AGENDA
Tuesday, May 7, 2024
3:00 PM – 4:00 PM

I. [3:00 to 3:10 PM] Call to Order
   • Welcome and Introductions  Mark McKendry, NFI Industries, Chair
   • Safety Briefing  IANA Staff
   • Antitrust Guidelines  Marc Blubaugh, IANA Counsel: Benesch, Friedlander, Coplan and Aronoff
   • Determination of Quorum  IANA Staff
   • Approval of February 27, 2024, Meeting Minutes  Sherie Costa, Mastery Logistics, Vice Chair

II. [3:10 PM to 3:30 PM] Task Force and Working Group Updates
   • Data Exchange Working Group  Matthew Wittermeier, INFORM Software
   • Toll Attribution Working Group  Stephanie Bewick, NavTrac
   • Joint Safety & OPS Committee Misreporting Working Group  Bernie Vaughan, Panus USA, LLC

III. [3:30 to 3:50 PM] FMCSA Update  Darrell Ruban Associate Administrator for Safety
    Federal Motor Carrier Safety Administration

IV. [3:50 PM to 3:55 PM] Old Business

V. [3:55 PM to 4:00 PM] New Business  Chair/Vice Chair
   • Items from the Floor
   • Next Meeting:
     o OPS Committee Speed Meeting, 6/25/24 at 2PM EST
     o IANA Intermodal EXPO
       Long Beach, CA
       September 9 -11, 2024

VI. [4:00 PM] Adjourn  Chair
Call to Order

• Welcome

  o Reminder of expectation for Committee members

    ▪ Meetings include deliberation of issues, education, and discussion of recommended practices
    ▪ Solicitation of business is not allowed during meetings
    ▪ Members must abide by antitrust guidelines
    ▪ Actively participate in Committee
Housekeeping

- Turn Cell Phones to Vibrate or Off
- Please No Side Bar Conversations
- When Speaking
  - Use a Microphone
  - Identify Yourself and Company Affiliation
Safety Briefing

Current Location:
• The Westin Lombard Chicago, Grand Ballroom EF
• 70 Yorktown Ctr, Lombard, IL 60148

Hotel Security:
• Security phone number is 630-361-7091

911 Assignment:
• Dial “0” from any Hotel Phone for Operator or “911” for Emergency Line;
  Front desk can call 911 to Lombard Police Department

AED Assignment:
• AEDs are located in Fitness center, lobby by front desk, side by parking garage elevators, and security office.

First Aid Kit Assignment:
• 8 First Aid Kits locations: Sales office, security office, kitchen, front desk by the back offices, pool, fitness center, service express, housekeeping office

CPR Assignments:
• Primary?
• Secondary?
Safety Briefing - Continued

Evacuation Assignments:
• Primary?
• Secondary?
• Evacuation Routes – Nearest exit to Target parking lot
• Rally Point
  • Target parking lot
• Chairs pushed in – Avoid Tripping Hazards

Fire Extinguishers:
• Located in each alcove to the right and left of all entrances into the Grand Ballroom EF

Tornado Evacuation Route:
• Stairwell to basement, Stairwell 1 & 2 from the 18th floor to the lower level/basement.

Drills Scheduled or Planned for the Day:
• None scheduled or planned
Antitrust Guidelines
Antitrust Guidelines

Marc Blubaugh
IANA Counsel
Benesch, Friedlander, Coplan and Aronoff
Determination of Quorum

Approval of February 27, 2024, Meeting Minutes
Task Force and Working Group Updates
Data Exchange Working Group

Matthew Wittemeier
INFORM Software Corporation
Thank you to the Participants

- Matthew Wittemeier, INFORM Software Corporation
- Dan Blackburn, NC Ports Authority
- Dominik Browne, Amazon.com
- Sherie Costa, Mastery Logistics Systems
- Terry Gammersheimer, Container Port Group
- Mark Higgins, Virginia International Terminals, LLC
- Dave Kalata, Terrier Transportation, Inc.
- Walter Kemmsies, The Kemmsies Group
- Chris Machut, SiteTrax.io by Netarus
- Meghan Nesta, DrayNow, Inc.
- Mike Paolella, FYX, Fleet Roadside Assistance
- Christopher Plaat, BlackBerry Radar
- Ted Prince, Tri-Cities Intermodal, LLC
- Nathan Pung, BlueCargo
- Stephan Rauch, South Carolina Ports Authority
- James Shargay, TRAC Intermodal
Data Exchange Working Group

Start

Committee Formed
Kick-Off At IANA Expo

Deliverables Finalized
Current and Future Sub-Committees Finalized Deliverables

IANA Round Table
Data Exchange Round Tables for additional input

Bi-Weekly Meetings
Each Sub-Group met bi-weekly to tackle deliverables

Final Report
Summarization of committees research and findings

Present Findings
Final Report to be shared at future Operations Committee Meeting

Finish
Toll Attribution Working Group

Stephanie Bewick
NavTrac

Bernie Vaughan
Panus USA, LLC
Thank you to the Participants

• Stephanie Bewick, NavTrac
• Bernie Vaughan, Panus USA, LLC
• Andrew Bozak, Reliable Transportation Specialists
• Mike Burton, C & K Trucking
• Mark Chandler, US 1 Network
• Annette Davis, STG Logistics
• Aaric Harvey, Ports America
• Dave Hensal, Eagle Systems, Inc.
• Todd Keenan, STG Logistics
• Lindsay Keen, TRAC Intermodal
• Steve Kemp, South Carolina Ports Authority
• Steven Kobak, ContainerPort Group, Inc.
• Holly Middleton, Norfolk Southern Corporation
• Val Noel, TRAC Intermodal
• James Norman, DCLI
• James Palmer, CSX Intermodal Terminals, Inc.
• Christopher Plaat, BlackBerry Radar
• Mark Smith, FYX Fleet Roadside Assistance
• Jay Windsor, Virginia International Terminals, LLC
Toll Attribution Working Group

Working Group Goal:

The objective of this working group is to understand the effects that incorrect toll attribution has on the intermodal industry. We aim to learn the underlying methods Tolling Authorities use to assign tolls associated with intermodal equipment. The ultimate goal is to determine a more efficient process for assigning tolls and collaborate with Tolling Authorities to decrease the downstream effects of incorrect toll assignment.
Toll Attribution Working Group

Working Group Initiatives:

Motor Carrier Education
- Highlight industry wide financial implications of non-compliance at tolls
- Educate motor carriers on driver responsibilities
- Provide best practices on transponder management and unpaid balances
- Consequences of unpaid tolls

Tolling Authority Collaboration
- Survey chassis providers and motor carriers
- Discuss downstream effects of incorrectly assigning tolls and their financial implications
- Understand methods Tolling Authorities’ use to identify and assign responsible parties
- Identify opportunities for improvement in toll attribution process
Toll Attribution Working Group

Desired Outcome:

The desired outcome of this task force is to reduce the frequency of incorrectly attributed tolls in the New York and New Jersey markers by improving the process used to identify the responsible party. Ultimately, we would like to meet with Tolling Authorities to discuss the effects that mis-assignment of tolls has on the intermodal community and work together to establish a path forward to eliminate these errors.

In addition, this task force intends to not only educate motor carriers on driver responsibilities when accessing tolls but the implications of failing to meet these obligations. We anticipate this initiative will result in a better prepared driver community.
Joint Safety and Operations Misreporting Working Group

Jeremy Hayden, co-Leader
Union Pacific Railroad Company

Alan Tyson, co-Leader
C & K Trucking
Thank you to the Participants

• Alan Tyson, Working Group co-Leader, C & K Trucking
• Jeremy Hayden, Working Group co-Leader, Union Pacific Railroad Company
• Gerry Bisaillon, REMPREX, LLC
• Andrew Bozak, Reliable Transportation Specialists, Inc.
• Jarod Brown, South Carolina Ports Authority
• Scott Brown, NCB
• Tolga Cankurtaran, NC State Ports Authority
• Bill Hamlin, Gray Wolf Group LLC
• Thomas Jackson, The Greenbrier Companies
• Dave Kalata, Terrier Transportation, Inc.
• Jeff Kidd, Eagle Systems, Inc.
• Murat Koksel, NCB
• Donna Lemm, IMC
• Calvin Lin, Ventra Technology Inc.
• Chris Machut, SiteTrax.io by Netarus
• Meghan Nesta, DrayNow Inc.
• Elizabeth Ogard, Prime Focus LLC
• James Palmer, CSX Intermodal Terminals, Inc.
• JJ Pascente, Legend Trucking Inc.
• Ted Prince, Tri-Cities Intermodal, LLC
• Louis Testa, TRAC Intermodal
• Jay Windsor, Virginia International Terminals, LLC
Misreporting Working Group

Misreporting scenarios that Motor Carriers and Facility Operators experience

- Frequency
- Anecdotal
- Financial Burden
- Processes in place for identifying misreported containers
- Processes in place for handling/resolving issues
- Organizational risk
## Data Collection

<table>
<thead>
<tr>
<th>Id</th>
<th>Start time</th>
<th>Completion time</th>
<th>Email</th>
<th>Name</th>
<th>What is your organization?</th>
<th>If you answered &quot;Other&quot;, can you explain?</th>
<th>Does your organization report being misreported?</th>
<th>Does your organization report loading or unloading?</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3/27/24 14:14:30</td>
<td>3/27/24 14:17:35</td>
<td>anonymous</td>
<td>Motor Carrier</td>
<td>Rarely; a few times a year I don't know</td>
<td>According to my operation</td>
<td>Misreported?</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>2</td>
<td>3/27/24 14:17:10</td>
<td>3/27/24 14:19:09</td>
<td>anonymous</td>
<td>Other</td>
<td>Shipping equipment is often received from both domestic and international. We have mechanisms in place to ensure accurate data.</td>
<td>I don't know</td>
<td>Yes, it is &quot;informal&quot; but it is used in the process.</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>3</td>
<td>3/27/24 14:20:17</td>
<td>3/27/24 14:27:24</td>
<td>anonymous</td>
<td>Railroad</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>4</td>
<td>3/27/24 14:32:39</td>
<td>3/27/24 14:35:08</td>
<td>anonymous</td>
<td>Terminal/Port Operators</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>5</td>
<td>3/27/24 16:47:40</td>
<td>3/27/24 16:51:07</td>
<td>anonymous</td>
<td>Terminal/Port Operators</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>6</td>
<td>3/27/24 20:04:47</td>
<td>3/27/24 20:04:23</td>
<td>anonymous</td>
<td>Vendor/Supplier</td>
<td>Occasionally; a few times a month</td>
<td>N/A</td>
<td>No</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>7</td>
<td>3/28/24 16:15:33</td>
<td>3/28/24 16:17:04</td>
<td>anonymous</td>
<td>Vendor/Supplier</td>
<td>Occasionally; a few times a month</td>
<td>N/A</td>
<td>No</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>8</td>
<td>3/29/24 11:02:08</td>
<td>3/29/24 11:05:29</td>
<td>anonymous</td>
<td>Motor Carrier</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>No</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>9</td>
<td>3/27/24 17:29:43</td>
<td>4/1/24 7:53:17</td>
<td>anonymous</td>
<td>Motor Carrier</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>10</td>
<td>4/2/24 1:11:10</td>
<td>4/2/24 1:12:30</td>
<td>anonymous</td>
<td>Vendor/Supplier</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>11</td>
<td>4/12/24 11:09:09</td>
<td>4/4/24 11:23:45</td>
<td>anonymous</td>
<td>Terminal/Port Operators</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>12</td>
<td>4/19/24 10:28:37</td>
<td>4/19/24 10:31:34</td>
<td>anonymous</td>
<td>Equipment Owner/ Provider</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>13</td>
<td>4/19/24 10:36:12</td>
<td>4/19/24 10:42:02</td>
<td>anonymous</td>
<td>Other</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
<tr>
<td>14</td>
<td>4/19/24 10:15:37</td>
<td>4/19/24 11:52:20</td>
<td>anonymous</td>
<td>Terminal/Port Operators</td>
<td>Occasionally; a few times a month</td>
<td>International - Import/Export</td>
<td>Yes</td>
<td>Does load or unload a container?</td>
</tr>
</tbody>
</table>
Misreporting Survey
FMCSA Update
FMCSA Update

Darrell Ruban
Associate Administrator for Safety
Federal Motor Carrier Safety Administration
National Roadway Safety Strategy (NRSS)

The NRSS is a DOT-wide Safe System Approach that incorporates the following principles:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

NRSS is arranged around five complementary objectives corresponding to the Safe System Approach.
FMCSA Inspection
Metrics for Intermodal Equipment (IME)
Chassis Inspections
Level 1 & Level 5 Inspections

18,835 inspections in 2023; 36% were Level 5

Source: FMCSA & IANA
30% of total chassis inspections in 2023 had a violation

Source: FMCSA & IANA
Chassis Inspections
Level 1 & Level 5: 2023

Red: Top 10 States
Yellow: 10 through 20 States
Green = Below Top 20

Source: FMCSA & IANA
# Top 10 Jurisdictions for Chassis Inspections

## 2022 vs. 2023

<table>
<thead>
<tr>
<th>State</th>
<th>2022</th>
<th>% of Total</th>
<th>State</th>
<th>2023</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>13,708</td>
<td>63%</td>
<td>CA</td>
<td>11,830</td>
<td>63%</td>
</tr>
<tr>
<td>TX</td>
<td>1,524</td>
<td>7%</td>
<td>VA</td>
<td>1,357</td>
<td>7%</td>
</tr>
<tr>
<td>VA</td>
<td>1,063</td>
<td>5%</td>
<td>TX</td>
<td>1,215</td>
<td>6%</td>
</tr>
<tr>
<td>MD</td>
<td>565</td>
<td>3%</td>
<td>Federal</td>
<td>562</td>
<td>3%</td>
</tr>
<tr>
<td>Federal</td>
<td>459</td>
<td>2%</td>
<td>SC</td>
<td>351</td>
<td>2%</td>
</tr>
<tr>
<td>IN</td>
<td>439</td>
<td>2%</td>
<td>MD</td>
<td>321</td>
<td>2%</td>
</tr>
<tr>
<td>GA</td>
<td>355</td>
<td>2%</td>
<td>IN</td>
<td>278</td>
<td>1%</td>
</tr>
<tr>
<td>SC</td>
<td>346</td>
<td>2%</td>
<td>HI</td>
<td>273</td>
<td>1%</td>
</tr>
<tr>
<td>HI</td>
<td>328</td>
<td>2%</td>
<td>GA</td>
<td>264</td>
<td>1%</td>
</tr>
<tr>
<td>WI</td>
<td>313</td>
<td>1%</td>
<td>WI</td>
<td>256</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: FMCSA & IANA
<table>
<thead>
<tr>
<th>State</th>
<th>2023</th>
<th>% of Total</th>
<th>OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>11,830</td>
<td>63%</td>
<td>10%</td>
</tr>
<tr>
<td>VA</td>
<td>1,357</td>
<td>7%</td>
<td>11%</td>
</tr>
<tr>
<td>TX</td>
<td>1,215</td>
<td>6%</td>
<td>26%</td>
</tr>
<tr>
<td>Federal</td>
<td>562</td>
<td>3%</td>
<td>26%</td>
</tr>
<tr>
<td>SC</td>
<td>351</td>
<td>2%</td>
<td>23%</td>
</tr>
<tr>
<td>MD</td>
<td>321</td>
<td>2%</td>
<td>21%</td>
</tr>
<tr>
<td>IN</td>
<td>278</td>
<td>1%</td>
<td>35%</td>
</tr>
<tr>
<td>HI</td>
<td>273</td>
<td>1%</td>
<td>27%</td>
</tr>
<tr>
<td>GA</td>
<td>264</td>
<td>1%</td>
<td>38%</td>
</tr>
<tr>
<td>WI</td>
<td>256</td>
<td>1%</td>
<td>31%</td>
</tr>
</tbody>
</table>

Source: FMCSA & IANA
Chassis Violations
Level 1 & Level 5: 2023

Red: Top 10 States
Yellow: 10 through 20 States
Green = Below Top 20

Source: FMCSA & IANA
## Top 10 Jurisdictions for Chassis Violations

**2022 vs. 2023**

<table>
<thead>
<tr>
<th>State</th>
<th>2022</th>
<th>% of Total</th>
<th>State</th>
<th>2023</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CA</td>
<td>5,090</td>
<td>32%</td>
<td>CA</td>
<td>3,725</td>
<td>30%</td>
</tr>
<tr>
<td>TX</td>
<td>2,459</td>
<td>16%</td>
<td>TX</td>
<td>1,925</td>
<td>16%</td>
</tr>
<tr>
<td>IN</td>
<td>863</td>
<td>5%</td>
<td>VA</td>
<td>682</td>
<td>6%</td>
</tr>
<tr>
<td>WI</td>
<td>722</td>
<td>5%</td>
<td>WI</td>
<td>580</td>
<td>5%</td>
</tr>
<tr>
<td>VA</td>
<td>670</td>
<td>4%</td>
<td>IN</td>
<td>478</td>
<td>4%</td>
</tr>
<tr>
<td>PA</td>
<td>617</td>
<td>4%</td>
<td>MI</td>
<td>412</td>
<td>3%</td>
</tr>
<tr>
<td>HI</td>
<td>523</td>
<td>3%</td>
<td>HI</td>
<td>388</td>
<td>3%</td>
</tr>
<tr>
<td>Federal</td>
<td>462</td>
<td>3%</td>
<td>GA</td>
<td>380</td>
<td>3%</td>
</tr>
<tr>
<td>MD</td>
<td>458</td>
<td>3%</td>
<td>SC</td>
<td>333</td>
<td>3%</td>
</tr>
<tr>
<td>GA</td>
<td>404</td>
<td>3%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: FMCSA & IANA
# Top 10 Jurisdictions with Lowest Chassis OOS Rates*

**2023**

<table>
<thead>
<tr>
<th>State</th>
<th>Inspection Total</th>
<th>OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>11,830</td>
<td>10%</td>
</tr>
<tr>
<td>Virginia</td>
<td>1,357</td>
<td>11%</td>
</tr>
<tr>
<td>Arizona</td>
<td>58</td>
<td>19%</td>
</tr>
<tr>
<td>Kentucky</td>
<td>78</td>
<td>21%</td>
</tr>
<tr>
<td>Maryland</td>
<td>321</td>
<td>21%</td>
</tr>
<tr>
<td>New Jersey</td>
<td>74</td>
<td>23%</td>
</tr>
<tr>
<td>South Carolina</td>
<td>351</td>
<td>23%</td>
</tr>
<tr>
<td>Illinois</td>
<td>57</td>
<td>25%</td>
</tr>
<tr>
<td>Federal</td>
<td>562</td>
<td>26%</td>
</tr>
<tr>
<td>Texas</td>
<td>1,215</td>
<td>26%</td>
</tr>
</tbody>
</table>

* Jurisdictions with a minimum of 50 total inspections

---

*Level 1 & Level 5 Inspections*

Source: FMCSA & IANA
Top 10 Chassis Violations

- 393.47(e) - BRAKE OUT OF ADJUSTMENT - CLAMP / ROTO
- 393.9 - INOPERABLE REQUIRED LAMP
- 393.45(b)(2) - BRAKE HOSE OR TUBING CHAFING / KINKING
- 393.53(b) - DEFECTIVE/INOPERATIVE AUTOMATIC SLACK
- 393.9 - INOPERATIVE TURN SIGNAL
- 393.9 - INOPERATIVE BRAKE LAMP
- 393.55(e) - NO OR DEFECTIVE ABS MALFUNCTION INDICATOR LAMP
- 393.75(a)(3) - TIRE-FLAT AND/OR AUDIBLE AIR LEAK
- 396.3(a)(1) - BRAKES OUT OF SERVICE
- 393.126 - FAILURE TO ENSURE INTERMODAL CONTAINER SECUREMENT

Level 1 & Level 5 Inspections

Source: FMCSA & IANA
Top 10 Chassis OOS Violations

Source: FMCSA & IANA
Tractor OOS Violation Rates
Level 1 & Level 5 Inspections involving Intermodal Chassis

Source: FMCSA & IANA

<table>
<thead>
<tr>
<th>Year</th>
<th>Tractor OOS Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>15.57%</td>
</tr>
<tr>
<td>2020</td>
<td>15.48%</td>
</tr>
<tr>
<td>2021</td>
<td>17.02%</td>
</tr>
<tr>
<td>2022</td>
<td>19.94%</td>
</tr>
<tr>
<td>2023</td>
<td>20.09%</td>
</tr>
</tbody>
</table>

**Tractor OOS Rate** = \( \frac{\text{Tractor Inspections w/ OOS Violations}}{\text{Total Tractor Inspections}} \)
FMCSA CDL Drug and Alcohol Clearinghouse

• The Drug and Alcohol Clearinghouse prevents impaired operation of CMVs by giving employers access to real-time information about which CDL drivers have drug and alcohol program violations, enabling employers to determine which drivers to remove from safety-sensitive functions.

- Verified positive drug test
- Blood alcohol test over 0.04 BAC
- Refusal to test
- Actual knowledge of a drug and alcohol program violation
Clearinghouse Program Statistics

- Substances identified in positive drug tests (reported as of March 1, 2024)

- Positive drug tests account for **81%** of the total violations reported

*Total since January 6, 2020. Note: More than one substance can appear in a positive drug test.*
Clearinghouse-II Final Rule

• Beginning **November 18, 2024**, States will be required to do the following:

  • **Mandatory Downgrade**
    • Remove CDL/CLP privileges when driver’s Clearinghouse status changes to “Prohibited”
    • CDL/CLP privileges will be reinstated if driver’s Clearinghouse status changes to “Not Prohibited”

  • **Non-Issuance**
    • Deny commercial licensing transaction if the driver has a “Prohibited” Clearinghouse status

**Commercial licensing transaction = issuing, renewing, transferring, or upgrading a CDL or issuing, renewing, or upgrading a CLP**
FMCSA Fraud Prevention Measures

Already Underway

• Suspended online PIN requests
• Multi-factor authentication (Login.gov)
• Driver’s license checks for paper application submissions
• Preventing PPOBs that do not meet regulatory requirements
• Standing up a Registration Fraud Team

Next Steps

• Identity Verification Services
• Business Verification Services
Modernizing FMCSA’s Registration System

FMCSA is building a new, modernized registration system with:

- Enhanced fraud resistant security features
- Streamlined CMV registration process
- Improved user experience and data collection
- Real-time data validation, smart logic, and edit checks to reduce errors
- Consolidation of forms into one online application, which will also allow FMCSA to retire older legacy IT systems

New system expected to be released in early 2025
Company Culture

- **Safety a Priority**: Reduce violations and making safety a priority for all employees
- **Process and Procedures**: Companies that place a priority on proper procedures, on fixing issues quickly, and comply with safety regulations tend to have lower scores
- **Establish Management Controls**: This includes defining roles for safety-related personnel and setting clear policies to follow
- **Hiring Standards for Drivers**: Past behavior can be a strong predictor of future behavior
  - *Pre-Employment Screening Program: a driver's most recent 5 years of crash data and the most recent 3 years of roadside inspection data*
- **Maintaining Vehicles**: Pre-Trip inspection & preventive maintenance programs
- **Training**: Keep the focus on safety year round

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Thank You
Old Business
New Business
New Business

• Items from the Floor
• Next Meeting:
  IANA Intermodal EXPO
  Long Beach, CA
  September 9 – 11, 2024
Adjourn