded: 1.16 fatalities per 100 million vehicle miles traveled (VMT), down from 1.25 fatalities per 100 million VMT in 2008.

“But there’s still a lot more work to do; even one death is one too many,” Mendez added. “Highway safety also demands that we make the roads themselves safer... by relieving congestion, re-designing interchanges and making other improvements that will enhance safety and keep traffic flowing. When you add all this up, you have a highway system that can serve the needs of the parent on their way to work, the family on vacation, and the truck driver doing his or her part to keep the American economy moving.”

“If there is one thing you take away from today, it should be this: Accountability starts with you,” stressed SVSA’s France. “Everyone has a role, no matter who you are or where you stand. Each of us can educate others – whether they are commercial vehicle drivers or passenger car drivers – about the importance of safe driving.”

End.

2. Transport Topics online; Wednesday, June 9, 2010, 12:10 p.m.

## **HEADLINE: Three-Day Roadcheck Continues Through Thursday**

Byline: Michele Fuetsch, Staff Reporter

The three-day Roadcheck 2010 event continues Wednesday into Thursday, with more than 2,000 checkpoints set up on roads and highways across North America to monitor truck safety compliance.

More than 9,000 law enforcement officers in Canada, the United States and Mexico are participating in the event, sponsored by the Commercial Safety Vehicle Alliance CVSA and the **Federal Motor Carrier Safety Administration.**

Trucks deemed unsafe in the 23rd annual event because of mechanical or driver violations are being put out of service and cannot go back on the road until the violations are remedied.

"Lives will be saved as a result of Roadcheck," FMCSA Administrator Anne Ferro said at a Roadcheck 2010 kickoff event Tuesday in Landover, Md., outside of Washington.

Hundreds of trucks were inspected in six hours by commercial vehicle safety inspectors at FedEx Field, working with the Maryland State Police who pulled trucks off nearby Interstate 95.

"To drivers of large trucks and buses, we ask you to keep your vehicle in tip-top shape, wear your seat belt, don't speed and don't drive fatigued," Ferro said.

End.

3. WHSV-TV3 ABC (Staunton-Shenandoah, Virginia); Wednesday, June 9, 2010

### **HEADLINE: New Technology to Reduce Commercial Vehicle Deaths on Interstates**

Richmond, Va. - Virginia's state-of-the-art truck weigh program was featured during the Virginia Motor Carrier Partnership Showcase Wednesday at the Stephens City Motor Carrier Service Center on Interstate 81.

Virginia's state-of-the-art truck weigh program, including up-to-the-minute technology and the best inspection tools, was featured during the Virginia Motor Carrier Partnership Showcase Wednesday at the Stephens City Motor Carrier Service Center on Interstate 81 near Winchester.

Crash statistics were revealed including the increase in commercial motor vehicle fatalities on I-81. There were 12 in 2009, compared to two CMV-related deaths on Interstate 64 and three on Interstate 95 last year.

In addition, the commercial motor vehicle fatality rate on I-81 was 0.28 in 2008, compared to much lower rates of 0.08 on I-64 and 0.13 on I-95.

"Behind me is Interstate 81, a charming highway along Virginia's western edge in the Shenandoah Valley," describes Sen. Yvonne Miller. "It's full of curves and hills, and offers beautiful views of the mountains in the distance. However, this stunning beauty cannot be enjoyed if we continue to see a rise in commercial vehicle deaths on 81."

Virginia State Police Col. W. Steven Flaherty comments, "Every day, Virginia loses too many lives to the careless and reckless actions of motorists. There is no room for equipment failures or fatigued drivers, especially when dealing with a multi-ton vehicle the size of a small house."

Flaherty and Miller, along with Secretary of Transportation Sean T. Connaughton and Department of Motor Vehicles Commissioner Richard D. Holcomb discussed the ways federal, state and local officials, along with those in the trucking industry, are joining together to decrease truck fatalities on I-81 and on all Virginia roadways.

"Virginia, our federal government and our industry partners take their responsibility of keeping our traveling public safe very seriously," says Holcomb. "And we will work together now and in the future to continually improve safety on our highways."

Connaughton adds, "Making sure a truck is absolutely safe for traveling is one of the highest priorities of everyone here: our troopers, weigh station staff and our industry partners."

One example of safety advocates working together is the recent preliminary approval of a \$1 million grant for DMV from the **Federal Motor Carrier Safety Administration** to support implementation of Automatic License Plate Reader and Commercial Vehicle Information Exchange Window technology.

ALPRs check a truck's credentials for compliance with federal and state requirements, and they interface with CVIEW for roadside screenings. CVIEW allows Virginia to exchange information about commercial vehicles with federal and other states' systems. DMV was also awarded a \$1.3 million grant from FMCSA for commercial driver's license program improvements.

Another federally-funded technologically-advanced enhancement called the Infrared Inspection System was secured through Congressman Frank Wolf, whose office was represented at the showcase event today. IRIS uses a forward-looking infrared pod mounted on top of a van to detect malfunctioning or inoperable brakes, under-inflated tires, or leaky exhaust systems as trucks travel past.

Like CVIEW, IRIS will be installed at Stephens City in the fall. CVIEW and IRIS were part of the Virginia Motor Carrier Service Partnership Showcase's demonstrations of the new technology and screening systems at the Stephens City weigh station.

Attendees also witnessed weigh-in-motion and PrePass technology that allows participating truckers to be weighed at normal highway speeds. If truckers obey the law, have good safety records, and are within the allowable weight tolerances, they are rewarded by not having to pull into weigh stations.

Virginia State Police troopers showed how the Radiation/Nuclear Detection Unit at Stephens City screens trucks for improper radioactive materials. They also demonstrated one of Virginia's 12 mobile weigh operations that deter trucks from bypassing one of the Commonwealth's 13 permanent weigh station scales.

Participants watched Virginia State Police troopers operate the vehicle inspection pits that provide better access to examining a commercial vehicle's brakes, undercarriage, and suspension.

In addition, Virginia's new Automated Routing Solution for faster hauling permit issuance and new Traffic Records Electronic Data System for better crash data were both available for viewing inside the weigh station.

Through presentations and demonstrations, attendees learned how partnerships among local, state, federal and industry leaders can help lower truck fatalities through new technology and the top truck inspection systems.

End.

4. BulkTransporter.com; Wednesday, June 9, 2010

**HEADLINE: Tanker rigs under watchful eyes during Roadcheck 2010**

If past programs are any indication, tank trucks and tanker rigs are getting plenty of attention today (June 9) during the Commercial Vehicle Safety Alliance's (CVSA's) Roadcheck 2010. This is day two of the annual truck and bus safety enforcement event that runs through June 10.

Speaking at the launch of Roadcheck 2010 on June 8 in Washington DC, National Tank Truck Carriers (NTTC) President John Conley welcomed the commercial vehicle inspection and enforcement effort:

"Every year when the final figures from Roadcheck are published, the hazardous materials sector and tank truck industry lead the trucking industry in compliance with a lower amount of driver and equipment out-of-service violations," he said. I expect that this will be the case again this year. The tank truck industry is and should be held to a higher standard because of the important petroleum, chemical, gases and food products we transport and upon which our economy and lifestyle depend.

"I am confident that once CSA2010 gets through its difficult birthing process, those numbers also will show that our carriers, our shippers, and state and federal regulators have provided the North American economy and public with safe and reliable bulk transportation of hazardous and non-hazardous materials. The consistent enforcement of regulations that is a core principle of CVSA will be more important than ever as the CSA2010 era evolves.

"As a longtime supporter of CVSA and as a member of the CVSA HazMat committee, we at NTTC wish our safety partners from the United States, Canada, and Mexico a safe and successful Roadcheck 2010. Let's get those carriers that do not choose to play by the rules off the road."

End.

**ROAD CHECK 2010**

5. WTNH-TV8 (New Haven, Connecticut); Wednesday, June 9, 2010\

**HEADLINE: DMV inspects casino bound tour buses; Not gambling with CT casino patrons' safety**

VIDEO: <http://www.wtnh.com/dpp/news/dmv-inspects-casino-bound-tour-buses>



Byline: Tina Detelj

Norwich, Connecticut - Department of Motor Vehicle inspectors aren't gambling with the safety of Connecticut's casino patrons. Charter buses are being inspected and some have been pulled off the road.

Working in pairs Wednesday, inspectors checked brakes, suspension, oil leaks, and driver logs on charter buses pulling into the Foxwoods casino parking lot once passengers disembarked.

"You can have 45, 50 people on a bus, said DMV's Lieutenant Donald Bridge. "If something happens with the bus and it crashes you have the ability to have a lot of people injured."

James Pappas is a tour bus driver. "I think its good safety," he commented. "I wouldn't want my daughter on a bus that had a break problem or a bad tire."

Pappas's bus passed inspection and got a sticker - these folks also got a sticker... but it says 'out of service'... oil leaks, brake problems, and the emergency exits don't open... just to name a few violations.

"Looks like this bus is in real tough shape. Yeah, this is evident just by the laundry list, as we call it, that this bus is not maintained."

Lt. Bridge says the state inspects between 750 and 1,000 buses a year, but less than 10-percent are pulled off the road.

Before chartering a bus, Lt. Bridge strongly suggests that groups look up the company's name or the Department of Transportation (USDOT) number on the federal motor carrier website where safety records can be viewed.

End.

6. KVEO-TV23 NBC (Brownsville, Texas); Wednesday, June 9, 2010

**HEADLINE: Commercial trucks to be inspected during Road Check 2010**

VIDEO: <http://www.kveo.com/local/commercial-trucks-to-be-inspected-during-road-check-2010>

Byline: Mark Nino, Web Master

Law enforcement and inspection agencies are cracking down on commercial motor vehicles, like 18 wheelers, who are violating the law. It's part of the Road Check 2010 by the Department of Public Safety and other agencies across the country. The program will be enforced for 72 hours where commercial vehicles will be checked for safety equipment, driver logs and including other infractions or violations.

End.

7. KGBT-TV4 (Harlingen, Texas); Wednesday, June 9, 2010

**HEADLINE: Streets of Speed: Truckers get 'zapped'**

VIDEO: <http://www.valleycentral.com/news/story.aspx?id=468058>

Byline: Ryan Wolf

Like it or not, 18-wheelers rule the road both in size and threat.

"It's the most dangerous vehicle on the road," Rick Gonzalez said.

Gonzalez makes a living by making sure big-rigs don't turn into big problems for other drivers.

"I think of the safety of my family... the public... making sure everything's in compliance," he said.

As a commercial safety vehicle inspector, Gonzalez has teamed up with DPS troopers in the Valley as part of a 3-day federal regulation inspection push under a program called Road Check 2010.

Equipment compliance, license checks and safety logs are all areas inspected.

Daniel Balderas is a trucker from Brownsville.

Ryan: "Are trucks safe?"

Daniel: "They should be."

Ryan: "But you're not saying they are... Does that mean you know some of them could be dangerous?"

Daniel: "Well some are."

As it turns out, his own company truck for VC Transport is deemed unsafe for the roads.

Gonzalez made a troubling discovery during the inspection of his commercial vehicle.

"Broken u-bolt," Gonzalez said.

We asked what could happen if left unrepaired.

"It could become unfastened some more and the axle could fall off," Gonzalez answered.

Trooper Johnny Hernandez, a DPS spokesperson, said thousands of vehicles just like his are taken off the streets after failing a safety inspection.

"These are placed out of service so they get a citation," Trooper Hernandez explained. "This vehicle stays here until it gets fixed."

Regular drivers said they fear more about fallen debris from loads that are unsecured on commercial vehicles than anything else.

Most of the time it can result in broken windshields and costly repairs.

Trooper Hernandez said his agency will ticket and fine commercial vehicle drivers who break that law, but he admits, many violators go undetected by law enforcement.

Balderas said drivers should always be on alert near big-rigs.

"Stay away from them," he said.

A smart travel plan for anywhere you drive.

End.

8. NAZ-TV (Flagstaff, Arizona); Wednesday, June 9, 2010

### **HEADLINE: DPS Special Enforcement Thursday Near Parker**

Byline: Patrick Walker

PARKER, AZ (NAZ Today)– An eye in the sky will help officers stop speeders between along sections of I-10 and SR 95 Thursday.

The Department of Public Safety will use one of its fixed-wing Cessna airplanes to patrol the roadways between Parker and Quartzite. A police officer that is flying the aircraft 1,000 feet above the ground will use special markings set a quarter of a mile apart on the roadways to calculate a vehicle's speed and observe any other traffic violations. If the pilot determines that the vehicle is speeding or commits another violation, the officer will radio to patrol officers on the ground to conduct a traffic stop.

DPS says that they will use a Cessna 182, which was purchased with federal grant money back in 1980, in the operation. Department statistics note that it costs an average of \$25/hour to fly the plane. Funding for the special enforcement is coming from the Governor's Office of Highway Safety, which funds similar operations statewide.

End.

9. Press release from Pennsylvania State Police; Wednesday, June 9, 2010

**HEADLINE: State Police: 193 Commercial Trash Trucks Placed Out of Service; Department of Environmental Protection Cooperates in Enforcement Effort**

HARRISBURG, Pa., June 9 /PRNewswire-USNewswire/ -- The Pennsylvania State Police, in cooperation the Department of Environmental Protection, placed 193 trash trucks out of service during a two-day enforcement effort that focused on commercial haulers, Commissioner Frank E. Pawlowski announced today.

"During this operation on June 2 and 3, state police motor carrier enforcement personnel focused their attention on trash trucks and identifying safety defects that can lead to crashes," Pawlowski said. "Inspections were conducted at landfills and waste transfer stations across the state."

Pawlowski said personnel inspected 892 trash trucks and weighed 676 trucks. State police issued 666 citations and 1,235 written warnings. The most common violations were inoperable rear lights and improperly adjusted brakes. Nineteen drivers were placed out of service.

For more information, visit [www.psp.state.pa.us](http://www.psp.state.pa.us) or call 717-346-7347.

Editor's Note: The following is a breakdown, by state police troop area, of the number of inspections conducted, number of vehicles placed out of service, and citations issued by state police during the two-day program. Troops H and T did not participate in the enforcement program.

- \* Troop A (Cambria, Indiana, Somerset and Westmoreland counties), 114 inspections; 21 vehicles placed out of service; 56 citations;
- \* Troop B (Allegheny, Fayette, Greene and Washington counties), 105 inspections; 32 vehicles placed out of service; 61 citations;
- \* Troop C (Clarion, Clearfield, Forest, Elk, Jefferson and McKean counties), 54 inspections; four vehicles placed out of service; 16 citations;
- \* Troop D (Armstrong, Beaver, Butler, Lawrence and Mercer counties), 69 inspections; six vehicles placed out of service; 21 citations;
- \* Troop E (Crawford, Erie, Venango and Warren counties), 23 inspections; seven vehicles placed out of service; 21 citations;

\* Troop F (Cameron, Clinton, Lycoming, Montour, Northumberland, Potter, Snyder, Union and Tioga counties), 59 vehicles inspected; 12 vehicles placed out of service; 33 citations;  
\* Troop G (Bedford, Blair, Centre, Fulton, Huntingdon, Juniata and Mifflin counties), 76 inspections; 14 vehicles placed out of service; 41 citations;  
\* Troop J (Chester and Lancaster counties), 40 inspections; nine vehicles placed out of service; 21 citations;  
\* Troop K (Delaware, Montgomery and Philadelphia counties), 119 inspections; 28 vehicles placed out of service; 124 citations;  
\* Troop L (Berks, Lebanon and Schuylkill counties), 27 inspections; six vehicles placed out of service; 11 citations;  
\* Troop M (Bucks, Lehigh and Northampton counties), 63 inspections; nine vehicles placed out of service; 34 citations;  
\* Troop N (Carbon, Columbia, Monroe and part of Luzerne counties), 48 inspections; 12 vehicles placed out of service; 96 citations;  
\* Troop P (Bradford, Sullivan, Wyoming and part of Luzerne counties), 15 inspections; four vehicles placed out of service; 37 citations;  
\* Troop R (Lackawanna, Pike, Susquehanna and Wayne counties), 80 inspections; 18 vehicles placed out of service; 64 citations issued.

End.

## **TACT**

10. WITN-TV (Greenville, North Carolina); Tuesday, June 8, 2010

**HEADLINE: Police To Ride In Tractor Trailers; The TACT program or Ticketing Aggressive Cars and Trucks, combines outreach, education, and evaluation with targeted enforcement activities.**

VIDEO: <http://www.witn.com/home/headlines/95914679.html>

Troopers in Eastern Carolina will now be patrolling the highways from a brand new location and say it's to protect you from injury.

When you look up in the cab of a tractor trailer over the next few weeks, you might see an additional passenger.

Troopers will be radioing down to colleagues on the ground when they spot violations.

The TACT program or Ticketing Aggressive Cars and Trucks, combines outreach, education, and evaluation with targeted enforcement activities.

All in an effort to raise awareness among passenger vehicle and CMV drivers about safe driving behaviors.

Since 2000, there have been 34 fatalities involving commercial motor vehicles along the Highway 17 corridor in both Beaufort and Craven Counties.

End.

## **OTHER NEWS**

11. Medill/Northwestern University (Chicago); Wednesday, June 9, 2010

## **HEADLINE: Licensed horse shippers complain regulators don't crack down on 'bootleg' competitors**

Byline: Whitney L. Harrod

Thousands of racehorses, show horses and pleasure horses are trucked by commercial shippers to farms, show grounds and racetracks each year.

But many licensed shippers are angry that federal and state agencies overseeing them aren't cracking down on unlicensed "bootleg" shippers that siphon off a big chunk of the multi-million-dollar business.

The **Federal Motor Carrier Safety Administration**, a branch of the U.S. Department of Transportation that licenses interstate commercial trucks that exceed 10,000 pounds, does not maintain statistics on alleged violations of licensing requirements by horse shippers or enforcement actions against them. "We have a hotline [1-888-368-7238] and we want to know about violations of federal regulations," said Duane DeBruyne, spokesman for the FMCSA, "but our statutory authority is silent on the commodity except for hazardous materials."

DeBruyne added, "We do look into the veracity of every complaint. The legitimacy of the case must be reviewed and considered. . . We make sure you're not a competitor or company trying to thwart," DeBruyne said. He pointed out that intrastate haulers are under state jurisdiction.

Illinois is not among the ten states that regulate horse shippers.

Obtaining a federal license subjects the shipper to some expense. The FMCSA requires companies to carry liability insurance of about \$1 million, requires drivers to obtain commercial drivers licenses and undergo routine drug testing, and requires them to document their activity in a logbook.

While there are about 300 companies in the North American horse transportation industry, more than half of them are illegal operators that don't obtain the necessary licenses or carry required insurance, contend members of the National Horse Carriers Association.

"We're all very upset about the industry and how the federal government that said they want change hasn't done a damn thing to help us out to build a business that's safe on the road," said Buck Bechtold, who owns Equine Limousine Inc., in Reddick, Fla.

Regulating livestock shipping is not a priority for the DOT, agreed Robert Kinsey, general counsel of the National Horse Carriers Association. "The guy in the weigh station watches them go by, and he's not really concerned with a pick-up truck and a two-horse trailer," Kinsey said. "He's more concerned about the 18-wheelers and semis that are going up and down the highway that shouldn't be. It's a problem. That's why there's so many bootleggers out there."

If a company is found to be operating illegally, without a license or insurance, there are consequences. DeBruyne said illegal shippers can face fines up to \$5,000, or even be barred from business.

"If you're unlicensed, you can receive five violations in one day," said Bechtold of Equine Limousine. "So if you're small, you're out of business." Bechtold also manages horse-transporters.com, a website that since 2006 has provided horse owners and shippers with information on shipping laws and access to customer reviews. "

Licensing laws aren't enforced by racetracks. When a racehorse enters the track grounds, track employees check only for the horse's health certificate and bill of lading and not for any transportation licensing, said Mickey Ezzo, projects manager for the Illinois Racing Board.

Kinsey of the Horse Carriers Association complains that lack of enforcement produces an uneven playing field.

"Our concern is that if you want to transport horses in this country for compensation, that is a regulated business," Kinsey said. "Ones that aren't licensed don't comply with safety regulations, don't keep track of their hours of service and don't keep their equipment safety inspected."

He said the majority of unlicensed haulers don't stop at weigh stations, and travel with small, "gooseneck" trailers or two- or four-horse trailers pulled by a pick-up truck that has farm plates.

Bechtold has reported to the DOT a handful of unauthorized shippers, and some of those companies were notified of his complaint. As a result, he said, he has received angry correspondence from some of those shippers. "I get death threats all the time," he said.

In February, Kinsey helped the National Horse Carriers Association send letters to the FMCSA and its state regional offices to report companies that the association believed were not complying with licensing laws.

Kinsey found these companies through travelinghorse.com, a broker-type website that provides a list of about 200 haulers throughout the U.S. Jeannie Haugen, manager and founder of the site, could not be reached for comment.

Kinsey checked each company name on the list, and if it was not registered with the DOT, which can be ascertained through the Safety and Fitness Electronic Records System on the FMCSA's website, he reported it. So far, out of about 64 letters sent, Kinsey has received just two responses from regional offices. Texas had the most complaints – 11 alleged violators.

"I got a number of letters back that say 'we're looking into this and will get back to you,' and I never hear another thing," he said. "That's part of the problem. The Department of Transportation is overworked and understaffed."

But there's evidence that DOT has investigated some allegedly illegal companies. Steve Merka, owner of Double Deuce Ranch, in Monroe, Ga., which ships about 100 horses a year long-distance, said he's received calls questioning his business practices. But Merka contends he's not required to be licensed since he hauls only pleasure horses – not racehorses or show horses.

"I'm not an expert on regulations, but I read them and follow them," said Merka, who's been in the business 27 years. "According to the regulations – the way I read them – livestock is exempt from DOT except for race horses and show horses, and I don't transport any one of them. That's the regulations I follow."

Larger transporters aren't happy with the small shippers like him, he said. "They try to get us in trouble. They try to get the DOT to investigate us, and cite us. But I'm legal, within the law."

The regional DOT office in New York works the hardest at tracking down violators, Kinsey said. "And in some instances, they informed me that they had talked with the violators and explained to them what they needed to do to become legal and compliant or they would be out of business," he went on. "That was encouraging to me."

Unlicensed haulers, or what some refer to as bootleggers, undercut licensed haulers about 50 cents a mile, Bechtold said. And he says he can't make any money unless he has a full trailer, and charges 85 cents a mile now due to increased fuel and toll costs, licensing fees and cost of insurance to stay legal. "Somebody that doesn't care can underbid me in an instant," he griped.

In other evidence of enforcement activity, C & E Horse Transportation Inc., in Carpentersville, Ill., a licensed shipper, has on occasion been called to pick up horses on the side of the road that were dumped by an illegal shipper. "Sometimes the DOT will put them out of service, but it's so rare," said Craig Sappington, who owns C & E.

It's estimated that about 90 percent of illegal shippers advertise their services online, with the other 10 percent advertising in horse industry magazines.

"We're not saying these horses aren't delivered safely and properly," Kinsey said. "Just that the chances are better that something is going to happen to those animals by unlicensed carriers because of safety issues than legal carriers."

Larry Rivelli, who trains thoroughbred racehorses in Chicago, uses unlicensed haulers only when he's in a "jam." Otherwise, he uses shippers with up-to-date credentials. "It's about who's hungry and who's not. If you got a one-man gang, you're going to do it for a lot less."

But most horse owners are not aware of this problem, just looking for a cheap way to get their horses moved. "We're fighting an uphill battle," Kinsey said. "The more the horse owner becomes aware, the more they can pressure the unlicensed haulers into becoming licensed."

End.

## **OTHER CRASH INCIDENTS AND FOLLOW-UP (4)**

OC1. Minneapolis Star-Tribune; Wednesday, June 9, 2010, 7:47 PM

**HEADLINE: After pileup, driver taken off duty; The State Patrol said a semitrailer truck driver who triggered a fatal four-vehicle crash was sidelined from his job for 10 hours after the accident.**

Byline: PAUL WALSH, Star Tribune

The big-rig driver who started the deadly chain-reaction crash last month on Interstate 35 in Lakeville was briefly taken off the road on the spot because a state trooper at the scene was concerned about his ability to drive, the State Patrol said Wednesday.

State Patrol Lt. Eric Roeske said this is one of several potentially key factors that investigators are piecing together about Jason Styrbicky, whose semitrailer truck collided with a car on May

24 in a four-vehicle pileup that killed two people, unleashed bees from a second semi, and tied up weekday afternoon traffic for hours.

Roeske, who cautioned that information gathered so far comes "early in the investigation and [is] subject to change," added that Styrbicky told investigators that he took his eyes off the road to reach for something to drink just before the crash.

The patrol also is looking at Styrbicky's physical condition, said Roeske, adding that the 36-year-old driver was ordered "out of service" by a trooper.

Roeske did not specify what it was about the driver's condition that prompted the order; however, the trooper invoked a federal regulation that allows such an action when a driver is ill or fatigued.

Styrbicky was sidelined for 10 hours, Roeske said.

In 2008, a federal study in 2008 found that 1.6 percent of truck drivers involved in fatal crashes reported being drowsy, sleepy or fatigued at the time. Another study, this one of crashes involving large trucks, identified fatigue as a critical factor in 13 percent of crashes, said Duane DeBruyne, spokesman for the **Federal Motor Carrier Safety Administration**.

Drunken-driving convictions in his past

Styrbicky's driving record shows several moving violations. Among them: convictions for drunken driving in 2002 and 1991. He has been cited three times for speeding.

Styrbicky is required to wear corrective lenses while driving a commercial vehicle, but he was not wearing them when officers arrived, Roeske said. Also, no glasses were found in the truck, the lieutenant said.

The semi was likely traveling at a "pretty high" speed when it crushed two cars into the back of the other truck that was hauling more than 17 million bees, Roeske said. Firefighters at the scene battled through clouds of bees released when their hives were destroyed. The cars and the other truck had stopped for road construction.

Styrbicky was driving for Wisconsin-based Reinhart Foodservice, which is owned by Reyes Holdings of suburban Chicago. Molly Reilly, a spokeswoman for Reyes Holding, said Wednesday that company officials "are working closely with the Minnesota State Patrol" and otherwise declined to comment.

The dead drivers were Pamela Brinkhaus, 50, of Elko, and Kari Rasmussen, 24, of St. Anthony, who was pregnant.

End.

OC2. New Haven (Connecticut) Register; Tuesday, June 08, 2010

**HEADLINE: Road aid worker killed in I-91 crash**

NORTH HAVEN — Interstate 91 south was bogged down until late Tuesday afternoon while authorities investigated and cleaned up a tractor-trailer accident that killed a roadside assistance worker who was helping a driver who had run out of gas.

State police Lt. J. Paul Vance said the highway was shut down for the investigation after the 2:15 a.m. accident involving two tractor-trailers, then was reopened for morning rush hour, Vance said.

Part of the highway was closed again for the cleanup. Lanes between exits 9 and 8 were reopened after 4 p.m., he said.

The last work was done when the state Department of Transportation fixed the guardrail, he said. A fuel spill also had to be cleaned.

The accident unfolded after truck driven by Nitza Gonzalez, 40, of Strafford, Mo., ran out of gas and stopped on the highway. According to fire Lt. David Obier, she called a roadside assistance company, which sent out the man who died when the disabled 18-wheeler was hit from behind by another tractor-trailer.

Troopers say Ryan Murphy, 25, of Littleton, Mass., was standing alongside the disabled 18-wheeler, when it was hit by the other truck near Exit 9. Murphy died from his injuries at the scene, according to Obier.

“The first vehicle ran out of fuel and called a roadside service company. He parked in front of her truck,” then started to put gas into the truck, Obier said.

Gonzalez and the driver of the other tractor-trailer, Jason Mathews, 33, of Old Town, Maine, were treated at Yale-New Haven Hospital and released.

Vance said Gonzalez’s truck was carrying Poland Spring water. Obier said the second truck had the same product.

No criminal charges were announced.

The crash occurred as state police launched their annual truck safety campaign Tuesday.

End.

C3. WSB TV (Atlanta, Georgia); Thursday, June 10, 2010

### **HEADLINE: Semi-Truck Hits Church Van; Injuries Reported**

HALL COUNTY, Ga. -- Several members of a Hall County church were expected to travel to Kentucky Thursday morning to support those injured in a van crash.

Staff members and three teenagers from Belmont Baptist Church were hurt when a truck slammed into their van in Williamsburg, Ky.

The group of teens from three north Georgia churches are on a mission trip.

Police said a tractor-trailer hit one of the vans, injuring youth minister Terry Taphouse and his wife, Lois. They are in serious condition.

The teenagers all suffered minor injuries.

“It looks like the rear wheels hit the front bumper and ran over the driver’s side corner of the van,” said father Tim Moon.

“She said it was scary and all she heard was a bunch of screams,” said sister Leslie Moon.

The group is scheduled to return home this weekend.

End.

OC4. WLWT-TV (Cincinnati, Ohio); Thursday, June 10, 2010

### **HEADLINE: Bus Fire Shuts Down Interstate Ramp**



A bus fire caused an interstate ramp in Northern Kentucky to be shut down Thursday morning.

About 5 a.m., the engine in a Greyhound bus caught fire on southbound Interstate 75 in Erlanger.

The fire was minor, but the ramp from Turfway Road to southbound Interstate 75 had to be shut down while evacuated passengers waited for a new bus.

No one was hurt in the fire. Passengers were loaded onto another bus to continue their journey.

The ramp was closed for a few hours while crews cleaned up and removed the bus.

End.