

Safety Management Council

The Safety Management Council of the Nevada Trucking Association is dedicated to enhancing the safety and security of the trucking industry. This council brings together industry experts to share best practices, provide safety training, and networking with peers and partners in law enforcement and regulatory agencies. Join us today!

Newsletter Highlights

- Safety Council Meeting Notice
- ELP – Language Primer from Mexican Dept. of Transportation
- Top 10 OSHA Violations in Trucking
- Injury Prevention
- FMCSA News
- HME Fingerprinting / Endorsement Applications - locations
- Calendar of Events / Save the Dates
- Guest Column: NV DOT – Winter Weather Driving
- Guest Column: Buyer Beware! ELD Fraud

Safety Council Meeting

We will hold our next Safety Council meeting on November 12, 2025. This will be held on ZOOM only.

Join us as Fleetworthy representatives discuss their new Expedited Inspection System. Nevada is the first state in the country to implement this program. Tune in and learn how this can positively assist your roadside inspections.

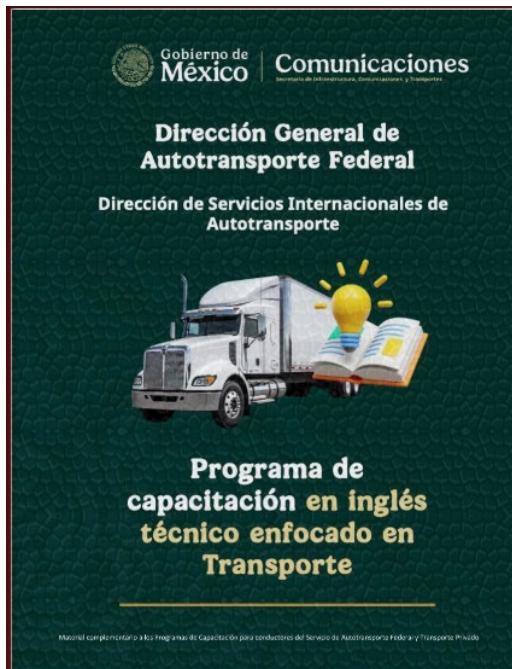
English Language Guide from Mexican Dept. of Transportation

The Mexican Department of Transportation has published an English Language “primer” for Spanish speaking individuals.

This booklet can assist any Spanish speakers with improving their English language skills for roadside contacts.

You can see the booklet here: https://online.fliphtml5.com/rask/benc/#google_vignette

While this is not a language course, nor is it meant to substitute for a full understanding of English, it can certainly be a great resource for drivers who may struggle with the technical aspects of trucking terms.



Preventing Non-Fatal Truck Driver Injuries

Trucking can be a physically demanding profession with many injuries occurring outside of the cab! Address these three hazardous exposures to reduce driver injuries.

1. Overexertion - strains, sprains, and tears from lifting, lowering, or repetitive motion.

- **Break up:** Walk around every few hours to improve circulation to reduce stiffness in your neck, back, shoulders & legs. Light stretching is also helpful.
- **Heave ho:** Lift with your legs. Keep the load close to your body, avoid twisting at the waist and point your toes/move your feet in the direction you want to move.
- **Mech it:** Use material handling equipment. Push loads instead of pulling them.

2. Slips, trips, and falls occur when entering/exiting vehicles or on walking/working surfaces.

- **Right foot forward:** Invest in work boots with strong ankle support/slip-resistant soles.
- **Eyes are for seeing:** Before exiting your truck identify & avoid ground hazards.
- **Light it up:** Use a flashlight/headlamp in poorly lit areas to identify & avoid hazards.
- **Three beats two:** Whether climbing up/down always face the object keeping two hands and one foot, or two feet and one hand in contact to prevent falling.

- **Lose the leap:** Never jump off. High severity injuries occur due to accumulative micro injuries to feet, ankles, knees, and your back plus face plants hurt!

3. Struck by hazards include falling cargo, vehicles, doors, liftgates, and straps/chains.

- **You're the stranger:** At docks & yards maintain situational awareness and communicate your intentions to others in the area.
- **Avalanche:** Before opening a trailer door, feel for pressure that indicates shifted cargo. Open the doors slowly from the side, not directly in front of them.
- **Unsecure:** Be cautious when releasing tension on chains & straps. Improperly released binders and straps can snap back. Wear gloves & safety glasses.

By focusing on these three core areas of non-driving safety, truck drivers can significantly reduce their risk of common and painful injuries.

FMCSA News

Emergency Interim Final Rule on Non-Domiciled CDL Issuance

The USDOT announced an emergency interim final rule to strengthen federal oversight of how states issue non-domiciled CDLs and CLPs. The rule is in response to a nationwide review revealing widespread non-compliance among state driver licensing agencies. **The rule is effective immediately.**

This interim final rule closes gaps in how states issues CLPs and CDLs to individuals from outside of the United States. It tightens eligibility, strengthens safeguards and makes clear when these licenses must be canceled or revoked.

USDOT also announced they are requiring states to pause non-domicile CDL issuance until their practices align with new requirements and has called upon states governors to initiate voluntary audits of state non-domicile CDL issuance, invalidating any non-domicile CDL that does not align with the new standards. Existing non-domicile CDLs that do not align with new standards may also be invalidated by SDLAs at any time based on directive from FMCSA or other federal agencies. **Therefore, we recommend checking the license expiration date for any driver you employ who holds a non-domicile CDL and anticipate they may invalidated before the expiration date or otherwise not renewed.**

A summary of the rule can be found here: [Non-Domiciled CDL Summary](#)

Other Rulemakings / Request for Comment

The USDOT published a rulemaking on September 2nd that proposes amendments to its drug and alcohol testing regulations to add fentanyl and its metabolite norfentanyl to both urine and oral fluid testing panels. This will align the testing with the updated HHS Mandatory Guidelines. The rule also makes several technical updates. DOT is seeking public comment on the proposal through October 17, 2025.

FMCSA has proposed a new pilot program allowing temporary regulatory relief from the 14 hour rule within Hours of Service regulations. During the proposed pilot program, known as the “Split Duty Period Pilot Program”, participating CMV drivers would have the option to extend their 14-hour driving window by taking one off-duty, sleeper berth, or on-duty/not driving period(taken at the location of a pick-up or delivery of cargo), including what is sometimes called “detention time”, of no less than 30 minutes and no more than 3 hours. Participation would be limited to approximately 256 CDL holders who meet eligibility criteria. This pilot program would examine if such flexibility achieves a level of safety equal or greater than the current regulations. Comments are due by November 17, 2025.

The DOT Bureau of Transportation Statistics announced the intention to request the Office of Management and Budget (OMB) to approve a new data collection: Crash Causal Factors Program Heavy-Duty Truck Study Interview Data Collection. This information collection request (ICR) pertains to data collected in the interview portion of the Heavy-Duty Truck Study, which was mandated by Congress in Section 23006 of the Infrastructure and Investment Jobs Act. Comments are due by November 3, 2025.

National Consumer Complaint Database Update

The FMCSA announced the launch of the first phase of the National Consumer Complaint Database (NCCDB) modernization. The Federal Motor Carrier Safety Administration (FMCSA) is launching this update to improve navigation and enhance functionality of this important tool for enhanced user capabilities for commercial drivers, motor carriers, and consumers.

The NCCDB is the primary online portal for drivers and consumers to report violations of Federal Motor Carrier Safety Regulations, including issues related to safety, fraud, and household goods moves. This update will also streamline the agency's response process and expand reporting categories to include, for the first time, complaints against property brokers.

The updated database is now live at: <https://nccdb.fmcsa.dot.gov>.

HazMat Endorsement TSA Locations in Northern Nevada

It has been brought to our attention that the former TSA application / fingerprint sites for HazMat endorsements in northern Nevada have been closed.

NTA reached out to Congressman Amodei's office for assistance and have been told they are working on setting up a new permanent location.

In the meantime, there are several "pop-up" locations for your drivers to utilize. These are limited by date and time, so make sure they pay attention to the various locations.

The first few are below – but you can find on-going schedules at [TSA Enrollment by Idemia](#). Search by city rather than zip code to get the most accurate locations.

Reno, NV	⌚ Tuesday - Thursday: 08:30 AM - 12:00 PM & 01:00 PM - 04:30 PM
Location ID: 3429	
📍 Identogo 2375 Market St Reno, NV 89502-1500	The Reno, NV-Market St Universal Enrollment Center will open temporarily at the Holiday Inn Express Reno from 10/14-10/16. The hours of operation will be 8:30 AM - 12:00 PM & 1:00 PM - 4:30 PM.
⚠️ Sign Up for Alerts	The Reno, NV-Market St Universal Enrollment Center will open temporarily at the Holiday Inn Express Reno from 11/18-11/20. The hours of operation will be 8:30 AM - 12:00 PM & 1:00 PM - 4:30 PM.

Medical Card Certification Update

FMCSA has extended its waiver that allows drivers to continue carrying a paper medical examiner's certificate (MEC) for up to **60 days after issuance**. This extension responds to the nationwide challenges that have arisen since the rollout of the NRII rule in late June. To avoid operational delays and issues, please remind your drivers to request a paper copy from their medical examiner. **This waiver ends January 10th.**



Safety Council Meetings

November 12 – Safety Council Meeting – ZOOM - Expedited Inspections

December 9 – Safety Council Meeting – ZOOM – Alliance for Clean Transportation

2026 Dates

May 2 – Truck Driving Championships – Las Vegas

Get Involved!

We are excited to invite all members to actively participate in our Safety Council and safety-related programs. By joining, you'll have the opportunity to contribute valuable insights, share experiences, and collaborate on events. Let's work together to build a positive safety culture in Nevada. Join us in making a difference! Contact Patti today!

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Guest Column: NV Dept. of Transportation

NDOT Prepared to Help Keep Drivers Safe and Connected During Winter Weather

CARSON CITY, Nev. – With winter-like weather in northern Nevada, the Nevada Department of Transportation is reminding drivers to prepare for winter driving.

Statewide, nearly 1,000 crashes occurred in inclement weather between Oct. 1, 2024 and April 30, 2025. This includes seven crashes involving fatalities.

Many of the crashes were due to unsafe driving in snow, ice and other wet conditions, such as driving too fast for current weather conditions, following too closely, or failing to maintain a lane.

Particularly in winter weather, motorists must drive slowly for conditions and leave space between their vehicle and others. Wearing a seat belt and focusing on the road are other important driving tips for any type of weather.

Winter Preparation

NDOT begins annual winter preparations in August by readying more than 80 snowplows and other pieces of snow and ice equipment for use in snow removal across northwestern Nevada.

NDOT has also stockpiled more than 30,000 gallons of brine to help keep roads ice-free at lower temperatures. NDOT also stockpiles salt and sand to be used on winter roads for increased traction and safety.

As storms move in, NDOT maintenance personnel closely monitor professional meteorological forecasts detailing wind, rain, snow, ice and other weather on state roads. Staff also utilize more than 70 Road Weather Information System meteorological stations located along northwestern Nevada roadways to provide detailed reports of current air and pavement temperature, and pinpoint precise sections of roads needing brine, salt and sand or snow removal.

During major winter storms, crews work in 12-hour shifts, rotating personnel to provide 24 hour-a-day snow removal.

Updated state road conditions, including winter road closures and incidents, are available by dialing “511” or logging on to nvroads.com before driving. Drivers can also view live traffic cameras and sign up for free traffic alerts for their state road commute.

Winter Driving Safety

Winter driving safety tips are available at dot.nv.gov/winter.

- Only travel in winter weather when necessary, leave enough time to safely reach your destination and plan your route to help avoid snowy/icy areas and steep hills.
- Before driving, check weather and road conditions by logging on to www.nvroads.com, checking the Nevada 511 app or dialing 511 within Nevada (or 1-877-NV-ROADS outside of Nevada).
- Share your travel itinerary so others know when to expect you.
- Remove snow and ice from all vehicle windows, mirrors, lights, turn signals and license plates.
- Buckle up.
- Turn on headlights to see and be seen.
- Do not rely solely on GPS to find alternate routes, as it could lead to unmaintained roadways or hazardous areas.
- Turn off cruise control.
- Avoid quick starts, stops and fast turns. Accelerate, brake and steer smoothly and gradually.
- Reduce speed. Speed limits are based on normal road and weather conditions, not winter road conditions.
- Do not slam on brakes. Apply steady pressure on ABS-equipped (antilock braking system) vehicles and pump the brakes if necessary on non-ABS vehicles.
- Always comply with all posted traction device requirements.
- If your vehicle has snow tires, install and use them between October 1 and April 30.
- Keep additional distance from other vehicles.
- Watch carefully for snow removal equipment.
- Do not pass without good distance and sight clearance.
- Use extra caution on bridges, ramps, overpasses and shaded areas- they may freeze first.

- Maintain a high fuel level.
- If vehicle begins to skid, steer in direction of slide and slowly remove foot from accelerator.
- Be aware of black ice.
- If parked or stuck in snow, leave window slightly cracked for ventilation and make sure vehicle exhaust system is clear of snow.

Check before you go:

Tires	Brakes	Lights
Battery	Wipers	Defroster
Heater	Vehicle Fluid Levels	

Carry with you:

Tire chains	Flashlight	Ice scraper
Snow shovel	First-aid supplies	Extra clothes/gloves
Blanket	Flares	Non-perishable food/water

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Guest Column: Scopelitis Transportation Consulting

Buyer Beware

September 24, 2025

There has been recent news about increased enforcement related to ELDs, highlighting fraudulent activities that are being uncovered in the field by enforcement. Additionally, an increasing number of false logs are being cited roadside, and for the first time since STC can remember, driver Out-Of-Service (OOS) rates are eclipsing the seven percent mark thus far in 2025. What is leading to this increase in violations and fraud, and what is being done about it?

At a recent CVSA Workshop, its Driver Committee had a spirited discussion on the topic of ELD fraud and tampering. As a part of the discussion, Oregon enforcement personnel made a presentation of some of the fraudulent ELD activities they have uncovered in their investigative work. The committee discussion that ensued noted that in some cases, drivers, carriers, and third-party service providers are fabricating Hours of Service (HOS) records to show an ELD file with no HOS violations, and in many cases, even falsifying electronic supporting documents to match the ELD file. In some cases, entire days are being manipulated, making it impossible for inspectors to determine when actual driving or rest periods occurred.

These discussions have resulted in CVSA taking two actions:

1. Developing an inspection bulletin for roadside inspectors that explains the difference between a typical false entry in a record of duty status, such as a driver claiming off-duty time while fueling their vehicle, and an ELD file that has been manipulated; and
2. Adding a section to the North American Out of Service Criteria related to ELD tampering that will go into effect in April 2026.

In addition, the NTSB recently brought this issue to light with the release of a [report](#) from a 2022 fatal crash in Williamsburg, Virginia. The NTSB determined that the truck driver's crash was due to fatigue from excess driving time and lack of sleep opportunity. They found the motor carrier had created fictitious driver accounts (often referred to as ghost drivers) for its' ELDs that allowed drivers to exceed federal hours-

of-service regulations. STC covered the details in this case in a recent TrueNorth Truck Thought podcast with Shawn Currie from the NTSB.

For its part, FMCSA has ramped up its efforts to combat and support ELD enforcement. They continue to revoke ELD providers' certifications and have several ongoing investigations into ELD providers that are not complying with the rules. The FMCSA ELD registry currently has 1,025 devices registered.

The hours-of-service regulations are central to safety and are directly related to a motor carrier's bottom line. They are under constant scrutiny as a result. So, when the economic environment is difficult for trucking, as it has been for the last two years or so, it stands to reason that some motor carriers may elect to circumvent HOS rules to enable them to move more freight. Additionally, when freight rates skyrocketed during the COVID-19 freight rebound, there was a surge in new motor carriers entering the business, attracted by the higher rates, with most being small or one-truck operators. However, since that surge, rates have fallen significantly, making things more difficult for many motor carriers. Unfortunately, as rates fall, the pressure to find creative ways to run more miles or deliver more freight increases.

These circumstances, along with enforcement becoming smarter and more resourceful at detection, are leading to an uptick in HOS violations, falsification, and fraud. This increase in enforcement activity is leading to more FMCSA certification revocations of non-compliant ELDs. In fact, to date, FMCSA has revoked the certifications of 59 ELDs. As many of our friends are aware, STC dedicates a significant amount of time to collaborating with motor carriers and ELD providers on Hours of Service and ELD regulatory compliance. We have direct knowledge and experience with what is happening both with industry and enforcement. This uptick in fraudulent activity and this experience tell us to remind ELD customers "buyer beware."

What remains to be seen is how the government will choose to address these issues. In Canada, they are revising their ELD Technical Standards based on their experiences with ELDs to date. In its recently published Unified Agenda, the FMCSA has an NPRM on ELD Revisions scheduled to be released in May 2026. STC is aware that the Canadian authorities and FMCSA are discussing this, and the question remains whether the US will follow the Canadian lead and establish an ELD Certification Program and harmonized standards, or if it will take a different route. FMCSA also recently announced it will be launching two pilot programs that will explore potential modifications to the HOS rules to include examining the impacts of adjusting the sleeper berth splits or pauses to the 14-hour clock. So, we have a bit of a conflict brewing here, with the Agency trying to balance the industry's need for flexibility while also cracking down on problem actors. Hopefully, the end result will be a win for safety.

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