



LAMPTON-LOVE, INC

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Date: May 11, 2020

To: All Branch Managers

From: Gene Maddox *gm*
Safety Director

Subject: Branch Office Monthly Safety Meeting – May 2020

Company policy requires that each branch office hold a minimum of one safety meeting each month with the documentation of the material covered and the attendance being recorded on the “Monthly Safety Meeting Minutes and Attendance Record” (see attached form). **Please detach the Monthly Safety Meeting Minutes and Attendance Record, fill it out and e-mail or fax a copy to Lynn Eldridge. Please keep the original for your records.**

NOTE: ONLY the Monthly Safety Meeting Minutes and Attendance Records is to be sent in.

To assist you in complying with this requirement, the following subjects are for your Monthly Safety Meeting, for the month of May 2020. You may add topics, but please document the following topics:

1. News Briefs!!! (1. Remediating CDL Problems in the Clearinghouse; 2. The New-Driver Training Rules Were Delayed. Now What?)
2. Safety Meeting: (Truck Driving Is the Deadliest Job – It Doesn’t Have to Be)

It is recommended that you thoroughly read this material prior to your meeting.

It is strongly recommended that you use the 3-ring binder to store the last 12 months of the Safety Meeting Minutes and Attendance Record Form!!! This material should be referred to or used to train new employees from the website. This manual should be kept in an area of the office that is easily accessible to all employees.

Be Smart...Be Safe and Be Courteous!!!



PROPANE
EXCEPTIONAL ENERGY

NEWS BRIEFS!!!

(This monthly "column" will include short newsworthy topics, which will serve as a friendly reminder to us all)

Remedying CDL problems in the Clearinghouse

If you tried to use the new Drug & Alcohol Clearinghouse soon after it opened, chances are you ran into some technical glitches. Though many bugs have been fixed, some problems remain, and they may require action from your drivers.

CDL woes

Many of the problems have revolved around commercial driver's license (CDL) numbers, since that's how drivers are identified and tied to their Clearinghouse records.

The license number that a driver, motor carrier, or medical review officer enters into the system must be an exact match with the number on file at the driver licensing agency where the driver is licensed.

If there's a mismatch, the system will not work as intended. For example, you may enter a driver's CDL number to conduct a new-hire query, only to discover later that the driver never received notice of your request. This can cause both delays and frustration.

There are steps you or your drivers can take to fix the problem, depending on the reason for the mismatch.

The CDL number being entered incorrectly

This is the most common problem. If the CDL number has special characters such as spaces, dashes, or leading zeros, first try entering the CDL number without these characters. If that doesn't work, try adding them. There is no uniform standard among the states, unfortunately, so it may take several tries to get the right match.

A broken link (pointer) in the national driver database

A broken "pointer" can result when a driver obtains a new license in a different state and that state's licensing agency fails to connect (point) the driver's new license to his or her existing driving record. A pointer can remain broken for years until someone discovers it.

With a broken pointer, even if a driver's license number is entered properly in the Clearinghouse, the FMCSA will be unable to make the connection to the driver's record. The FMCSA does not get involved in fixing broken pointers; it's left up to the states. If a driver calls their state driver licensing agency to figure out what's wrong, however, the state may not see any obvious problem and blame it on the Clearinghouse.

A broken pointer can be tough to diagnose and correct. If you or a driver suspects a broken pointer, the driver should be persistent in contacting the driver licensing agency and making sure the broken pointer gets fixed.

Drivers should first 'verify' their CDLs

The best place to start diagnosing a problem is in the driver's personal Clearinghouse account, making sure the Clearinghouse has "verified" the driver's CDL. If it hasn't, there will be a message on the driver's online dashboard, possibly indicating a broken pointer or a problem with the way the CDL information was entered.

Once the CDL is verified, the driver's employer(s) — when running a query — should enter the CDL information exactly the same way the driver did.

If you confirm that a driver's CDL has been verified but the driver still doesn't see a pending consent request from your company, try canceling the request and submitting a new one, entering the CDL information exactly as the driver did. ♦



Key to remember: The Drug & Alcohol Clearinghouse is still having trouble verifying CDL information in some cases, but there are steps you and drivers can take to correct any problems.



The new-driver training rules were delayed. Now what?

Extensive regulations for the training of new truck and bus drivers that were supposed to take effect in February are now on hold for another two years.

The entry-level driver training rules in 49 CFR Part 380, Subparts F and G, first adopted in December 2016, will not be enforced until February 7, 2022. Starting then, drivers who want to obtain or upgrade their CDL will need extensive classroom and behind-the-wheel training from a registered training provider.

Why the delay?

The FMCSA says it needs more time to develop the Training Provider Registry (TPR), which will house information about authorized training providers. The TPR will also serve as an electronic interface to receive and store drivers' training certificates and transmit information to state driver licensing agencies.

Most states likely won't object to the delay, since they're behind in upgrading their computer systems to deal with the new requirements.

What now?

The delay means the pre-existing rules for entry-level driver training, as found in Part 380, Subpart E, will remain in place.

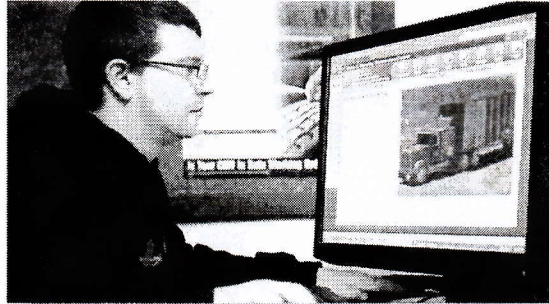
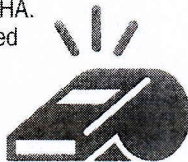
It also means motor carriers will continue to play a role in making sure new drivers were trained.

If you hire a driver who has less than one year of experience operating a commercial motor vehicle with a CDL in interstate commerce, you'll need to ensure the driver has been trained. The training must cover these four subject areas:

1. Driver qualification requirements,
2. Hours of service
3. Driver wellness, and
4. Whistleblower protection.

Fewer drivers are blowing the whistle

Despite their need to be trained on the topic, whistleblower complaints from drivers and other transportation workers have decreased in recent years, according to OSHA. There were 341 complaints filed in fiscal year 2019, down 28% from FY2014. Two-thirds of cases filed in FY2019 were ultimately dismissed.



There's no minimum amount of time that needs to be spent on the training, but the FMCSA estimated that it should take no more than about 10 hours. Given the importance of driver qualification and hours-of-service requirements in particular, it's a good idea to make sure new drivers have a strong understanding of the rules.

Proof of training is required

Proof of training is in the form of a certificate that complies with §380.513. If a driver-applicant arrives with a completed certificate, the training requirements are already met. You would simply have to place the certificate in the driver's file.

NOTE: *This training is nothing new. It has been required of new drivers since July 20, 2003!*

If the driver does not have proof that training was already completed, you would have to perform the training yourself — or send the driver elsewhere for the training — before allowing him or her to drive.

Note that a handful of states, including Texas and Colorado, require the same entry-level training for their in-state-only drivers. ♦



Key to remember: The new entry-level driver training rules are on hold. Until February 7, 2022, motor carriers must continue to ensure their drivers are trained under the rules in Part 380, Subpart E.

FMCSA error could cause confusion

When the FMCSA delayed its new-driver training rules, it forgot to change the wording that says the old (existing) rules would no longer apply as of February 7, 2020. So, if you read the existing rules in Part 380, Subpart E, don't believe the heading that says those rules are no longer in effect! In fact, those rules will remain in effect until February 7, 2022.

MAY 2020 SAFETY MEETING

Truck driving is the deadliest job — it doesn't have to be

TRUCK DRIVING CONTINUES TO BE ONE OF THE DEADLIEST JOBS IN AMERICA, ACCORDING TO RECENT GOVERNMENT DATA.

830

The U.S. Bureau of Labor Statistics says **830 HEAVY TRUCK AND TRACTOR-TRAILER DRIVERS DIED ON THE JOB IN 2018**, more than any other single occupation.

26 PER 100,000

Though the sheer number of fatalities is highest, the fatal injury rate of **26 PER 100,000 TRUCK DRIVERS** remained lower than other hazardous occupations like roofing (52) and logging (98).

16%

Truck-driver deaths represent roughly **16 PERCENT OF THE 5,250 WORKPLACE fatalities** that year.

MORE THAN 7X

The rate was **MORE THAN SEVEN TIMES** the average of 3.5, however, and almost four times higher than protective-service occupations like police and firefighters (7.4).

What can be done?

Not surprisingly, crashes are the leading cause of death for truck drivers, serving as a reminder that preventing crashes — and increasing the chances of crash survival — are critical to driver safety.

When government crash data is taken into consideration, the following actions may provide the “biggest bang for the buck” in terms of reducing fatalities:



Use seat belts

In fatal crashes involving large trucks in 2018, roughly 40-50 percent of truck drivers were not belted. Company enforcement of the seat-belt rule in §392.16 can help drivers protect themselves.



Slow down

Speeding was the most common driver-related factor for large-truck drivers involved in fatal crashes in 2018. Require drivers to obey the speed limits and adjust their speed to match the situation.



Use extra care in construction zones

Over 30 percent of fatal work-zone crashes in 2018 involved a large truck. Consider training your drivers on how to safely approach and navigate road construction zones.



Avoid impairment

Positive drug tests after fatal accidents are on the rise, as is the percentage of truck drivers in fatal crashes with a blood-alcohol content of 0.01% or higher (reaching 4.6% in 2018). Drivers are prohibited from using alcohol within four hours of going on duty or while on duty, and cannot take controlled substances without a valid prescription from a physician familiar with the driver's role.



Avoid distraction

Drivers rarely admit to engaging in distracted driving, but the practice has been on the rise for years among all drivers. You can help curb the trend by adopting and enforcing a strong anti-distraction policy and educating your drivers on the policy and on the hazards of distracted driving. Texting and hand-held cell-phone use while driving are prohibited under §392.80 and §392.82, but they're also incredibly unsafe. Help your drivers to understand the risk they take with their lives and others' by picking up a phone or engaging in other distracted behaviors on the road.



Fight fatigue

Enforce compliance with the hours-of-service limits — auditing your drivers' logs, supporting documents, and time records to verify compliance — and correct and re-train drivers who violate the rules. Also consider going above and beyond by adopting a fatigue management program. Such a program can help prevent fatigued driving even when HOS limits are being followed. The program can address time-of-workday changes, accumulated fatigue, time-on-task fatigue, and shipper and receiver delays, and can take driver input into consideration. ♦



Key to remember: Truck driving is one of the nation's deadliest jobs, but steps can be taken to limit the most common causes of fatal crashes.

MAY 2020
MONTHLY SAFETY MEETING
MINUTES & ATTENDANCE RECORD

Company Name: _____

City: _____ State: _____

Date: _____ Time Started: _____ Time Finished: _____

Instructed By: _____ Number Attending: _____

Subject Covered and Comments:

1. Briefs: 1. Remediating CDL Problems in the Clearinghouse; 2. The New-Driver Training Rules Were Delayed. Now What?
2. Safety Meeting: Truck Driving Is The Deadliest Job – It Doesn't Have to Be _____

By my signature below, I certify that I attended and participated in this Safety Meeting and I understand the material presented.

Employee Name (Please print)	Employee Signature	License Expires *	Endorsements**	DOT Physical Expires***
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				

**List driver's license expiration date in this column.*

***Check licenses for proper endorsements and re-testing (For example: "HazMat") List endorsements in this column.*

****List DOT physical expiration date in this column.*

By my signature below, I hereby certify that the employees listed above have been trained in accordance with the applicable regulation and curriculum for this monthly safety meeting.

Instructor's Signature: _____

E-Mail or fax this sheet only to: Lampton-Love, Inc.

Gene Maddox/Lynn Eldridge

Date: _____

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