

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 4/30/2021)

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	888	605	593	98.0%	41.80
FY16 Total	1,986	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	1,031	680	635	93.4%	52.25
FY17 Total	2,724	2,373	2,274	95.8%	45.43
FY18 Q1	993	644	604	93.8%	47.72
FY18 Q2	907	646	609	94.3%	48.78
FY18 Q3	925	593	575	97.0%	47.93
FY18 Q4	962	630	583	92.5%	53.86
FY18 Total	2,845	2,513	2,371	94.3%	49.58
FY19 Q1	1,038	639	627	98.1%	45.24
FY19 Q2	932	659	620	94.1%	56.87
FY19 Q3	924	506	472	93.3%	49.02
FY19 Q4	1,018	653	618	94.6%	48.40
FY19 Total	2,822	2,457	2,337	95.1%	49.98
FY20 Q1	977	606	585	96.5%	47.13
FY20 Q2	1,056	560	528	94.3%	48.25
FY20 Q3	1,052	206	109	52.9%	87.09
FY20 Q4	1,309	619	306	49.4%	93.38
FY20 Total	2,681	1,991	1,528	76.7%	65.96
FY21 Q1	1,309	529	378	71.5%	82.49
FY21 Q2	1,302	635	440	69.3%	88.88

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	645	16	105	605	283
FY16 Total	0	2,315	47	376	1,703	283
FY17 Q1	283	718	16	128	557	332
FY17 Q2	332	639	19	124	600	266
FY17 Q3	266	753	27	136	536	374
FY17 Q4	374	751	19	113	680	351
FY17 Total	283	2,861	81	501	2,373	351
FY18 Q1	351	745	19	122	644	349
FY18 Q2	349	659	26	127	646	261
FY18 Q3	261	766	29	131	593	332
FY18 Q4	332	734	20	124	630	332
FY18 Total	351	2,904	94	504	2,513	332
FY19 Q1	332	798	41	133	639	399
FY19 Q2	399	683	24	174	659	273
FY19 Q3	273	793	19	161	506	418
FY19 Q4	418	775	19	194	653	365
FY19 Total	332	3,049	103	662	2,457	365
FY20 Q1	365	731	17	136	606	371
FY20 Q2	371	821	24	160	560	496
FY20 Q3	496	641	10	95	206	846
FY20 Q4	846	593	19	149	619	690
FY20 Total	365	2,786	70	540	1,991	690
FY21 Q1	690	730	29	140	529	780
FY21 Q2	780	652	29	159	635	667

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.

