



## Does Your Drug & Alcohol Policy Meet DOT Requirements?



The Federal Motor Carrier Safety Administration (FMCSA) is dedicated to improving bus and truck safety and saving lives. That is why they require that you develop a written policy on controlled substances use and alcohol misuse in the workplace and that the

policy be provided to every driver. As you begin developing your policy, it may be a good idea to include other members of your organization such as union representatives, legal representatives and medical review officers (MROs).

A final review of your draft policy should be conducted by your legal representatives, your labor relations personnel and your executives. This review is done to ensure there are no conflicts between the policy and the FMCSA requirements, the Americans with Disabilities Act (ADA) and the Drug-Free Workplace Act (DFWA).

### Required Content

The materials available to drivers shall include detailed discussion of at least the following:

- ◆The identity of the person designated by the employer to answer driver questions about the materials, with the telephone number and office location clearly indicated.
- ◆The categories of drivers who are subject to the provisions of this policy. This includes all drivers/employees who operate Commercial Motor Vehicles.
- ◆Sufficient information about the safety-sensitive functions performed by those drivers to make clear what period of the work day the driver is required to be in compliance with these regulations.
- ◆Specific information concerning driver conduct that is prohibited under the regulations.
- ◆The circumstances under which a driver will be

tested for alcohol and/or controlled substances under the regulations, including post accident testing under 49 CFR Section 382.303 (d).

- ◆The procedures that will be used to test for the presence of alcohol and controlled substances, protect the driver and the integrity of the testing processes, safeguard the validity of the test results and ensure that those results are attributed to the correct driver, including post-accident information, procedures and instructions required by 49 CFR Section 382.303 (d).
- ◆The requirements that a driver submit to alcohol and controlled substances test and the consequences of such actions.
- ◆An explanation of what constitutes a refusal to submit to an alcohol or controlled substances test.
- ◆The consequences for drivers found to have violated Subpart B of 49 CFR Part 382, including the requirement that the driver be removed immediately from safety-sensitive functions, and the procedures under CFR 49 Part 40, Subpart 0.
- ◆The consequences for drivers found to have an alcohol concentration of 0.02 or greater but less than 0.04.
- ◆Information concerning the effects of alcohol and controlled substances use; and available methods of intervening when an alcohol or a controlled substances problem is suspected.

Once you have developed and adopted a policy on controlled substances use and alcohol misuse, you must make sure that your drivers are aware of the policy and the effect it will have on them. Even if you do not deal with commercial drivers, it is still a good idea to have written policies for your drivers.

For a more complete listing of these regulations, visit the FMCSA 's website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

Source: Utah Trucking Association  
Issue 3, 2006



## Congratulations!



Congratulations to this year's Occupant Protection Award recipients. The companies who received the award this year have shown outstanding accomplishments in achieving a seat belt usage rate

of over 75 percent among all employees.

To achieve this award, each company must conduct at least two seat belt surveys at least 30 days apart, each showing usage rates of above 75 percent. The recipients were recognized at the Utah Safety Council's Annual Awards Luncheon in September.

Congratulations to the following companies:

**JT3, Utah Test and Training Range-100 percent**  
**Morton Salt-Granstville- 91 percent**  
**Utah County Health Department-91 percent**

We appreciate these organizations for their commitment to traffic safety and the safety of their employees.

For more information about the Occupant Protection Awards, contact Brandee at (800) 933-5943 ext. 307.

## Be Tire Smart



It's important to have the proper air pressure in your tires, as underinflation can lead to tire failure. The right amount of air for your tires is specified by the vehicle manufacturer and is shown on the vehicle door edge, door post, glove box door or fuel door. You can also find this information

listed in the vehicle owner's manual.

### Pressure

When checking tire pressure, remember to: Make sure the tires are cool. Never check pressure after you have driven your vehicle. It is normal for tires to heat up and the air pressure inside to increase as you drive. Make sure to visually inspect each tire to make sure there are no nails, bulges, gouges or cuts. Air pressure in a tire goes up (in warm weather) or down (in cold weather) 1-2 pounds for every 10 degrees of temperature change.

### Alignment

Misalignment of wheels in the front or rear of the vehicle can cause rapid treadware and should be corrected. Have your alignment checked periodically or whenever you have an indication that the vehicle may be misaligned by a pulling or vibration.

It is also important to have your tires balanced

periodically because an unbalanced tire can result in irregular wear.

### Rotation

Sometimes irregular wear can be resolved by rotating your tires. Always refer to your vehicle owner's manual for rotation recommendations.

### Tread

Tires must be replaced when the tread is worn down to 1/16 of an inch in order to prevent skidding or hydroplaning.

It is a good idea to make sure tire inspection is part of every vehicle's pre-trip inspection.

For more information on tire safety, you can log onto [www.betiresmart.org](http://www.betiresmart.org). You can also order free brochures via this website to distribute to your employees.

### Free Materials Available

Drive Friendly Stickers  
 Traffic Safety Brochures  
 Buckle Up For Love Posters and Brochures

To request free materials, contact Brandee Sommer at 800-933-5943 ext. 307 or by email at [bsommer@utahsafetycouncil.org](mailto:bsommer@utahsafetycouncil.org)

Source: [www.betiresmart.org](http://www.betiresmart.org)



## Request For Sample Policies



**Utah NETS needs your help!**  
 Many employers request information while starting up a traffic safety program. Utah NETS needs sample safe driver policies. If you are willing to submit your policy for distribution, Utah NETS will ensure anonymity.

Drug/Alcohol Use & Consequences  
 Motor Vehicle Record Checks  
 Excessive Citation Consequences

Any policy that is submitted will be greatly appreciated and every person who submits a policy will receive a small gift.

You can send sample policies to Brandee Sommer at [bsommer@utahsafetycouncil.org](mailto:bsommer@utahsafetycouncil.org) or by mail to:

Utah Safety Council  
 1574 West 1700 South, Suite 2A  
 Salt Lake City, UT 84104

Recent sample policy requests include:

- Cell Phone Use
- Seat Belt Use

## Roundabouts: Hindrance or Helpful?



Roundabouts were developed in the United Kingdom in the 1960s. There are thousands of roundabouts worldwide, but they are just starting to catch on in the United States.

A roundabout is a circular intersection with design features promoting the safe and efficient flow of traffic. On US roads, vehicles go counterclockwise around a raised center island. Entering traffic yields to circulating traffic, negotiating an entry curve that's sharp enough to slow vehicles down to 15 or 20 mph.

### What's different from old traffic circles?

Some of the older designs operated by the yield-to-the-right rule, circulating traffic yielded to entering vehicles. It is the opposite in a modern roundabout, which is also smaller and requires drivers to negotiate a sharper entry curve. This slows speeds more than the older circles. Because of the higher speeds in the older designs, many of them had traffic signals to help reduce crashes. A benefit of most modern roundabouts is the absence of signals, so traffic slows but it keeps moving.

### What's the safety effect?

Converting intersections from signal lights or stop signs to roundabouts reduces crashes (see *Status Report*, May 13, 2000; on the web at [iihs.org](http://iihs.org)). The biggest reductions are in crashes involving injuries. Right-

angle, left-turn and head-on collisions are common at intersections with stop signs or lights, and they can be severe because the vehicles may be traveling through the intersections at high speeds. At roundabouts, such crashes essentially are eliminated because vehicles travel in the same direction. Roundabouts can reduce rear-end crashes, too, because there's no incentive for drivers to speed up as they approach or to stop abruptly.

### Are there benefits besides safety?

Yes. Roundabouts improve traffic flow because vehicles keep moving. This means emissions are reduced and fuel is conserved. One study found that replacing traffic signals with roundabouts reduced carbon monoxide, nitrous oxide, carbon dioxide and hydrocarbon emissions. Another study estimated annual fuel savings of 200,000 gallons if 10 intersections in Virginia were converted to roundabouts.

### Do motorists like Roundabouts?

Sometimes they're skeptical at first, but they come to like them. Surveys in towns with roundabouts revealed 34 percent of drivers in favor of them before they were built. Shortly after construction, the percentage in favor increased to 57 percent and then went up to 69 percent in favor 1 to 5 years later.

For answers to 14 more questions about roundabouts, go to [iihs.org/research](http://iihs.org/research).

Source: *Status Report*, July 2006.





## In This Issue:

- ◆ Does Your Drug & Alcohol Policy Meet DOT Requirements?
- ◆ Occupant Protection Awards 2006
- ◆ Be Tire Smart
- ◆ Request For Sample Policies
- ◆ Roundabouts: Hindrance or Helpful?



1574 West 1700 South, Suite 2A  
Salt Lake City, UT 84104

**ADDRESS SERVICE REQUESTED**

## NETS NEWS

If you would like to submit items for use in the newsletter, send them to:

### Utah NETS

1574 West 1700 South, Suite 2A  
Salt Lake City, UT 84104

**Phone:** (801) 478-7878

**Toll Free:** (800) 933-5943

**Fax:** (801) 478-0884

**E-Mail:** [bsommer@utahsafetycouncil.org](mailto:bsommer@utahsafetycouncil.org)

**Web Site:** [www.utahsafetycouncil.org](http://www.utahsafetycouncil.org)

To find out how NETS can help your business, call (801) 478-7878 ext 307 or (800) 933-5943 ext 307. Membership is free so sign up today!

Non-Profit Org.  
U.S. Postage  
Paid  
S.L.C., UT  
Permit No. 4978