

SST NEWS & NOTES

Volume 1, Issue 10

November 18, 2016

Happy Thanksgiving! Lets give thanks not only at Thanksgiving but let us give thanks each day for our many blessings. Family, Friends, our home, employment and Freedom!



ATTACHMENTS:

- ✓ CSA Training Blueprint-Please complete and return to Helen the quiz. (But keep your notes... ☺)
- ✓ Arkansas Highway Police Hazardous Waste Permit EFFECTIVE 12-3-16
- ✓ NV Highway Patrol Uniform Alliance Hazardous Waste Permit Effective 1-1-17
- ✓ Monte Christmas Payroll Deduction Form

HOLY CANNOLI'S BATMAN CHRISTMAS IS ALMOST HERE....AND SO IS SNOW AND ICE

Winter driving is tough enough without the worry of black ice. Black ice, is invisible and often appears where it is least expected. Black ice can form suddenly so it is important to know how to prepare for, detect, and handle this road condition.

Black ice can form when the GROUND temperature is at or below freezing (32 degrees). Black Ice is more likely to form during rain, fog and mist during cold weather during the morning and evening. Pay particular attention to bridges and overpasses, tunnel entrances, and around buildings where they are entirely exposed to the cold air around them or may have shadows around them.

Some signs of black ice are that there is no water spraying up from the vehicles around you. Is sections of the pavement a darker or duller part of the road? When misting or raining, the moisture will freeze on the back of the vehicle mirrors with no moisture dripping off them.

DO:

- Watch road conditions, drive for the weather and wear your seat belts.
- Increase distance between you and other vehicles
- Downshift BEFORE coming upon black ice
- Keep the steering wheel straight-If the vehicle starts to slide turn into the direction of the skid.

DO NOT:

- Do not brake hard, and do not accelerate quickly: apply brakes prior to reaching an icy patch. Lift the foot off the accelerator and glide over the ice before accelerating again.
- Do not make sudden movements-such as turning or changing lanes, this may cause the vehicle to skid
- Do not tailgate- keep a safe distance between you and other vehicles
- Do not use your cruise control.

Notes from the desk of Helen.....

1. Drivers make sure you listen to your dispatchers. Please do not interrupt them, allow them to finish dispatching before interrupting with your questions.
2. Please PAD LOCK YOUR LOADS. Do not drop the trailers high, and check the tires. It is your responsibility to handle all problems before you leave the trailer.
3. THANK YOU for checking the annuals on the trailers. If you come across a trailer in need of an annual inspection contact Shelley asap so she can schedule a an appointment.
4. Please keep up the good work and keep our violations down. Our CSA scores are coming down, however, we have had a couple HOS and Maintenance violations-so do check your equipment and paperwork as you should. Thank you for the no violations found on inspections-keep up the good work and complete your pre trips and post trips!

Helen



Reminder, Christmas is just around the bend. Any employee wishing to donate towards Montes Christmas gift I will need your donation here in the office by December 16th. If you choose to do payroll deduction Please complete AND SIGN the attached form and return it to the office by Dec 16th. Thank you!

-Sharisa

Don't forget warehouse safety

No doubt, a great deal of your time is devoted to motor carrier safety issues including hours of service, vehicle inspections, and safe driving practices.

So when is the last time you conducted refresher training with your drivers on warehouse safety?

An accident or incident within a warehouse can be just as serious as those that occur on the road for both your driver and your company.

The following are some of the areas that should be addressed when it comes to warehouse safety.

Fire safety. This includes making sure your drivers:

- Know how to report a fire;
- Recognize alarm signals;
- Know where the exits and safe assembly areas are located; and
- If trained and designated to use a fire extinguisher, know their locations and how to use them safely.

Forklift safety. First, and foremost, the Occupational Safety and Health Administration (OSHA) requires that all forklift

operators be trained and evaluated to ensure they operate forklifts safely. Areas to review after this initial training include:

- Load handling;
- Safe driving;
- Inspection and maintenance; and
- Carbon monoxide hazards.

Manual lifting. Safe lifting practices include:

- Testing a load to estimate weight and size;
- Using the legs and keeping the back in a neutral position when lifting; and
- Getting help for large, heavy, or bulky loads.

Loading dock safety. This includes making sure your drivers:

- Drive forklifts slowly on docks and dock plates;
- Know how to properly and safely secure dock plates;
- Watch for falling cargo when opening trailer doors; and
- Never jump from the dock.



Personal protective equipment (PPE). Drivers need to understand that appropriate PPE, including hand, foot, and eye protection as well as hard hats, dust masks, and cold weather clothing should:

- Fit correctly;
- Be appropriate for the job; and
- Be in good shape.





ARKANSAS HIGHWAY POLICE

A Division of the Arkansas State Highway and Transportation Department
www.arkansashighways.com

Scott E. Bennett, Director - AHTD

Ron Burks, Chief - AHP

P.O. Box 2779 • Little Rock, Arkansas 72203 • Permit Section • Telephone (501) 569-2381 • FAX (501) 569-4998

ARKANSAS HAZARDOUS WASTE TRANSPORTATION PERMIT

Smith Systems Transportation, Inc.
2720 N 10th Street
Gering, NE 69361

Permit No. H-1100
EPA ID No. NED986382133
Date Issued: 12/03/2016

ORDER AND PERMIT

It appearing that the above named carrier has met with all applicable provisions of the rules and regulations adopted by the Arkansas Highway Police under authority of the Arkansas Hazardous Waste Management Act, and therefore, is issued a permit from the Arkansas Highway Police to engage in the transportation of hazardous waste in and/or through the State of Arkansas, for a period of one (1) year.


The above said carrier is hereby issued this permit subject to such terms, conditions, and limitations as are now, or may hereafter be attached to the exercise of the privileges herein granted.

It is a condition of the permit that the holder shall comply with all rules and regulations of the Arkansas Highway Police and the laws of the State of Arkansas concerning the transportation of hazardous waste and operation of a motor vehicle over the highways of this State.

This permit does not confer any operating authority to said carrier and shall not be considered as such.

This permit shall terminate one (1) year from the date issued, but may be subject to renewal upon application of the carrier.

Entered this 15th day of November, 2016.


Ronnie Burks, Chief
ARKANSAS HIGHWAY POLICE

Alliance for Uniform Hazmat Transportation Procedures Uniform Program Credentials



**ALLIANCE
FOR UNIFORM
HAZMAT
TRANSPORTATION
PROCEDURES**

SMITH SYSTEMS TRANSPORTATION INC.
P.O. BOX 2455
SCOTTSBLUFF, NE 69363-2455

USDOT Census #: 472690

MC #: 251007

EPA Transporter ID #: NED986382133

PHMSA #: 053116 552 065YZ

Telephone number to call in case of accident or emergency: 800-897-5571

Uniform Program #: UPW-472690-NV

Certified by: *Sarena Nichols*

Registration Issued: January 01, 2017 Registration Expiration: December 31st, 2017

Issuing Agency: Nevada Highway Patrol

Agency Telephone Number: 775-684-4622



TRAINING BLUEPRINT

CSA: Do you know the BASICS?

CSA stands for Compliance, Safety, Accountability, a Federal Motor Carrier Safety Administration (FMCSA) program aimed at reducing crashes, injuries, and fatalities on the nation's highways.

Under the CSA program, drivers and motor carriers are assessed under seven critical safety areas called Behavior Analysis and Safety Improvement Categories (BASICS). The seven BASICS are:

- Unsafe driving;
- Hours-of-service compliance;
- Driver fitness;
- Controlled substances and alcohol;
- Vehicle maintenance;
- Hazardous materials compliance; and
- Crash indicator.

The majority of CSA data is collected during roadside inspections. The rest of the data comes from crash reports and FMCSA investigations.

The goal for motor carriers and drivers is to maintain low scores in each of the seven BASICS, as the lower the score, the less chance of intervention. An intervention is a corrective action taken by FMCSA.

Trainer's Note: *It is important that your drivers understand the serious nature of this topic. All data gathered, positive and negative, has an impact on both your drivers and your company.*

Unsafe driving

This BASIC addresses operation of commercial motor vehicles (CMVs) by drivers in a careless or dangerous manner.

Examples of violations include:

- Speeding;
- Reckless driving;
- Improper lane changes; and
- Following too close.

Hours-of-service compliance

This BASIC covers operation of CMVs by drivers who are ill, fatigued, or in non-compliance with the hours-of-service regulations.

This BASIC includes violations of regulations surrounding the complete and accurate recording of records of duty status.

Examples of violations include:

- Operating a CMV while ill or fatigued;
- No record of duty status; and
- Violation of the hours-of-service limits.



Driver fitness

This BASIC addresses operation of CMVs by drivers who are unfit due to a lack of training, experience, or medical qualifications.

Violations tracked under this BASIC include:

- Failure to have an appropriate CDL;
- Driving a CMV while disqualified; and
- Failure to have a valid medical certificate.

Controlled substances and alcohol

This BASIC covers operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of over-the-counter medications.

Violations tracked under this BASIC include:

- Use or possession of drugs or alcohol; and
- Being under the influence of alcohol within four hours prior to duty.





Vehicle maintenance

The vehicle maintenance BASIC addresses failure to properly maintain a commercial motor vehicle and failure to prevent shifting loads.

Violations tracked under this BASIC include:

- Defective brakes, lights, and other mechanical components;
- Failure to make repairs;
- Failure to inspect the vehicle (or prepare required inspection reports); and
- Improper load securement.

Hazardous materials compliance

This BASIC addresses the unsafe handling of hazardous materials in a CMV.

Examples of violations include:

- Leaking containers;
- Improper placarding; and
- Failure to have proper hazmat documentation.

Crash indicator

The crash indicator BASIC covers histories or patterns of high crash involvement, including frequency and severity. This is

done via state-generated crash reports.

Roadside inspections

As previously mentioned, the roadside inspection is where the majority of safety performance data is gathered. It is important to have as many good inspections as possible.

A driver needs to remember, that as well as representing himself/herself, he/she is representing his/her company during a roadside inspection.

A driver should be prepared and act professionally. Unprofessional behavior and poor manners can cause unnecessary issues during an inspection. The vehicle should be neat, clean, and well-maintained.

All paperwork should be complete and up-to-date.

Safety measurement system (SMS)

Every month, CSA's safety measurement system (SMS) measures the data collected from the previous 24 months for motor carriers and the previous 36 months for drivers and calculates a score in each of the seven BASICs.

Violations are given a value of 1 to 10 with the higher value indicating a more severe violation.

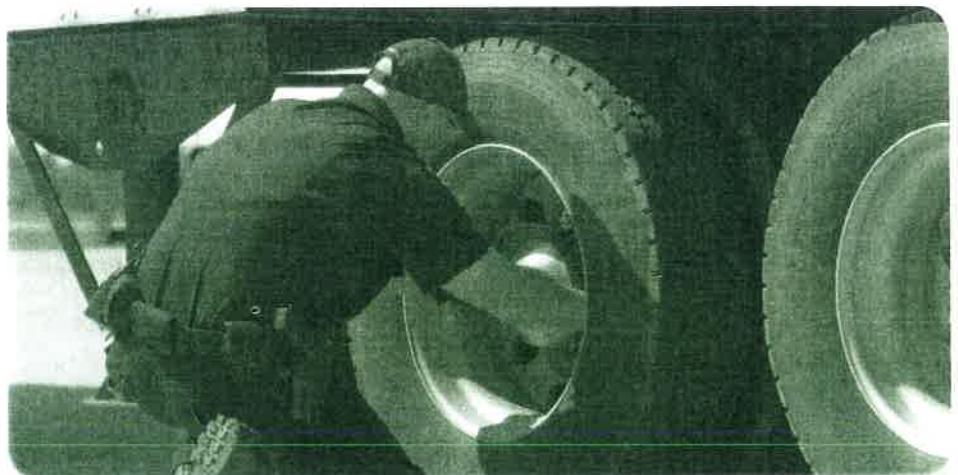
An example of a low value violation is a form and manner violation on a log book. An example of a high value violation is operating a commercial motor vehicle while ill or fatigued.

As well as being given a value, the violations are time-weighted. Recent violations count more than those in the past.

Scores generated in the SMS are then entered into a database and compare the scores of other motor carriers and drivers. This allows FMCSA to identify candidates for interventions.

Trainer's Note: *Stress the importance of "clean inspections" and how these no-violation inspections have a positive role in determining scores.*

Conclude your training with a question and answer session.





The BASICS

- Unsafe driving
 - Speeding
 - Reckless driving
 - Following too close
- Hours-of-service compliance
 - Operating a CMV while ill/fatigued
 - Violation of hours-of-service limits
- Driver fitness
 - Driving a CMV while disqualified
 - Operating a CMV without a valid CDL
- Controlled substances and alcohol
 - Use or possession of drugs/alcohol
 - Use of alcohol within 4 hours of duty
- Vehicle maintenance
 - Defective brakes, lights, etc.
 - Improper load securement
- Hazardous materials compliance
 - Leaking containers
 - Improper placarding
- Crash indicator
 - History/pattern of high crash involvement
 - Based on state-generated crash reports





Directions: Read each statement carefully and mark the response that best answers the question.

1. _____ is a violation of the unsafe driving **BASIC**.
 - A. Operating a CMV while ill/fatigued
 - B. Use/possession of drugs/alcohol
 - C. Speeding
 - D. All of the above

2. The crash indicator **BASIC** is based on state-generated crash reports.
 - A. True
 - B. False

3. _____ is a violation of the vehicle maintenance **BASIC**.
 - A. Improper load securement
 - B. Defective brakes
 - C. Defective lights
 - D. All of the above

4. Use of alcohol within 8 hours of duty is a violation of the controlled substances and alcohol **BASIC**.
 - A. True
 - B. False

5. _____ is a violation of the hazardous materials **BASIC**.
 - A. Driving a CMV while disqualified
 - B. Operating a CMV without a valid CDL
 - C. Improper placarding
 - D. All of the above



Name: Print _____ Date: _____

Sign

*return
thanks
Helen*

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