

Federal Motor Carrier Safety Administration
Office of Analysis, Research and Technology



Employer Notification Service System Program (ENS)

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ART Forum



Incident in Boston, MA

- ◆ In 2003, an overloaded tractor trailer jackknifed in the deepest part of the I-93 tunnel and ***closed the tunnel for 2½ hours***
- ◆ Turnpike officials said the truck was traveling at about ***70 mph in a 45 mph zone***
- ◆ The driver was charged with speeding and ***operating without a license***
- ◆ The crash caused about \$500,000 in damage. Turnpike officials said they hoped to ***recover the money from the trucking company's insurers***



Background

- ◆ FMCSA research indicates that truck and bus drivers with past convictions are statistically more likely to be involved in future crashes
- ◆ Employers are not always notified about these convictions and are unable to take immediate and appropriate corrective action with drivers
- ◆ FMCSA requires:
 - carriers to check driver history annually
 - drivers to report CDL status changes within 30 days and suspensions within one day



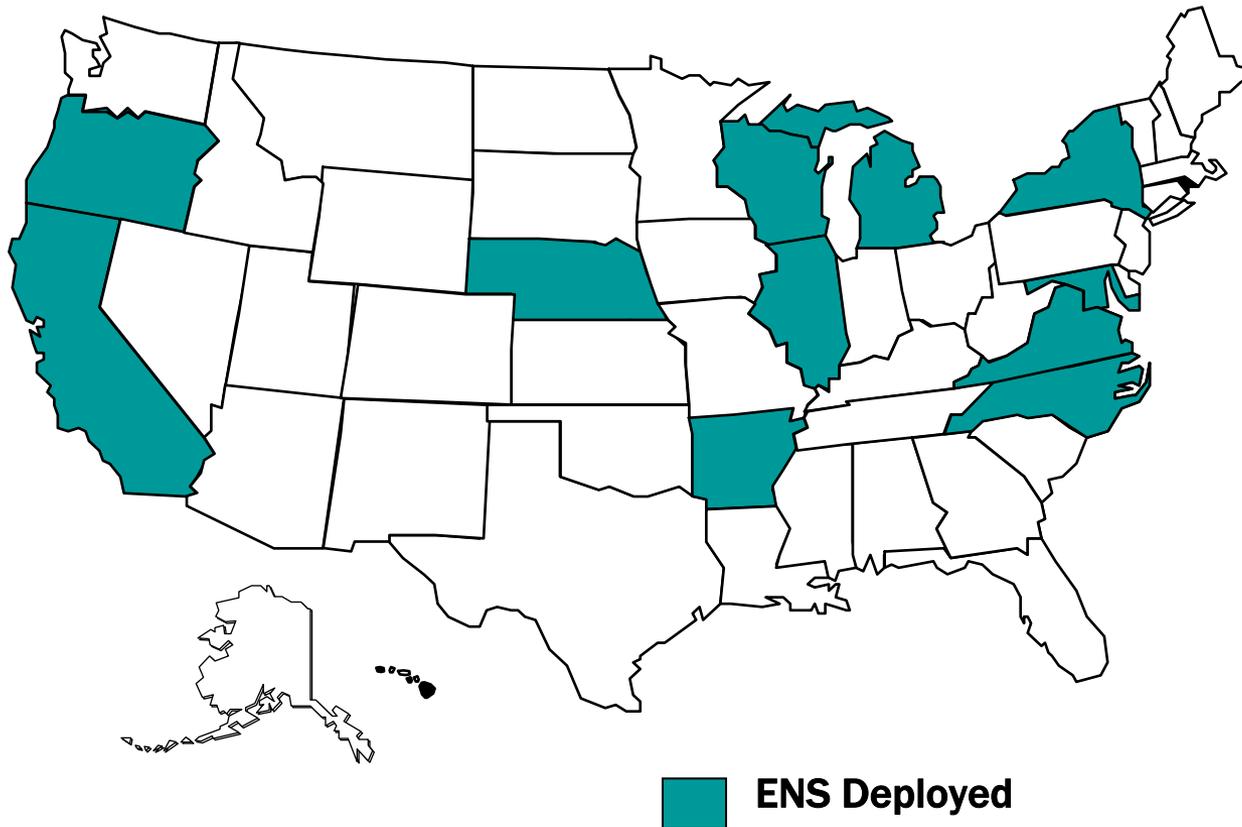
Addressing the Problem

- ◆ Employer notification programs:
 - Proactively notify a carrier about the driving record of its drivers
 - Allow the carrier to have real time updates of its drivers' CDL status
 - Streamlines a carrier's ability to oversee its drivers
 - Done on a State level and offered by private companies



States with ENS Programs

- ◆ Eleven states have implemented ENS programs





ENS Phase 1: Feasibility and Cost Benefits

- ◆ Completed in September 2004
- ◆ A national system would be feasible, cost beneficial and provide safety benefits
- ◆ Drivers with convictions in the past year are **37% more likely** to be involved in crashes during the year following a conviction than are drivers with no convictions

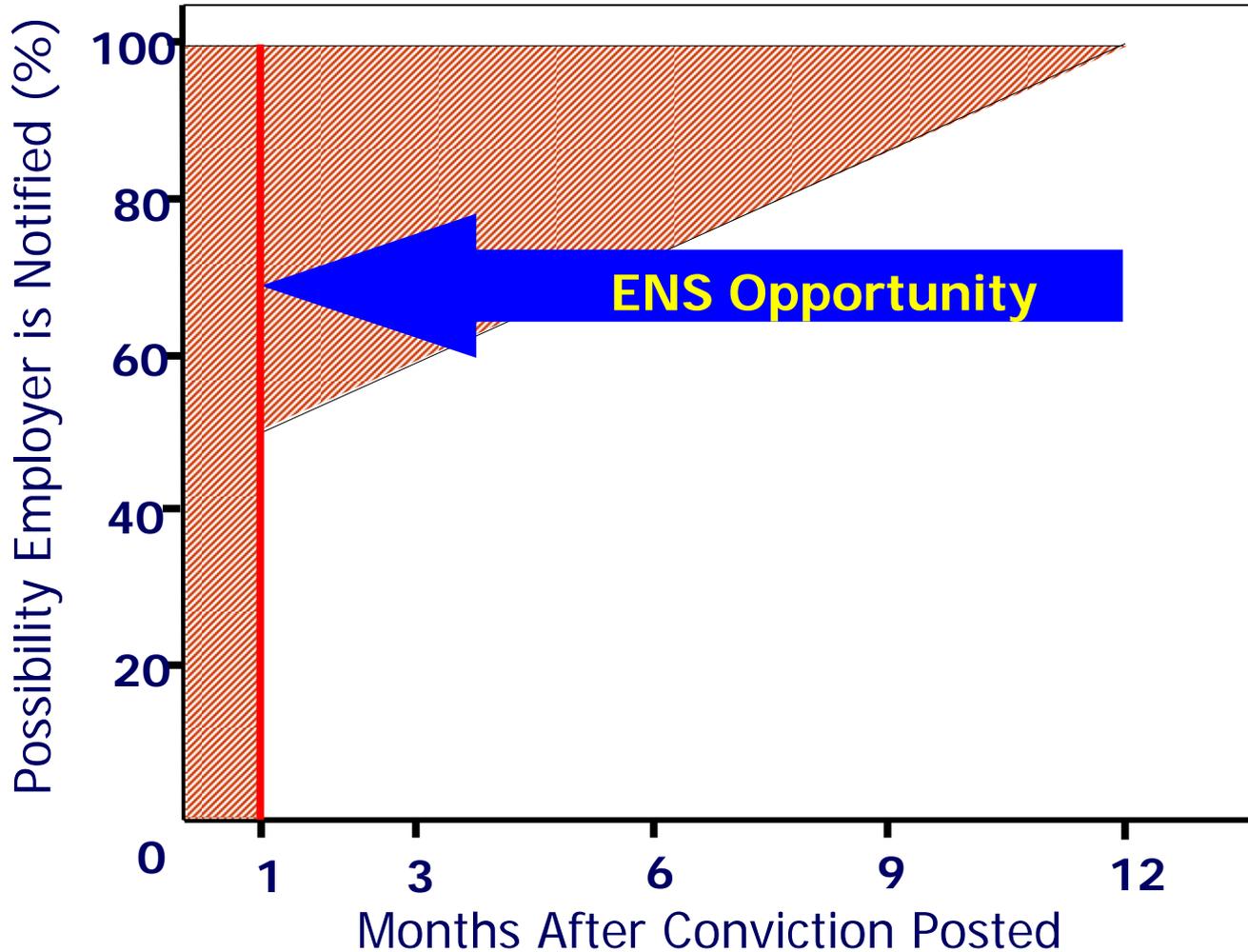


ENS Phase 1: Safety Benefits Opportunity

- ◆ At a minimum, 50% of drivers may not notify employers of convictions within the required 30-day period
- ◆ The motor carrier industry relies on the pulling of DHRs to assess driver CDL status



Phase 1: ENS Benefits Window





Anticipated Benefits

- ◆ Improved commercial vehicle safety
- ◆ Improved monitoring and information exchange between States and carriers concerning CDL status
- ◆ Increased efficiency and cost savings for carriers



ENS Phase 2: State Pilot Test

- ◆ Prototype system completed in October 2006
- ◆ Operational testing started in December 2006
- ◆ Two pilot states participating (Colorado and Minnesota)
- ◆ Almost **900 drivers** currently enrolled from six carriers
- ◆ To date, **188 notifications** have been delivered



ENS Phase 2: State Pilot Test

- ◆ Independent Evaluation Components
 - System performance assessment
 - System impacts analyses
 - User acceptance deployment issues
 - National deployment assessment



ENS Colorado Operations



- ◆ 319 drivers enrolled
- ◆ 127 notifications have been generated



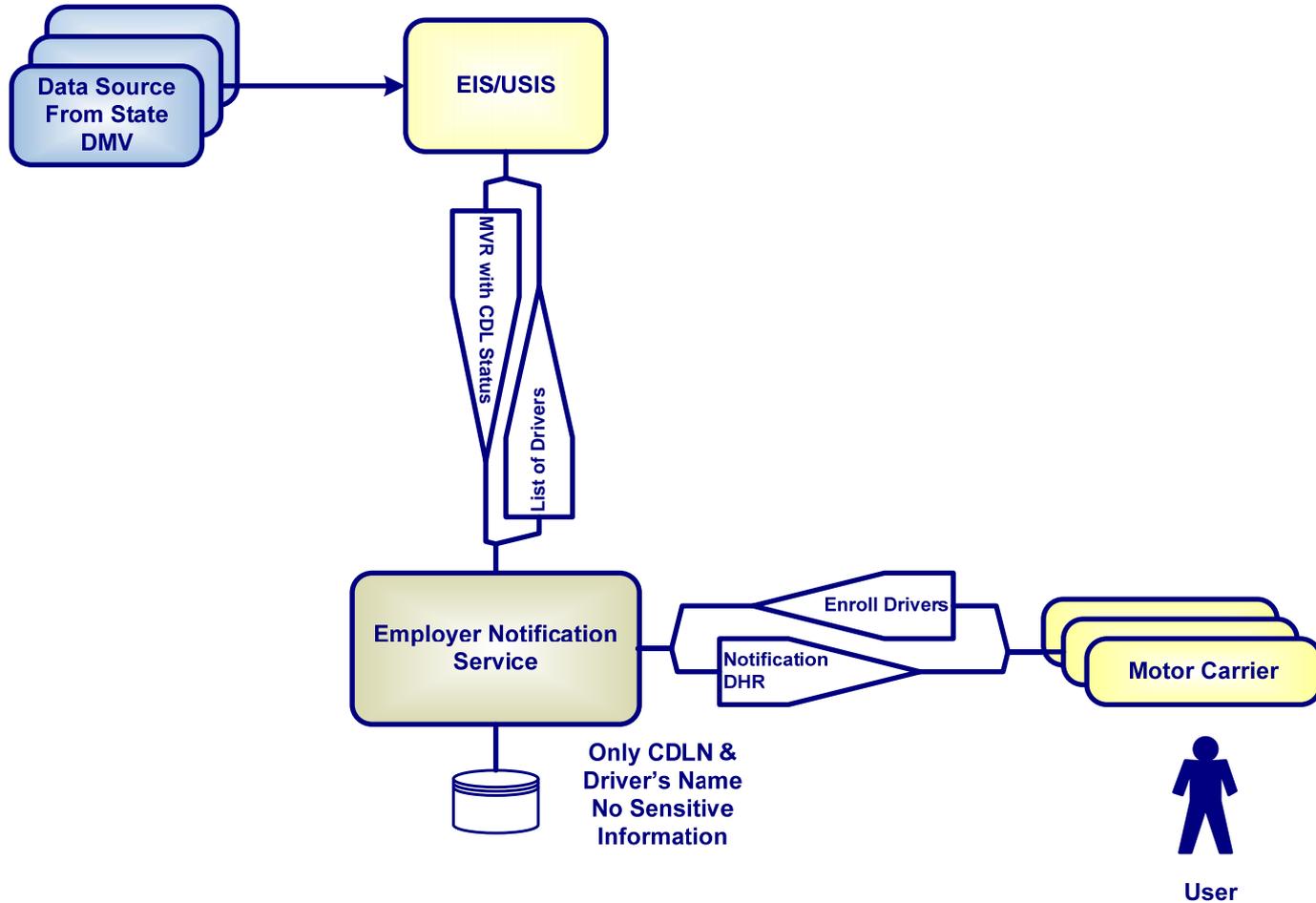
ENS Minnesota Operations



- ◆ **543** drivers enrolled
- ◆ **61** notifications have been generated



ENS Prototype System Overview





State Pilot Test Preliminary Results

- ◆ Participating carriers recognize the safety benefits and are actively using the system
- ◆ States recognize the safety benefits and support the concept, but many do not have the resources to develop ENS program
- ◆ Participants are beginning to express the need for additional ENS capabilities



Deployment Approach

- ◆ A successful National system should include:
 - Integration with existing State systems
 - Secure, Web-based application
 - Minimum impact on existing systems and procedures



Deployment Factors

- ◆ Mandated priorities and institutional/regulatory limitations
- ◆ Resource environment and limitations
- ◆ State CDL agencies maintaining control of their CDL data



Potential Deployment Scenarios

- ◆ Federal Government requirement and oversight
- ◆ Third-party partnership approach
- ◆ State connectivity approaches



FMCSA Partners

Contract Team



UGPTI

With support from:

With cooperation from:





Phase 2: State Pilot Test

Participating Carriers



Federal Motor Carrier Safety Administration
Office of Analysis, Research and Technology



Questions?

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