



IN ATTENDANCE:

- 1.23 Dave Manning,
24. Sal Marino,
25. Nahja Martin,
26. Eric Mauro,
27. Jamie Maus,
28. Ronald Maxey,
29. Mick McKeown,
30. Amanda Miller,
31. Collin Mooney,
32. Breanna Nielsen,
33. Kendis Paris, which sought out areas of common interest and potential partnership opportunities.

HUMAN TRAFFICKING

Maria E. Barna, Chief of Training, Office of Civil Rights and Equal Opportunity, U.S. Department of Justice

Combating Human Trafficking was a very engaging conversation. We heard from Truckers Against Trafficking (TAT), NATSO and the IACP, on their efforts in training and raising awareness. TAT has been very active across the country with state and local partnerships where they coordinated trainings with law enforcement and trucking partners. NATSO, discussed their involvement from years ago with the “Put the Brakes on Human Trafficking” campaign as well as TAT and how their members are focusing on education and online training. The IACP receives grant money from the DOJ to provide technical training to law enforcement and taskforces across the country. They are utilizing online training for other first responders.

The FBI representatives spoke of their efforts in training as well, with an emphasis on how they can assist state and local law enforcement groups through their 56 field offices to create a force multiplier in order to prosecute at a federal level, since many of the crimes happen across multiple jurisdictions.

Tony Bradley, with the Arizona Trucking Association, spoke of how state associations have gotten involved with awareness by touching members at a personal level. He explained, that once people see that human trafficking could happen to anyone, people are much more

TAKE-AWAYS

1. State Level Outreach: partnering law enforcement with trucking organizations for training.
 - a. FBI has a lot of training and can provide manpower and funding. If the FBI can't prosecute on a federal level, they want to help prosecute at the state or local level.
 - b. Reaching out to new immigrants about what they should expect from law enforcement in the US.
 - c. Curriculum consistency: is information about human trafficking consistent across all organization? How do we gain and measure feedback?
2. Raise the awareness of human trafficking to the general public
3. Raise Awareness of the training programs, provide consistent training
 - a. Share data and success stories
4. Changing the stereotypes: prostitution is a victimless crime and make people start seeing them as victims of human trafficking
 - a. Truck stops want to help prevent human trafficking and don't want to appear complacent, most of them are family businesses.
5. Legislative Actions: using the partnership between law enforcement and the trucking industry to engage with the bipartisan human trafficking caucus to push this issue further
 - a. Letter to members

TRAFFIC INCIDENTS AND LAW ENFORCEMENT ENGAGEMENT

Maria Rebecca Brewster, President & Chief Operating Officer of ATRI

Rebecca Brewster, President and COO of the American Transportation Research Institute (ATRI), opened the discussion with ATRI's work on Traffic Incident Management (TIM). She spoke of the cost of congestion to the industry and how TIM's training can reduce congestion by safely clearing an incident and maneuvering the motoring public around the incident efficiently.

The Police Foundation spoke of their LEO Near Miss campaign. This program allows for law enforcement and general public to anonymously report incidents that potentially could have caused a loss of life. These incidents range from traffic incidents to potential shootings. The information and analytics that are derived from this program, can be used to impact training of officers, though, it relies on the officers and public's willingness to report these incidents. So, outreach on the program is a necessity.

The Sheriff's Association places emphasis on the drug and alcohol related incidents and how their members are trained to safely respond to incidents.

The IACP's approach to traffic safety is three-pronged, general safety, speed management, and high visibility, which has been very effective. They also spoke of partnerships with local law enforcement groups as well as with non-traditional partners to expand their outreach on traffic safety. The IACP also works on TIM through a number of programs in

TAKE-AWAYS

1. Increase work zone awareness.
2. Collaborate to raise awareness of Move Over Laws across all states
3. How the trucking industry can support law enforcement safety campaigns
4. Incorporate technology to develop best practices.
 - a. There is a lot available research on safety zone set up and where to operate within that zone.
 - b. Use Strategic Highway Research Program SHARP2 to train local law enforcement and the trucking industry.
 - c. The Waze app is great for traffic, VA is developing a partnership with them.
5. Highway Communication: develop a centralized system to advise trucks about conditions and incidents on the highways.
6. Legislative Action: A federal infrastructure bill could lead to an increasing number of work zones on the highways. Let's strategize to include work zone safety language and incorporate new safety technology.

NATIONAL SECURITY

M a r c h B S a n , E V P r e s e n t a t i o n

David Cooper, Highway Industry Relations Manager at TSA, addressed the group with a thorough overview of the role trucking plays in national security. The 9/11 style attacks are not a common threat any longer, instead DHS has seen a shift in more decentralized attacks and lone wolves. Transportation systems and commercial motor vehicles specifically are very attractive for bad actors. Therefore, TSA focuses on assessment and security planning by developing free training tools with the help of industry partners. TSA is not interested in regulating the trucking industry, they want to see more companies utilize their assessment and security planning tools on a voluntary basis to meet their industries' needs.

Cooper went on to discuss the First Observer Plus program, which began as Highway Watch, but has now been taken in-house, and is a completely free program to implement with companies. The program raises the awareness of suspicious activity and identifies the appropriate authority to report to when you have a concern.

Eric Mauro with UPS's spoke about their Incident Command Control, which activates a command team during a potential incident. There are many tools available that can capture an incident and the appropriate response (to either evacuate or prevent an incident). The key is a consistency in training and response.

Chris Spear, shared his conversation with DHS after the tragedy in Nice. ATA member companies are some of the most patriotic Americans. Some of our member companies would be willing to support national security efforts, by placing their equipment outside of large venues to prevent a possibility of terrorists using a CMV to cause massive damage or loss of lives. According to David Cooper, he has already been in some talks about this with the industry as well as the Bus industry and will be working on some guidance documents.

TAKE-AWAYS

1. Awareness: Security Planning and Assessment Training.
 - a. Raising awareness of the resources available for security planning and assessment training.
2. Reporting Education: teaching individuals what to report and who to report to it
 - a. For example, an unintended bag or suspicious bag.
3. Truck Blockade Partnership

CYBER SECURITY

M r a r B S an, E r V r Pr r n f A a

Bill introduced Ross Froat, Director of Engineering and IT at ATA. Ross reported to the group about the program he created with the support of ATA membership, to form a clearing house for the trucking industry to report on cyber incidents, called Fleet CyWatch. This information would then be funneled to the appropriate law enforcement entity.

Chris Spear spoke of the level of automation, and much like autonomous debate, the trucking industry should not have to work under a frame work that was designed for the auto industry. ATA's Fleet CyWatch program is driven by the ATA federation of memberships and will focus on trucking industry end-users.

James Emerson, with iThreat Cybergroup, spoke of the struggle of dealing with cyber threats for nearly a decade. There is so much cyber intelligence, that it is hard to stay ahead. The National Institute of Standards and Technology has developed a cyber security framework, which many organizations utilize, but there is still a need to develop intelligence sharing programs. There is also a need for local law enforcement to have training on cyber security.

TAKE-AWAYS

1. Recognize the potential of cyber threat: part one is to make all of this data useful and recognize cybercrime comes in all shape and sizes. It's in our commitment to make security awareness available and get members engaged.
2. Training: we have to build the back end as well as the front.
 - a. Train Law Enforcement in cyber/technology crime
3. Develop a NIST cybersecurity framework tailored to trucking.

CARGO THEFT

Marino, Jackie, Virginia, Linda Affair

Jackie opened the discussion by introducing Sal Marino, with CargoNet, to discuss how CargoNet works with the industry, as well as law enforcement.

CargoNet helps companies to manage their theft risks. They collect data from transportation companies, insurance companies, law enforcement and the shipper community to create the plans for their members to secure their facilities. CargoNet runs a 24/7 secure hotline for its members to report any incidents and move quickly to work with law enforcement and other possible targeted companies, to recover stolen property. The service that CargoNet provides are paid for through its memberships. The law enforcement community does not have to pay for the data that CargoNet obtains.

Sal went on to discuss, that one of the challenges is to get the industry comfortable with reporting. With CargoNet, only the law enforcement community will know people with information.

TAKE-AWAYS

1. Create a comprehensive definition of cargo theft based on federal statutes.
2. Reporting cargo theft in a timely manner provides robust intelligence and leads to solutions.
3. Connecting fleets through a central hub as a tool to gather robust intelligence.
4. Building better relationships with prosecutors.
5. Working with CargoNet, create model cargo theft bill based on the Georgia legislation for STA's to use to introduce legislation in their states."