

Houston Council of Safety Professionals (HCSP)

April 2026- Silver Sycamore

Chairman- Rhianna Stepp

Invocation- Dan

Pledge of Allegiance

Introductions

Motion to accept Secretary Report- Steve Davis, 2nd Lee

Treasurer's report- Lonnie Bennet. Motion to accept carried

HCSP Updates

Topic	Summary
New Venue	HCSP moved from Battleground due to operational issues. New venue intended long-term. Strong attendance and positive feedback.
Golf Tournament	Strong sponsor support, lower team turnout, scholarship fundraiser.
Scholarships	Applications in June, selections in July.
TDC	April 24–25. Friday = written/pre-trip. Saturday = driving events. Volunteers still needed.
Texas Challenge	June 8–11. Sponsorships requested.

New HCSP Meeting Location

HCSP leadership announced that the organization has officially moved to a new long-term meeting venue.

The previous location at Battleground had become increasingly difficult to work with due to:

- Inconsistent meeting arrangements
- Communication problems
- Food quality concerns
- Being moved around to different locations
- Feeling like the organization was being pushed out of the facility

2026 CVSA Out-of-Service Criteria Updates

Presenter- Tim Davis – DPS

Topic	Key Enforcement Details
• CDL Restrictions	Intrastate-restricted drivers become OOS if operating outside authorized state/jurisdiction.
• English Proficiency	Officers do not need to proceed to sign testing if basic English communication fails. Drivers must explain route, operation, and cargo. Translation apps/earbuds heavily scrutinized and do not satisfy requirements.
• Alcohol Possession	CMV possession prohibition applies to beverages containing 0.5% alcohol or greater. Applies to possession inside vehicle, not just consumption.
• ELD Manipulation	Inspectors increasingly compare ELDs against receipts, tolls, GPS, BOLs, and supporting documents. False logs, disabled ELDs, unverifiable hours, and misuse of personal conveyance are major enforcement priorities.
• Personal Conveyance	Cannot advance freight, dispatch, pickups, or company operations. Must strictly benefit driver personally.
• 10-Hour OOS	If inspector cannot determine actual driving time due to falsification/manipulation, driver may be placed OOS for 10 consecutive hours.
• Brake Systems	20% defective brake threshold remains major OOS standard. Disconnected service lines no longer always automatic OOS; total brake effectiveness evaluated.
• Brake Lining Thickness	Brake pads/linings must be LESS THAN 1/16 inch to meet OOS threshold.
• Parking Brake Systems	Automatic transmission holding capability now considered during rollaway evaluations.
• Forklift/Piggyback Securement	Inspectors increasingly focused on chains, pins, locking systems, and manufacturer securement requirements.
• Securement Technology	New electronic securement monitoring systems may detect loose securement and become more common in enforcement.
• Wire Rope	11 broken wires within a measured 3-inch section may trigger OOS.
• Suspension Hardware	Loose U-bolts, broken attachment hardware, and suspension defects remain critical violations.
• Structural Damage	Missing frame pieces exceeding 3 inches may trigger OOS. Crack language revised for clearer inspection standards.

Topic	Key Enforcement Details
• Lubrication Leakage	Language simplified to improve practical roadside enforcement consistency.
• Hazmat Placards	Placard enforcement now evaluates percentages within each hazard class/division. Missing 50% or more within a class/division may trigger OOS.
• Industry Message	Tim Davis repeatedly emphasized proactive compliance, documentation, training, and industry/law enforcement cooperation.

CDL Restrictions & English Proficiency

Intrastate-restricted drivers become OOS when operating outside authorized state.

The meeting strongly emphasized proactive compliance, documentation, internal training, and cooperation between industry and law enforcement as enforcement standards continue becoming more detailed and technology-driven.

The majority of the meeting focused on detailed explanations of the 2026 CVSA Out-of-Service Criteria changes and roadside enforcement interpretations.

Tim Davis repeatedly emphasized:

- Industry and law enforcement must work together
- Carrier training and documentation are critical
- Enforcement is becoming more technology-driven
- Inspectors are becoming more detail-oriented
- Companies must proactively address issues before roadside inspections occur

Final Takeaway

The April HCSP meeting strongly emphasized that:

- Enforcement is becoming increasingly detailed and technology-driven
- Driver qualification scrutiny is increasing
- Documentation and internal training are becoming critical defensive tools
- English proficiency enforcement is now one of the industry's largest compliance concerns
- ELD manipulation investigations are expanding significantly
- Carriers should proactively audit operations before roadside enforcement identifies deficiencies