

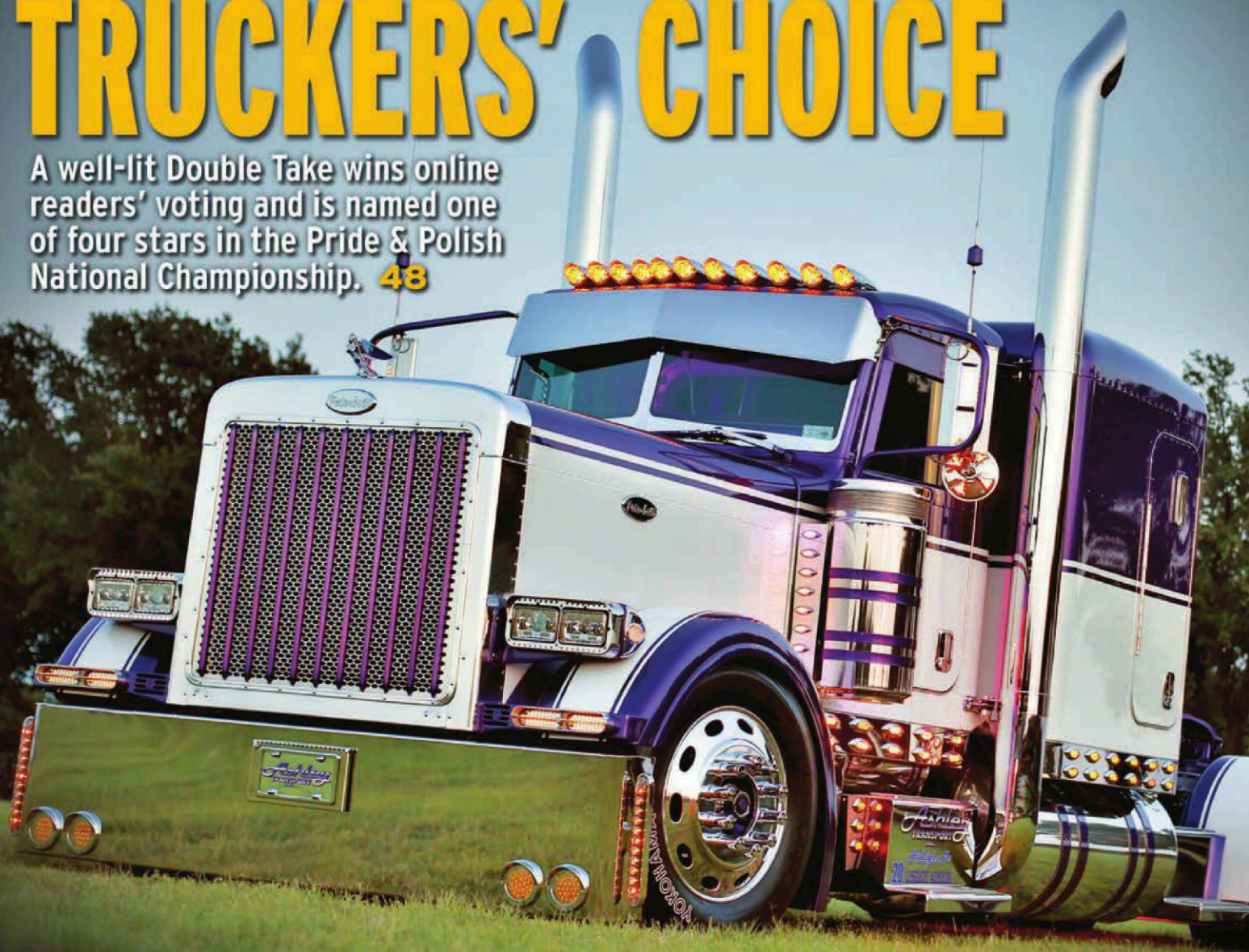
THE VOICE OF THE AMERICAN TRUCKER

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TRUCKERS' CHOICE

A well-lit Double Take wins online readers' voting and is named one of four stars in the Pride & Polish National Championship. **48**



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Want to get inspected? Visit these two states **38**

Randall Reilly



Maryland and Pennsylvania are heavy on inspections, but their rates of issuing violations fall below the national average.

CSA's FALLOUT **STANDOUT STATES**
Maryland and Pennsylvania

For this and the next five months, we'll profile states that stand out for their enforcement intensity, violation propensity or other reasons. For more detail by state, you can access interactive maps charting a raft of enforcement data via *Overdrive's* CSA's Data Trail site: OverdriveOnline.com/csa.

Close scrutiny

These two states inspect drivers and trucks at double and triple the national rate **BY TODD DILLS**

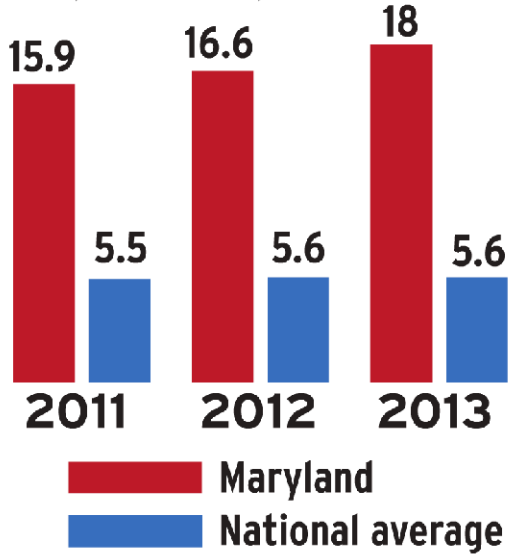


No. 1: Maryland
Where are you most likely to find yourself

or your truck under the microscope of a law enforcement representative? For the second year in a row in *Overdrive's* ongoing look into enforcement trends and the Compliance, Safety, Accountability program, Maryland garners that distinction. In 2013, Maryland enforcement officials conducted 18 inspections for every lane-mile of National Highway System roadway within the state, up from 16.6 in 2012. The state benefited from a 12.5

percent boost in federal dollars coming into the program in 2013 to help achieve that increase. And as says Capt. Norman "Bill" Dofflemeyer, commander of the Commercial Vehicle Enforcement Division of the state police, reflecting the nationwide drift away from the scale houses to more mobile enforcement, "We're doing more and more." Only 66 percent of Maryland's inspec-

Inspections per lane-mile



VIOLATION PROFILE: MARYLAND

Violation category	Percentage of all violations	National rank
Maintenance	71%	No. 9
Lights	21%	No. 11
Brakes	17%	No. 22
Tires	7%	No. 14
Moving violations	10%	No. 25
Hours of service	7%	No. 43

VIOLATIONS PER INSPECTION: 1.3
NATIONAL AVERAGE: 1.6

Source: Unless otherwise noted, all numbers based on 2013 federal data analyzed by RigDig Business Intelligence (rigdig.com/bi).

tions were conducted at a fixed location last year, down from 72 percent in 2011. “While we still operate the fixed facilities, we’re doing a lot more mobile traffic enforcement,” says Dofflemyer. “We normally do inspections on everything we stop.” That can mean a Level 2 walk-around inspection, Level 3 credentials or, less likely, a more detailed full Level 1.

While the “scale house has a place” as an inspection facility, Dofflemyer says, “the way we’ve been looking at it, with the scale houses on interstate routes, the crash problems aren’t always in those areas. We attack areas where we have a crash problem,” such as the Capitol Beltway and U.S. Highway 301. “We’ve been below the national average” in terms of

the truck-involved crash rate, he says, but it “picked up a little last year with the recovering economy.”

Targeting crash-prone areas isn’t the only mobile-enforcement priority, however. Dofflemyer relays an anecdote about a trend in violations he noticed in Prince George’s County. State police put together a task force with other agencies that have certified inspectors “to flood the area for a week,” he says.

Such actions, Dofflemyer says, contribute to the state’s strong record in maintenance violations. The share of overall maintenance violations Maryland issued in 2013 ranked No. 9 among the continental U.S. states at 71 percent. It’s No. 11 in light violations, 22 in brakes and 14 in tires.

For moving violations, the state’s sitting right around the mean at No. 25, and it’s near the bottom in hours enforcement. Only 7 percent of violations in 2013 had anything to do with the log book.

And while Maryland is quite likely indeed to delay your trips across its borders with an inspection, that closer look could help your or your carrier’s CSA Safety Measurement System rankings: 47 percent of Maryland’s inspections in 2013 were violation-free clean inspections, compared to 40 percent nationwide.

ENFORCEMENT: ALL ABOUT REVENUE?

Capt. Norman “Bill” Dofflemyer of the Maryland State Police answers with an emphatic *no* when asked whether his department tries to offset budget expenditures on truck enforcement with ticket revenue from truck enforcement. Besides, “all traffic tickets in Maryland go to the general fund,” from which resources are allocated by need, Dofflemyer says.

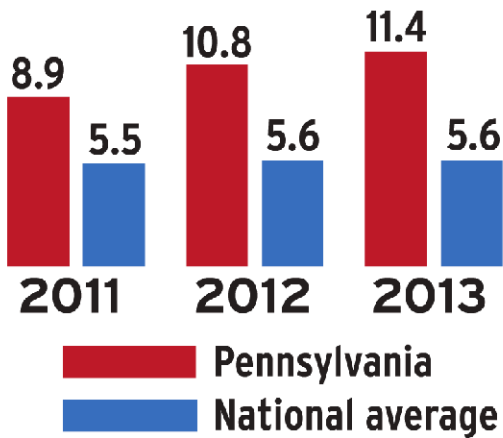
Responsible officers, he says, use tickets as a means to a safety end. Depending on the carrier’s background, “They might write a \$75 ticket for a fire extinguisher,” he says, rather than hit the same carriers for a “brake violation that could have been \$500.” If the agency has a lot of problems with the carrier, Dofflemyer explains, a hefty fine can be a way to “get his attention.”

Dofflemyer, aware of abuses or errors by some officers, says he periodically pulls a



random 5 percent of all tickets to look for anomalies. “I had one guy who was writing a ticket for each tire,” he says. “That’s not quality enforcement.”

Inspections per lane-mile



Source: Unless otherwise noted, all numbers based on 2013 federal data analyzed by RigDig Business Intelligence (rigdig.com/bi).

VIOLATION PROFILE: PENNSYLVANIA

Violation category	Percentage of all violations	National rank
Maintenance	66%	No. 22
Lights	15%	No. 31
Brakes	20%	No. 11
Tires	5%	No. 31
Moving violations	8%	No. 34
Hours of service	12%	No. 34

VIOLATIONS PER INSPECTION: 1.3
NATIONAL AVERAGE: 1.6



No. 2: Pennsylvania

Haulers on a D.C.-to-Pittsburgh dedicated turn might be the most inspection-prone haulers in the country, never leaving the No. 1 and No. 2 states in *Overdrive's* inspection-intensity rankings. Good news is, as noted, Maryland's above average for the ease of improving CSA scores with clean inspections, and crossing into neighboring Pennsylvania puts you in a top 10 state for that metric.

At No. 9 in *Overdrive's* list of the states with the largest percentages of clean inspections, Pennsylvania's 51 percent clean rate in 2013 was much better than the national average. Pennsylvania is also favorable in violations per inspection. Nationally, 1.6 violations per inspection were recorded in 2013; for Pennsylvania and Maryland, that number was 1.3.

Clean inspections in Pennsylvania

have risen nearly 20 percent since 2011. Cpl. Rick Koontz, supervisor of Pennsylvania's Commercial Vehicle Safety Division, says that's "a direct result of the DataQs system." The state processed "about 3,000" challenges to violations on inspection reports last year alone. "We hold our guys very accountable," Koontz says. "If somebody DataQs something, we take that very seriously. We do a quality check of the entire report."

As *Overdrive* reported in August in the "Inspections" chapter in this series, Pennsylvania, like Maryland and other states, has been on the move with mobile traffic enforcement and associated credentials-type inspections focusing on moving violations. Unlike Maryland and other weigh-station-heavy states, Pennsylvania's always been strong on mobile enforcement. One reason is there's only one permanent scale house – in Clarion County, says Koontz, "in the middle of nowhere, 200 miles from Harrisburg," the state capitol. Otherwise, "we have 37 teams that move around in vans and carry scales – generally, one civilian inspector and one trooper."

Those vans have been on the move of late. Between 2011 and 2013, Pennsylvania's inspection numbers have grown

INSPECTION INTENSITY'S TOP 10

Inspections per lane-mile

1. Maryland: **18.0**
2. Pennsylvania: **11.4**
3. California: **11.1**
4. Texas: **10.3**
5. Arizona: **9.1**
6. New Mexico: **8.2**
7. Missouri: **8.1**
8. Georgia: **7.9**
9. Indiana: **6.7**
10. Nevada: **5.5**

Access interactive maps and downloads for rankings and violation profiles of all 48 continental U.S. states via OverdriveOnline.com/csa.

in real terms by nearly 30 percent to 11.4 inspections per lane-mile – growth that is unmatched in most jurisdictions across the country. (At No. 2 today for inspection intensity, Pennsylvania wasn't even in the top 10 in *Overdrive's* CSA's Data Trail analysis last year.)

Part of that boost can be attributed to funding. Between 2012 and 2013, total Motor Carrier Safety Assistance Program monies going to Pennsylvania grew by more than 11 percent, but that doesn't tell the whole story. Prioritization of traffic enforcement among the total 700 inspectors statewide – combined with inspection at roadside, with a greater priority on less-time-consuming credentials inspections – simply means more inspections, Koontz says. 