



INTRODUCTION: On Thursday November 30, 2017, ATA hosted the Law Enforcement Community in a roundtable discussion on issues dealing with human trafficking, traffic incidents/law enforcement engagement, national security/cyber security and cargo theft. The issue list was developed by a working group of trucking industry and law enforcement personnel, which sought out areas of common interest and potential partnership opportunities.

IN ATTENDANCE:

1. **Ben Bawden**, *Brooks Bawden LLC*
2. **Maggie Blankemeyer**, *Polaris Project*
3. **John Blount**, *Ervin Hill Strategy*
4. **Andrew Boyle**, *Boyle Transportation*
5. **Tony Bradley**, *Arizona Trucking Association*
6. **Michael Brown**, *Alexandria Police Department*
7. **David Cooper**, *TSA*
8. **Amanda Detterline**, *FBI*
9. **Bill Downey**, *Kenan Advantage*
10. **James Emerson**, *iThreat Cyber Group Inc.*
11. **Sam Faucettee**, *ODFL*
12. **Mike Fergus**, *The International Association of Chiefs of Police*
13. **David Fialkov**, *National Association of Truck Stop Operators*
14. **Cornell Heldenbrand**, *JB Hunt*
15. **Dan Hill**, *ABF*
16. **Kevin Hood**, *Virginia State Troopers*
17. **Bret Johnson**, *HELP Inc./J.Bret Johnson Consulting*
18. **Ramon Johnson**, *FBI*
19. **Bonnie Kane**, *US Department of Justice*
20. **Damon King**, *US Department of Justice*
21. **Paul Layman**, *US Department of Justice*
22. **Josh Lovin**, *ABF*
23. **Dave Manning**, *TCW*
24. **Sal Marino**, *CargoNet*
25. **Nahja Martin**, *Polaris Project*
26. **Eric Mauro**, *UPS*
27. **Jamie Maus**, *Werner*
28. **Ronald Maxey**, *Virginia State Troopers*
29. **Mick McKeown**, *Department of Homeland Security*
30. **Amanda Miller**, *International Association of Chiefs of Police*
31. **Collin Mooney**, *Commercial Vehicle Safety Alliance*
32. **Breanna Nielsen**, *National Sherriff's Association*
33. **Kendis Paris**, *Truckers Against Trafficking*
34. **Ralph Pepe**, *Verisk*
35. **Myron Rau**, *South Dakota Trucking Association*
36. **Robert Rhea**, *Fedex Freight*
37. **Sabrina Rhodes**, *International Association of Chiefs of Police*
38. **Tim Richardson**, *Fraternal Order of Police*
39. **Jack Van Steenburg**, *Federal Motor Carrier Safety Administration*
40. **David Waltemeyer**, *The Police Foundation*
41. **Tiffany Wlaskoski Neuman**, *National Association of Truck Stop Owners*

HUMAN TRAFFICKING

Moderated by Elisabeth Barna, Chief Operating Officer, & Executive Vice President of Industry Affairs

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 likely to get involved. He went on to offer state associations as a resource for law enforcement agencies to partner with on these efforts.

Representatives from the DHS Blue Campaign, spoke about the reauthorization of program coming up very soon. They spoke of the work they are doing with survivors of human trafficking and how getting their stories out there is important to the campaign. DHS is the largest law enforcement group and have trained over 100,000 employees on identifying and raising the natural awareness of ordinary people to signs of human trafficking.

Nahja Martin, with the Polaris project discussed their 24 hour hotline. Polaris has been working with DHS since 2007, they also partner with TAT and a number of community stakeholders. They also have a text and chat line in English and Spanish, to facilitate victim reporting. They receive funding through HHS and private donations.

Kevin Hood, Captain with the VA State troopers, spoke of their approach and their training to combating human trafficking. He spoke of partnerships and awareness for troopers is key. Also, intelligence from the community is very helpful, but only works if the community trusts that the trooper is educated on privacy versus security. They focus on protecting the civil rights of the victim or informant.

We also heard from a number of companies on what actions they have taken to combat human trafficking. Werner has 10,000 first hire TAT trained, with a quarterly refresher. UPS has over 90,000 drivers trained on awareness.

CVSA plans on starting awareness training in April.

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

Moderated by 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 arrange 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 publics 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 their organization. They push for the use of reflective vests as well as seat belts to keep officers safe.

CVSA has a Traffic Safety Committee in which they address traffic incidents and promote move over laws, which most states have implemented.

Jack Van Steenburg with FMCSA spoke of the 600 people a year that are killed around work zones that and 28% of those incidents involve large trucks. Steenburg suggested, there needs to be more communication with vehicles to make them aware of traffic incidents, work zones, and traffic stops.

ATA members spoke on this topic as well. Dave Manning, ATA Chairman and President of TCW Inc., agreed that communicating precise information with trucks on the road, if there is an incident on the road or if it has been cleared, was a step right direction. Andrew Boyle with Boyle Transportation also weighed in that trucks need more information on work zones. Boyle was concerned about standards for the distance of signage for work zones and how to report if the standards are not being met.

Captain Maxey, with the VA State Troopers, explained each state sets their own standards for work zone signage. He reiterated support for TIMs training and touched on the need for local law enforcement as well as tow truck operators to be trained to deal with traffic incidents on the highways as well.

Chris Spear spoke of the move to infrastructure funding early next year. He believes that work zone safety can be a part of that discussions.

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 centralize 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

Moderated by Bill Sullivan, Executive Vice President of Advocacy

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

Moderated by Bill Sullivan, Executive Vice President of Advocacy

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

Moderated by Jackie Kelly, Vice President, Legislative Affairs

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 which company was the victim of the theft. He believes that stricter state laws could help deter cargo theft.

Chris Spear raised the question of what does the theft of cargo cost? CargoNet has reported that the cost is around \$100 million, and that most of the goods are stolen and kept within the U.S. Most cargo thieves like a quick turnaround of goods and some sell the goods within the same region they committed the theft.

Some of the ATA member companies weighed in on the discussion as well. Dave Manning with TCW, felt that the task forces are a good thing. Though, they have deterred theft by hiring security guards at their facility.

There were also discussions of ATA's Transportation Security Council's Cargo Theft Reporting program being a solution for fleets to anonymously alert other fleets of thefts. Like Fleet CyWatch, ATA could be used as a hub of cargo theft information sharing.

Captain Maxey, with the VA State Troopers, posed a question about having a better relationship with prosecutors on this issue. This was a point that Chris Spear believed that ATA could help on and Bill Sullivan suggested some legislative pilot program, on training for prosecutors as well as judges.

There were also concerns raised on the definition of cargo theft. CargoNet informed the group that they are working on a definition based on federal statutes.

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."