

## U.S. Department of Transportation Launches New Programs to Streamline Employment Process

### U.S. Department of Transportation Launches Program to Help Veterans and Reservists Find Jobs in the Trucking Industry

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced that it is accepting applications for a pilot program to permit 18-20 year olds who possess the U.S. military equivalent of a commercial driver's license (CDL) to operate large trucks in interstate commerce.

"This program will help our country's Veterans and Reservists transition into good-paying jobs while addressing the shortage of truck drivers in our country," said U.S. Transportation Secretary Elaine L. Chao.

As directed by Section 5404 of the Fixing America's Surface Transportation (FAST) Act, the pilot program will allow a limited number of individuals between the ages of 18 and 20 to operate large trucks in interstate commerce—provided they possess the military equivalent of a CDL and are sponsored by a participating trucking company. During the pilot program, which is slated to run for up to three years, the safety records of these drivers will be compared to the records of a control group of drivers.

"We are excited to launch this program to help the brave men and women who serve our country explore employment opportunities in the commercial motor vehicle industry. With the nation's economy reaching new heights, the trucking industry continues to need drivers and have job openings. We encourage Veterans and Reservists to apply and to learn more about this exciting new program," said FMCSA Administrator Raymond P. Martinez.

To learn more about this program and how to apply, visit: <https://www.fmcsa.dot.gov/under21pilot/under-21-pilot-program>

For complete information on US DOT's Veteran transitions programs into the civilian careers, visit: <https://www.transportation.gov/veterantransportationcareers>

### U.S. Department of Transportation Takes Action to Streamline Process for Aspiring Truck and Bus Drivers

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today announced a proposed rule to streamline the process for men and women interested in entering the trucking workforce. The proposal is intended to allow states greater flexibility in conducting skill tests for individuals seeking a commercial driver's license (CDL). The proposal would alleviate testing delays and eliminate needless inconvenience and expense to the CDL applicant—without compromising safety.

"The Department is committed to reducing unnecessary barriers to employment for men and women interested in obtaining jobs in the trucking industry," said U.S. Secretary of Transportation Elaine L. Chao.

Federal rules currently do not permit a CDL skills instructor who is also authorized by the state to administer the CDL skills test to perform both the instruction and the qualifying testing for the same CDL applicant. The proposal announced today would eliminate that restriction and permit states the discretion to allow qualified third-party skills trainers to also conduct the skills testing for the same individual.

"We continue to examine opportunities to provide common-sense regulatory relief to states and to individuals seeking to obtain a CDL. This proposal will provide states more flexibility, while maintaining safety on our roadways," said FMCSA Administrator Raymond P. Martinez. "I encourage all interested parties to review the proposal and to offer their comments to the docket."

This proposal, if adopted, would be a deregulatory action as defined by Executive Order 13771, "Reducing Regulation and Controlling Regulatory Costs."

FMCSA has been focused on reducing regulatory barriers for CDL applicants. In March 2019, the agency authored a final rule streamlining the process and reducing costs to upgrade from a Class B to Class A CDL—a deregulatory action that will save eligible driver trainees and motor carriers \$18 million annually.

Upon publication in the Federal Register, a 60-day public comment period will commence.

A copy of the proposal, which includes information on submitting comments to the Federal Register Docket, is available at: <https://www.federalregister.gov/documents/2019/07/09/2019-14225/third-party-commercial-drivers-license-testers>



## Latest Happenings in the Federal Register



### FMCSA Amends FR on Lease and Interchange of Passenger Vehicles

On August 14, 2019 (84 FR 40272) the Federal Motor Carrier Safety Administration (FMCSA) amended its May 27, 2015, final rule on Lease and Interchange of Vehicles; Motor Carriers of Passengers (2015 final rule) in response to petitions for rulemaking. This final rule narrows the applicability of the 2015 final rule by excluding certain contracts and other agreements between motor carriers of passengers that have active passenger carrier operating authority registrations with FMCSA from the definition of lease and the associated regulatory requirements.

For passenger carriers that remain subject to the leasing and interchange requirements, FMCSA returns the bus marking requirement to its July 1, 2015, state with slight modifications to add references to leased vehicles; revises the exception for the delayed writing of a lease during certain emergencies; and removes the 24-hour lease notification requirement.

This final rule is effective October 15, 2019. Compliance date: As of October 15, 2019, the compliance date for the requirements in subpart G of 49 CFR part 390 (§§ 390.401 and 390.403) is January 1, 2021. Comments sent to the Office of Management and Budget (OMB) on the collection of information must be received by OMB on or before September 13, 2019. OMB must receive your comments by this date in order to

act quickly on the information collection request. Petitions for reconsideration of this final rule must be submitted to the Start Printed Page 40273 FMCSA Administrator no later than September 13, 2019.

### PHMSA Responds to Multiple Petitions of HMR

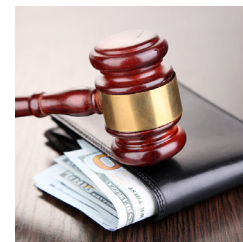


On August 14, 2019 (84 FR 41556) the Pipeline and Hazardous Materials Safety Administration (PHMSA) responded to numerous petitions for rulemaking submitted by the regulated community that requested PHMSA address a variety of provisions, including but not limited to those addressing packaging, hazardous communication, and incorporation by reference documents.

PHMSA proposed amendments to the Hazardous Materials Regulations (HMR) to update, clarify, improve the safety of, or provide relief from various regulatory requirements. Some of the proposal include amending the hazardous materials regulations regarding: harmonizing the limited quantity exceptions for more than 100 entries, for corrosive materials, in the Hazardous Materials Table (HMT); revising the minimum height requirement of the proper shipping name marking on certain portable tanks; removing the reference to Special Provision of 103 in the hazmat table column 7 for four HMT entries; allowing for all waste materials to be managed in accordance with the lab pack exception and associated paragraphs in 49 CFR 173.12 irrespective of whether they meet the definition of a hazardous waste per the EPA or the RCRA; and revising the language in § 173.166 to clarify the term “recycle” by adding the word “metal” in front

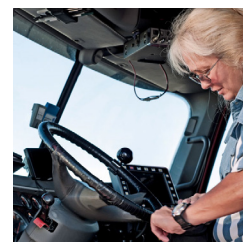
of “recycling. Comments must be submitted by October 15, 2019. To the extent possible, PHMSA will consider late-filed comments as a final rule is developed.

### 2019 Civil Penalties Adjustment



On July 31, 2019 (84 FR 37059) the Department of Transportation (DOT) made a final rule to provide the 2019 inflation adjustment to civil penalty amounts that may be imposed for violations of certain DOT regulations. These new civil penalty amounts were effective July 31, 2019. Hazmat Safety Permit Regs Incorporates CVSA’s Level VI Inspection.

### Harassment and Assault Study Underway by FMCSA



On July 23, 2019 (84 FR 35450) the Federal Motor Carrier Safety Administration (FMCSA) announced its plan to submit an Information Collection Request (ICR) to the Office of Management and Budget (OMB) for its review and approval and invited public to comment on the request which is titled “Crime Prevention for Truckers.” This ICR will allow for a study to understand the prevalence, seriousness, and nature of the problem of harassment and assaults against minority and female truckers. FMCSA must receive your comments on or before September 23, 2019.

## Latest Happenings in the Federal Register (cont.)

### Hazmat Safety Permit Regs Incorporates CVSA's Level VI Inspection

On July 8, 2019 (84 FR 32323) the Federal Motor Carrier Safety Administration (FMCSA) amended its Hazardous Materials Safety Permit regulations to incorporate by reference the April 1, 2018, edition of the Commercial Vehicle Safety Alliance's (CVSA) "North American Standard Out-of-Service Criteria and Level VI Inspection Procedures and Out-of-Service Criteria for Commercial Highway Vehicles Transporting Transuranics and Highway Route Controlled Quantities of Radioactive Materials as defined in 49 CFR part 173.403."

The Out-of-Service Criteria provide uniform enforcement tolerances for roadside inspections to enforcement personnel nationwide, including FMCSA's State partners. This final rule was effective July 8, 2019.

### Input Requested on CDL Drug and Alcohol Clearinghouse

On June 20, 2019 (84 FR 28882) the Federal Motor Carrier Safety Administration (FMCSA) requested to renew an ICR titled, "Commercial Driver's License Drug and Alcohol Clearinghouse." The Agency's final rule, published December 5, 2016, titled "Commercial Driver's License Drug and Alcohol Clearinghouse" (81 FR 87686) (Clearinghouse) established the regulatory requirements for the Clearinghouse. The compliance date of the final rule is January 6, 2020.

Since the original ICR was approved, no data has yet been collected. With the upcoming compliance date, this ICR is needed to ensure that querying and reporting requirements are met to diminish the problem of Commercial

Driver's License (CDL) and Commercial Learner's Permit (CLP) holders who test positive for drugs or alcohol and then continue to perform safety sensitive functions, including driving a commercial motor vehicle (CMV), without participating in the required return-to-duty process.

Specifically, information maintained in the Clearinghouse will ensure that drivers who commit a drug or alcohol violation while working for one employer and attempt to find work with another employer, can no longer conceal their drug and alcohol violations merely by moving on to the next job or the next state. Drug and alcohol violation records maintained in the Clearinghouse will follow the driver regardless of how many times he or she changes employers, seeks employment or applies for a CDL in a different State.

### FMCSA Looks at Time Saving on ELD Use

On June 19, 2019 (84 FR 28616) the Federal Motor Carrier Safety Administration (FMCSA) requested approval to renew an ICR titled, "Hours of Service (HOS) of Drivers Regulations." FMCSA determined the use of ELDs reduces the driver's time to input duty status from 6.5 minutes to 2 minutes.

This ICR requested input on accuracy of that estimated burden of time. With some exceptions, the HOS regulations require a motor carrier to install and require each of its drivers subject to the record of duty status (RODS) rule to use an electronic logging device (ELD) to report the driver's RODS. The RODS is critical to FMCSA's safety mission because it helps enforcement officials determine if CMV drivers are complying with the HOS rules limiting driver on-duty and driving time and requiring periodic off-duty time.

### U.S. Department of Transportation Permanently Bans Commercial Drivers Convicted of Human Trafficking

*Advisory Committee on Human Trafficking Releases Final Report*

The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) today announced a final rule that permanently bans drivers convicted of human trafficking from operating a commercial motor vehicle (CMV) for which a commercial driver's license or a commercial learner's permit is required.

"This is an important step in the Department-wide campaign to keep America's roadways, railways, airways, and waterways from being used for human trafficking," said U.S. Transportation Secretary Elaine L. Chao.

Following President Trump's signature of the "No Human Trafficking on Our Roads Act," the FMCSA has issued this new rule to prohibit an individual from operating a CMV for life if that individual uses a CMV in committing a felony involving a severe form of human trafficking. The new rule revises the list of offenses permanently disqualifying individuals from operating a CMV for which a commercial driver's license or a commercial learner's permit is required.

"The commercial motor vehicle industry is uniquely positioned to help detect and report human trafficking, and thankfully professional drivers' efforts often bring an end to these tragic situations. Sadly, however, some human trafficking activities are facilitated by the use of commercial trucks or buses," said FMCSA Administrator Raymond P. Martinez. "

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## U.S. Department of Transportation Announces Proposal to Reduce Burdens and Costs on Applicants for Commercial Driver's Licenses



The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced a proposed rule to reduce burdens and costs for commercial driver's license (CDL) applicants by allowing applicants to take general and specialized knowledge tests in a state other than the applicant's state of residence. This proposal will increase flexibility for driver applicants by reducing time and travel expenditures, while having no detrimental impact on safety.

To promote further flexibility in the CDL issuance processes, FMCSA proposes to allow driver applicants to take the CDL knowledge tests in states other than applicant's state of domicile. Under this proposed rule, a state would not be required to offer the knowledge tests to out-of-state applicants. However, if the testing state elects to offer the knowledge tests to these applicants, it would transmit the results to the state of domicile, which would be required to accept the results.

"Reducing burdens and expenses on CDL applicants has the potential to increase the number of available drivers. With the American economy continuing to grow at record pace, the need for more commercial drivers is critical. This proposal offers commonsense regulatory changes that will help CDL applicants, without compromising safety," said FMC-

SA Administrator Raymond P. Martinez.

FMCSA has been focused on reducing regulatory barriers for CDL applicants. In March 2019, the agency authored a final rule streamlining the process and reducing costs to upgrade from a Class B to Class A CDL—a deregulatory action that will save eligible driver trainees and motor carriers \$18 million annually.

Additionally, in June 2019, the Agency published a deregulatory proposal to streamline and simplify the process by which states are currently required to conduct skill tests for individuals seeking to obtain a CDL. With the goal of reducing administrative costs and helping to alleviate testing delays, this proposal will eliminate needless inconvenience and expense to CDL applicants.

## U.S. Department of Transportation Proposes Permanent Crash Preventability Determination Program



The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) proposed a permanent crash preventability determination program to gain additional data to recognize possible safety risks on our nation's roads.

This crash preventability program examines the feasibility, costs, and benefits of determining and displaying the preventability of certain crash types. Starting in August 2017, FMCSA reviewed more than 5,600 crashes submitted by

truck and bus companies to determine if a crash could have been prevented by the motor carrier. Approximately 94% have been found to be not preventable by the motor carrier or commercial driver.

Following the strong participation in the program from motor carriers, Secretary Chao announced the Department's plan to make the current demonstration program permanent during a March 29th speech at the 2019 Mid-America Trucking show.

This action proposes a transition to a long-term crash preventability determination program for FMCSA. In addition, the Agency is proposing the removal of not preventable crashes from the Safety Measurement System Crash Indicator Behavior Analysis Safety Improvement Category (BASIC), expanding the types of crashes that can be evaluated from eight to fifteen.

"Data drives our agency's decisions, and the information we've received and analyzed during the demonstration project informed our action to expand and improve the crash preventability program," said FMCSA Administrator Raymond P. Martinez. "We've listened to carriers, drivers, and other commercial motor vehicle stakeholders throughout each step of this process, and strongly encourage all interested parties to submit comments on our proposed changes."

## Back to School DRIVE SAFELY!



## CVSA's New 2019 North American Standard Out-of-Service Criteria is Now in Effect

Effective April 1, 2019, the Commercial Vehicle Safety Alliance's (CVSA) 2019 North American Standard Out-of-Service Criteria was put in effect. The 2019 out-of-service criteria replaces and supersedes all previous versions. The North American Standard Out-of-Service Criteria is the pass-fail criteria for roadside safety inspections. The purpose of the criteria is to identify critical safety violations. Those violations render the driver, vehicle and/or motor carrier out-of-service until the condition(s) or violation(s) can be corrected or repaired.

In accordance with CVSA bylaws, the changes were proposed to the Class I Members of the Alliance on Oct. 22, 2018, and subsequently ratified on Oct. 31, 2018. Voting members approved 12 changes to the out-of-service criteria which were effective as of April 1, 2019.

The following changes were made to the out-of-service criteria:

- 1) DRIVER MEDICAL/PHYSICAL REQUIREMENTS:** The Skill Performance Evaluation Certificate language was modified. A driver who possesses a valid Skill Performance Evaluation (SPE) but is not complying with the SPE requirements should be placed out of service.
- 2) Policy Statement** regarding how to deal with expired CVSA decals. It was determined that removing old decals before applying a new one is most appropriate.
- 3) BRAKE SYSTEMS (Brake Drums and Rotors (Discs)):** Language and a picture were added for cracks in structural supports of a brake rotor. If there are cracks through the vents in rotors, a collapse of the rotor is imminent; therefore, the vehicle should be placed out of service.
- 4) CARGO SECUREMENT:** Subheadings were added to the Cargo Securement section of the out-of-service criteria to provide uniformity with the

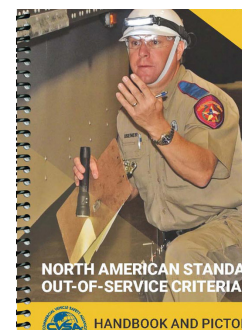
rest of the criteria and to make it easier to distinguish between subsections.

- 5) CARGO SECUREMENT, TIE-DOWN DEFECT TABLE:** Language was added to the Tie-down Defect Table in the out-of-service criteria so that an inspector can adequately determine if the Doleco USA Textile Link Tie-down Assembly is defective once it is in use.
- 6) DRIVELINE/DRIVESHAFT:** A bearing strap was added to the out-of-service criteria and a descriptive label was added to the current picture of a bearing strap to help identify and clarify the component.
- 7) DRIVER'S SEAT (MISSING):** Drivers using a temporary seat rather than a permanent seat that is secured to the vehicle in a workmanlike manner was added to the out-of-service criteria.
- 8) EXHAUST SYSTEMS:** Subheadings were added to the Exhaust Systems section of the out-of-service criteria to provide uniformity with the rest of the criteria and to make it easier to distinguish between subsections.
- 9) FRAMES:** It was determined that subsection (5) should not pertain to monocoque-style frames.
- 10) STEERING MECHANISMS (Tie Rods and Drag Links):** A non-manufactured hole in a drag link should be placed out of service.
- 11) BUSES, MOTORCOACHES, PASSENGER VANS OR OTHER PASSENGER CARRYING VEHICLES – EMERGENCY EXITS/ELECTRICAL CABLES AND SYSTEMS IN ENGINE AND BATTERY COMPARTMENTS/SEATING:** Temporary and aisle seats were added to the Critical Vehicle Inspection Item title. This amendment allows vehicles with manufactured seating violations that do not qualify as an out of service condition to receive a CVSA decal.
- 12) Revisions** were made to Part III of the out-of-service criteria to follow the same format as the rest of the out-of-service criteria by adding some subheadings and removing unnecessary language.

The CVSA Training Committee, the Education Quality Assurance Team in Canada and the National Training Center in the U.S. will incorporate these changes, as appropriate, into North American Standard Inspection training materials, along with several updated inspection bulletins, inspection procedures, operational policies and training video

The North American Standard Out-of-Service Criteria is updated annually, effective April 1 of each year, with the release of that year's edition of the handbook. The "North American Standard Out-of-Service Criteria Handbook and Pictorial" identifies critical vehicle inspection items and details the criteria that can prohibit a motor carrier or driver from operating a commercial motor vehicle for a specified period of time or until the condition is corrected. Print and electronic PDF versions of the 2019 edition of the handbook are available for purchase through the CVSA online store. The 2019 out-of-service criteria app will be available this week by searching "CVSA" in the Apple or Google Play stores.

CVSA hosted a webinar on Feb. 13, 2019, outlining the changes to the 2019 out-of-service criteria. The webinar/presentation is available for viewing at any time and for annual in-service/refresher training. CVSA members can access webinar archives through their online CVSA member portal. Once logged in, click on the "My Video & Webinar Library" tab at the top of the page to view a listing of all past webinars.



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## – Human Trafficking –

“By enforcing a lifetime ban on any CMV driver convicted of severe human trafficking, we aim to deliver a strong and effective deterrent to this abhorrent behavior. If a commercial driver is convicted of using their commercial motor vehicle related to human trafficking—that person will never be driving interstate commercial vehicles again.”

Detering human trafficking in America’s commercial transportation industry is just one step in the Trump Administration’s commitment to fighting against these abhorrent crimes. President Trump has brought to bear the full resources of the federal government to working against human trafficking, protecting victims, and prosecuting traffickers.

On July 2, the U.S. Department of Transportation’s Advisory Committee on Human Trafficking submitted its final report to the Department providing recommendations on actions the Department can take to help combat human trafficking, and recommended best practices for states and local transportation stakeholders in combatting human trafficking.

In 2017, the Department of Homeland Security identified over 500 victims of human trafficking and the National Center for Missing & Exploited Children estimated 1 out of every 7 runaways were likely victims of child sex trafficking.

To report human trafficking activity, contact the National Human Trafficking Hotline by dialing toll-free 1-888-373-7888 or by sending a text to 233733.

## Check Your Knowledge

Legend: **GVWR** - the value specified by the manufacturer as the loaded weight of a single motor vehicle.

**GCWR** - the sum of the GVWR of the power unit and GVWR’s of any towed unit(s).

**CMV** - a commercial motor vehicle as defined in 49 CFR Part 390.5.

**CDL** – commercial driver’s license as defined in 49 CFR Part 383.5

A motor vehicle operating in interstate commerce is 20,000 lbs. GVWR/GCWR and is **not** carrying hazmat or passengers. The motor vehicle has air brakes.

**Q1** Is the motor vehicle considered a commercial motor vehicle (CMV) according to 49 CFR 390.5?

**Q2** Does the motor vehicle require a driver with a CDL?

**A1** Yes. 49 CFR 390.5 states if a vehicle is in interstate commerce and weighs 10,001 lbs. or more GVWR/GCWR then it meets the definition of a CMV.

**A2** No. Air brake(s) is a restriction that must be removed by the applicant passing that portion of the CDL test in order to operate a vehicle that requires a CDL driver and has air brakes. The fact that the vehicle has air brakes is not a requirement by itself that requires a CDL driver. 49 CFR 383.5 defines the requirements when a CDL is required. They are: 1) the combination vehicle has a GCWR of 26,001 lbs. or more inclusive of a towed unit(s) with a GVWR greater than 10,000 lbs.; 2) a single vehicle with a GCWR of 26,001 lbs. or more; 3) any other vehicle that does not meet the first two definitions listed but either is designed to transport 16 or more passengers including the driver, or, is used in the transportation of hazardous materials that require placarding or any quantity of a material listed as a select agent or toxin in 42 CFR part 73.

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A driver is in commerce and transporting hazmat. The vehicle weighs 22,500 lbs. and has a towed unit that weighs 9,000 lbs. The hazmat does not require placarding and is not a select agent or toxin per 42 CFR 73.

**Q1** Is the driver required to have a CDL?

**A1** No. See definition in the first question defining when a CDL is required to operate a motor vehicle that is considered in commerce.

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A fertilizer company is transporting ammonia, anhydrous in bulk (MC-331 Pressure Tank Truck) from Kennewick, WA to two different locations for their customer. The first location is Hermiston, OR and the second location is New Westminster, BC, Canada.

**Q1** Which placard(s) must be used for each package?

**A1** The shipment transported to the Oregon address will need a 2.2, Non-Flammable Gas placard and the shipment being sent to Canada will require the 2.3, Poison Gas placard. Note: The package shipped to the Oregon address will need to be marked “Inhalation Hazard” (49 CFR 172.323 and Special Provision numeric code 13).



## Class Schedule September 2019 – December 2019

Course	Date	Location
Federal Motor Carrier Safety Regulations for Managers & Supervisors	Sept. 3-4, 2019	Richland, WA
Reasonable Suspicion Training for Supervisors	Sept. 5, 2019	Richland, WA
Advanced Hazardous Waste Shipper Certification Training	Sept. 10-12, 2019	Richland, WA
Hazardous Material General Awareness Transportation Training	Sept. 11, 2019	Richland, WA
Hazardous Material General Awareness Transportation Training	Sept. 17, 2019	Richland, WA
Advanced Hazardous Waste Shipper Certification Training	Sept. 17-19, 2019	Las Vegas, NV
Load Securement for Drivers and Traffic Personnel	Sept. 19, 2019	Richland, WA
Advanced Hazardous Waste Shipper Certification Training	Sept. 24-26, 2019	Albuquerque, NM
Hazardous Material General Awareness Transportation Training	Oct. 1, 2019	Richland, WA
Advanced Radioactive Material Shipper Certification Training	Oct. 1-3, 2019	Albuquerque, NM
Hazardous Materials Drivers Training	Oct. 2, 2019	Richland, WA
Advanced Mixed Waste Shipper Certification Training	Oct. 7-10, 2019	Pittsburgh, PA
Federal Motor Carrier Safety Regulations for Drivers	Oct. 8, 2019	Richland, WA
Advanced Radioactive Material Shipper Certification Training	Oct. 8-10, 2019	Richland, WA
IATA: Transportation of Dangerous Goods by Air Shipper Cert. Training	Oct. 15-17, 2019	Richland, WA
Advanced Radioactive Material Shipper Certification Training	Oct. 15-17, 2019	Las Vegas, NV
Load Securement for Drivers and Traffic Personnel	Oct. 16, 2019	Richland, WA
IATA: Transportation of Dangerous Goods by Air Shipper Cert. Training	Oct. 22-24, 2019	Las Vegas, NV
Hazardous Material General Awareness Transportation Training	Oct. 29, 2019	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	Oct. 31, 2019	Richland, WA
Advanced Mixed Waste Shipper Certification Training	Nov. 4-7, 2019	Las Vegas, NV
Advanced Mixed Waste Shipper Certification Training	Nov. 11-14, 2019	Richland, WA
Hazardous Material General Awareness Transportation Training	Nov. 13, 2019	Richland, WA
Load Securement for Drivers and Traffic Personnel	Nov. 14, 2019	Richland, WA
Advanced Mixed Waste Shipper Certification Training	Nov. 18-21, 2019	Albuquerque, NM
Federal Motor Carrier Safety Regulations for Managers & Supervisors	Nov. 19-20, 2019	Richland, WA
Reasonable Suspicion Training for Supervisors	Nov. 21, 2019	Richland, WA
Federal Motor Carrier Safety Regulations for Drivers	Dec. 3, 2019	Richland, WA
Load Securement for Drivers and Traffic Personnel	Dec. 10, 2019	Richland, WA
Hazardous Material General Awareness Transportation Training	Dec. 16, 2019	Richland, WA

\*\*Class dates and locations are subject to change\*\*

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