

Motor Carrier Safety Advisory Committee (MCSAC)

Task Statement 20-1: Small Vehicles and Their Potential Safety Impact

I. Task Title

Provide feedback to the Agency regarding changes to the package and small goods delivery sector and their potential impact on safety.

II. Background

In recent years, the package and small goods delivery sector has changed. Numerous companies now use small vehicles (*e.g.*, vehicles with a gross vehicle weight rating less than 10,000 pounds, etc.) to deliver goods. At the same time their use has expanded, there seems to be a gap in safety oversight of both drivers and vehicles. The impact of these changes on commercial motor vehicle (CMV) safety is unclear. As the industry changes, more carriers are going to these <10,000 lbs. vehicles for the last mile of delivery. Presently, these vehicles and their drivers are unregulated.

III. Task

Task 20–1 will provide the MCSAC with the opportunity to discuss changes to the package and small goods delivery sector. FMCSA asks the MCSAC to discuss the potential safety impacts of these unregulated drivers and vehicles. Additionally, we ask the MCSAC to enumerate and elaborate on any resulting benefits or negative consequences that may arise from their use in interstate commerce. We ask the MCSAC to look at the vehicles in concert with the already regulated 10,000 – 14,000 lbs. vehicles to see what their safety impacts are and how prevalent is their use in interstate commerce for these types of deliveries. Of interest is whether the use of these smaller vehicles has resulted in an uptick of crashes.

For this task, members will hear from Agency experts on trends in the Fatality Analysis Reporting System (FARS) and Motor Carrier Management Information System (MCMIS) crash and highway safety data.

IV. Estimated Time to Complete Task

FMCSA asks the MCSAC to deliberate on this task at the summer 2020 meeting. The MCSAC should submit a letter report to the Deputy Administrator prior to the fall meeting.

V. FMCSA Technical Representatives

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