

Thomas G. Grumbles

VISTA

JH: JCG: TGG: (RE)

XF: Confined Spaces

To Safety Directors

Date 1/14

fyi

Enclosed is the new ASTM

Standard Practice for

Confined Space Entry.

TGG

File: Confined Spaces

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May 1984.

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JH: ~~AC~~: TGG: (RF)
XF: Transportation

TO: Greg Marchand

FROM: Tom Grumbles
DATE: January 14, 1985

Interoffice
Communication

SUBJ: PTCA SAFETY COMMITTEE MEETING

VISTA

Based on my attendance at this meeting, it appears that the Safety Committee is an active hands-on type group that takes action to anticipate and meet the needs of the member companies. I believe our active participation would be beneficial. Below are highlights of the meeting I felt you would be interested in. Minutes of the meetings are prepared and distributed to all members. The agenda and attendance list are attached.

Motor Carrier Safety Act of 1984

This act was passed in late 1984 and became effective on January 1. A summary of the bill from the Congressional Record is attached. It is a broad ranging bill requiring 23 major actions by the Motor Carrier Safety Board in the next 12 months. One of the main thrusts of the Act is to review state carrier regulations for consistency. A review board was established and will begin work this month. The state regs ruled inconsistent will be strengthened or pre-empted within five years. Haz Mat regs are specifically exempted from this activity however.

Annual commercial vehicle inspections will be required. The MCSB has yet to decide how to administer and enforce this part of the act.

Insurance Rates

There was a great deal of discussion concerning the extreme escalation in insurance rates. It is well known the industry lost money last year and lost significant tax credits this year. Some carriers have seen renewal rates triple in amount. The message was to have your shop in order to enable you to contest and negotiate the increases. The following check list was offered as items considered by the underwriters.

1. Accident frequency
2. Accident type (pi vs property damage)
3. Driver motor vehicle records (indicative of good hiring selection)
4. Age of drivers
5. Loss level groupings (can show generally low loss per occurrence)
6. Data on serious losses (carrier often doesn't have detailed facts)
7. Length of employment of drivers

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8. Operations area (rural vs high density)
9. Policy and attitude of management
10. Driver dispatching practices
11. Selection and training practices
12. Safety program
13. Operating data

All of these items could be used to show your experience is better than others and subsequently you should get lower rates.

Driver Training

The heavy duty vehicle defensive driving course developed by the Canadian Safety Council was discussed. Information is attached. The Smith System was also discussed as an excellent driver skills training program.

Presentations were also made regarding additional training for drivers hauling hazardous materials.

PTCA Accident Review Board

The PTCA has established a review board for accident determination when company rulings are appealed. The cost is only \$20. The comments of those who have used the service were highly favorable. They need volunteers to serve on the review panels. Only 2 or 3 appeals per year would be reviewed by any individual. The good news is I didn't volunteer you!

Single Source Leasing

This practice was discussed in terms of co-employer concerns, selection practices, liabilities, and variable state regulations regarding the practice. The following interesting points were made: 1) Managers don't determine company success, they hire it; 2) truck drivers are the least supervised employees in commerce.

The PTCA is working on standard or model single source and trip leasing agreements.

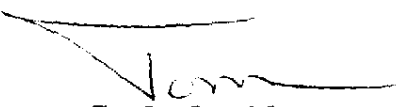
Driver Impairment Program

The research of a PTCA committee was presented. A model or example drug and alcohol program was presented. It will be made available to members in the near future. This was a good program and one we should review, when available, to evaluate our policies.

The next meeting of the Safety Committee will be on June 13 and 14. The safety committee meets three times a year in Washington. We

Greg Marchand
Page 3
January 14, 1985

need to discuss the distribution of PTCA information in Vista. As we discussed, I think it will be an agenda by agenda call on who should attend. Let me know if you want to discuss any of the above.



T. G. Grumbles

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Attachments

cc P. Gowan, G. Draper

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