

Status of High-Risk Carrier Investigations

The Federal Motor Carrier Safety Administration (FMCSA) identifies and investigates carriers that—based on roadside performance data and investigation results—pose the greatest safety risk. This report tracks FMCSA’s progress in investigating these High-Risk carriers pursuant to the Fixing America’s Surface Transportation Act (FAST Act) Section 5305.

FMCSA currently uses the following criteria to identify High-Risk motor carriers:

Carrier Type	High-Risk Criteria
Passenger Carriers	<ul style="list-style-type: none">• 2 or more of the following Behavior Analysis and Safety Improvement Categories (BASICS) at or above the 90th percentile for one month: Unsafe Driving, Crash Indicator, Hours-of-Service (HOS) Compliance, and Vehicle Maintenance. These are the BASICS most closely correlated with crash risk; AND• Have not received an Onsite Investigation in the previous 12 months.
Non-Passenger Carriers	<ul style="list-style-type: none">• 2 or more of the above BASICS at or above the 90th percentile for two consecutive months; AND• Have not received an Onsite Investigation in the previous 18 months.

High-Risk Carrier Investigations

(based on data as of 4/24/2020)

Table 1: Summary Performance Metrics

Reporting Period	Total High-Risk carriers in need of investigation	High-Risk carriers investigated	High-Risk carriers investigated on time (within 90 days of identification)	Percent of investigations completed on time	Avg. number of days from identification until investigation
Calculation	A = F+G+H-I	B = J	C	D = C/B	E
FY16 Q2	845	549	549	100.0%	23.50
FY16 Q3	881	549	525	95.6%	42.21
FY16 Q4	889	605	593	98.0%	41.80
FY16 Total	1,987	1,703	1,667	97.9%	36.03
FY17 Q1	889	557	539	96.8%	43.82
FY17 Q2	866	600	586	97.7%	41.19
FY17 Q3	910	536	514	95.9%	43.18
FY17 Q4	1,032	680	635	93.4%	52.25
FY17 Total	2,725	2,373	2,274	95.8%	45.43
FY18 Q1	993	644	604	93.8%	47.72
FY18 Q2	908	646	609	94.3%	48.78
FY18 Q3	926	593	575	97.0%	47.93
FY18 Q4	963	630	583	92.5%	53.86
FY18 Total	2,846	2,513	2,371	94.3%	49.58
FY19 Q1	1,042	639	627	98.1%	45.24
FY19 Q2	944	659	620	94.1%	56.87
FY19 Q3	943	506	472	93.3%	49.02
FY19 Q4	1,046	653	618	94.6%	48.40
FY19 Total	2,850	2,457	2,337	95.1%	49.98
FY20 Q1	1,009	606	585	96.5%	47.15
FY20 Q2	1,103	554	522	94.2%	48.40

Table 2: Detailed Activity Metrics

Reporting Period	High-Risk carriers in need of investigation at start of period	Carriers added to High-Risk list: Newly identified	Carriers added to High-Risk list: Resumed interstate operations	Carriers removed from High-Risk list: Stopped interstate operations	Carriers removed from High-Risk list: High-Risk carriers investigated	High-Risk carriers in need of investigation at end of period
Calculation	F	G	H	I	J	K = F+G+H-I-J
FY16 Q2 ¹	0	967	14	136	549	296
FY16 Q3	296	703	17	135	549	332
FY16 Q4	332	647	16	106	605	284
FY16 Total	0	2,317	47	377	1,703	284
FY17 Q1	284	718	16	129	557	332
FY17 Q2	332	640	19	125	600	266

Reporting Period	High-Risk carriers in need of investigation at start of period	Carriers added to High-Risk list: Newly identified	Carriers added to High-Risk list: Resumed interstate operations	Carriers removed from High-Risk list: Stopped interstate operations	Carriers removed from High-Risk list: High-Risk carriers investigated	High-Risk carriers in need of investigation at end of period
Calculation	F	G	H	I	J	K = F+G+H-I-J
FY17 Q3	266	753	27	136	536	374
FY17 Q4	374	752	19	113	680	352
FY17 Total	284	2,863	81	503	2,373	352
FY18 Q1	352	745	19	123	644	349
FY18 Q2	349	659	27	127	646	262
FY18 Q3	262	766	29	131	593	333
FY18 Q4	333	734	20	124	630	333
FY18 Total	352	2,904	95	505	2,513	333
FY19 Q1	333	798	44	133	639	403
FY19 Q2	403	683	32	174	659	285
FY19 Q3	285	793	26	161	506	437
FY19 Q4	437	776	27	194	653	393
FY19 Total	333	3,050	129	662	2,457	393
FY20 Q1	393	735	19	138	606	403
FY20 Q2	403	826	38	164	554	549

Because FMCSA investigation results take time to upload, all data in the table above are considered preliminary for 22 months to allow for changes.

¹ The report data starts in FY16 Q2 because FMCSA's current criteria for identifying High-Risk carriers were implemented in January 2016. During FY16 Q1, FMCSA used different criteria to identify carriers that posed the greatest safety risk.

² The FY Total in column A counts the number of unique High-Risk carriers in need of investigation for the fiscal year. It is less than the sum for all quarters within the fiscal year to avoid double-counting carriers that remain on the High-Risk list for multiple quarters.

Column Descriptions

Table 1: Summary Performance Metrics

Total High-Risk carriers in need of investigation counts the number of High-Risk carriers at the start of the period + the number of newly identified carriers + carriers previously identified as High-Risk that resumed operations – the number of carriers that stopped interstate operations.

High-Risk carriers investigated counts the number of High-Risk carriers investigated during the reporting period.

High-Risk carriers investigated on time (within 90 days of identification) counts the number of High-Risk carriers investigated both during the reporting period and within 90 days of the carrier being identified as High-Risk.

Percent of investigations completed on time is the percent of investigations that were completed within 90 days of the carrier being identified as High-Risk, for carriers investigated during this time period.

Avg. number of days from identification until investigation is the average number of days from identification as High-Risk to when an investigation is conducted, for carriers investigated during this time period.

Table 2: Detailed Activity Metrics

Beginning number of High-Risk carriers to be investigated counts the number of carriers on the High-Risk list at the beginning of the reporting period. This is equal to the ending inventory of the prior reporting period.

Carriers added to High-Risk list: Newly identified counts the number of carriers added to the High-Risk list during the reporting period.

Carriers added to High-Risk list: Resumed interstate operations counts the number of carriers added to the High-Risk list during the reporting period because they did not have interstate operations at the start of the period, but resumed interstate operations prior to the end of the period (i.e., was active, not OOS, and interstate).

Carriers removed from High-Risk list: Stopped interstate operations counts the number of carriers removed from the High-Risk list during the reporting period because they had interstate operations at the start of the period and had stopped them prior to the period end.

Carriers removed from High-Risk list: High-Risk carriers investigated counts the number of High-Risk carriers investigated during the reporting period.

Ending number of High-Risk carriers to be investigated counts the number of carriers on the High-Risk list at the end of the reporting period. This is equal to starting inventory + carriers added to the High-Risk list – carriers removed from the High-Risk list.

