

Speaker Fact Sheet

Chesapeake PDC: April 15th 2021

TOPIC: General trailer safety and safe loading.

SPEAKER: Scott Stevens

THREE LEARNING OBJECTIVES: (at least)

1. Establish the C/V operator's role regarding vehicle safety and load securement
2. Demonstrate the importance of compliance with FMCSR regulations
3. Discuss the key components of the various methods of load securement

DESCRIPTION OF PRESENTATION: (min, 2-3 sentences)

This presentation will provide students with a brief overview of trailer safety and load securement. Students should be able to identify deficiencies and defects when investigating MV collisions potentially involving unsafe loading as the root or contributory cause of the accident. In addition, students should be able to work with the operators of the CMV to ensure compliance with safe loading regulations as described in the FMCSR.

SPEAKER TITLE AND EMPLOYER: (as you wish it to be displayed)

Scott, Safety Manager, OSH Compliance Officer III with MDOT, SHA District 7

SPEAKER BIO: (paragraph)

I am the current safety manager for MDOT (SHA) District 7 which covers Frederick, Howard, and Carroll Counties. We are a team of over 150 SHA workers that are responsible for all highway maintenance related work from picking trash to underground drainage pipe repairs. The work is conducted on all state roads in the three counties including extremely busy routes such as Interstate 95. My duties include performing comprehensive inspections of all buildings located within the district and conducting work site inspections. I am responsible for investigating all MV collisions and work-related injuries. I conduct risk analysis to detect problematic areas which identify training needs. I conduct tool- box talks and training seminars on areas of concern on a routine basis. I provide OSHA 10 and 30 hour training classes along with training for First Aid/CPR/AED and confined space training.

I spent three years as a MOSH inspector and was the recipient of over 400 hours of OSH related training. As a MOSH inspector, I conducted hundreds of comprehensive inspections of construction, general industry, and public sector work sites. I decided to move on from this position to allow myself the ability to create a proactive approach to safety in the workplace. I enjoy the education and training aspect more than I do the enforcement side.

I spent twenty-eight years as a MD State Trooper, six of which were spent in the Commercial Vehicle Enforcement Division as a Level I Inspector and weight enforcement officer. This was the most enjoyable time during my tenure with the MSP. It was a very satisfying experience to remove unsafe and overweight vehicles along with unsafe operators from the roadways. My Aunt was killed when she ran into the rear of a logging truck that was making an illegal U-turn on Rt 140 in Carroll County. The logs were hanging well off the rear of the truck and were not marked with lights in hours of darkness.

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I concentrated my efforts on the vehicles that continually were overloaded and hauled more than the legal limits. These vehicles were often unsafely loaded and operated at weight that would push on the vehicles structural and performance limitations. I inspected thousands of vehicles during my time spent with the MSP and placed probably 75% of those vehicle OOS.

I have carried that experience here with me to my position with SHA and am a huge advocate of CV safety. Due to extreme persistence, I have seen a nearly 100% compliance rate for seatbelt usage, up from 40% in 2017. Pre-trip and post trip inspections are more of a common thread seen amongst operators up from nearly a non-existent item. Operators are more cognizant of their vehicle's equipment and their responsibility with it in relation to the road due to my relentless pursuit of perfection.

SPEAKER EMAIL:

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