

## **Motor Carrier Safety Advisory Committee (MCSAC) Discussion Notes for Task 20-1: Small Trucks and Their Impact on Safety**

In Task 20-1, the Federal Motor Carrier Safety Administration (FMCSA) requested that the MCSAC provide recommendations to the Agency regarding changes to the package and small goods delivery sector and the potential safety impacts of these unregulated drivers and vehicles. Additionally, FMCSA asked MCSAC to enumerate and elaborate on any resulting benefits or negative consequences that may arise from their use in interstate commerce. Agency experts briefed the committee on trends in federal crash and highway safety data. The presented analysis, which looked at smaller unregulated delivery trucks and FMCSA-regulated vehicles weighing 10,000-14,000 pounds, aimed to increase understanding of the prevalence of use and safety impacts of small trucks in “last mile” type deliveries. Of interest to the committee is smaller trucks’ safety impacts and the prevalence of their use in interstate commerce.

### **I. Discussion About Small Trucks and Their Impact on Safety**

- A. Cultural shift due to the coronavirus pandemic.
  - 1. More carriers have added smaller trucks this year.
  - 2. 2020 statistics may show a higher crash rate for smaller vehicles.
  - 3. Preliminary data for 2019 will be available in the upcoming months.
- B. Additional data and targeted breakouts needed.
  - 1. Data presented were from the Fatality Analysis Reporting System (FARS) and the Motor Carrier Management Information System (MCMIS).
  - 2. FARS and MCMIS data might not capture the whole picture of a crash, meaning it might not indicate that it was a last mile delivery, etc. Thus, FARS and MCMIS might not provide enough data to really understand what’s happening with these <10K trucks.
  - 3. MCSAC would like to see more specifics concerning driver impairment, with breakouts of commercial driver’s license (CDL) type, truck class, injury and property-damage-only crashes, pedestrian involvement, etc., including those vehicles weighing less than 10,000 pounds.
  - 4. The Occupational Safety and Health Administration (OSHA) may have data on workplace injuries.
  - 5. Smaller vehicle data must be stripped down beyond FMCSA-reportable guidelines to learn more.
  - 6. Data from intrastate carriers vary and therefore may require obtaining different datasets from each state.

### **II. General Discussion**

- A. FMCSA should reach out to motor carriers that might use vehicles in the smaller weight range to obtain data and analyze trends.
- B. The goal is to obtain information on which of these vehicles are regulated (and by whom) vs. unregulated, and to understand their contribution to crashes and other safety concerns.

**III. Action Items**

- A. Conduct a new fatality data run of vehicles weighing 6,001-10,000 lbs. in FARS, regardless of how the vehicle is coded, large or small.
- B. Obtain injury and property damage information from the National Highway Traffic Safety Administration's (NHTSA's) Crash Report Sampling System, for vehicles in the 6,001-10,000 lbs. range.
- C. Identify and survey 9 states that have the injury and property damage dataset to delve deeper into the category.
- D. Identify specific companies that use vehicles in the 6,001-10,000 lb. category (e.g., Amazon) and collaborate with them to identify best practices and discuss safety oversight.
- E. Reach out to Occupational Safety and Health Administration (OSHA), State Highway Administration, National Institute for Occupational Safety and Health, National Safety Council, Transportation Research Board, and the American Association of State Highway and Transportation Officials to obtain data on workplace injuries/crashes as they relate to workers and drivers of smaller trucks.
- F. Reach out to the New Entrant Program to identify applicants for interstate DOT numbers that end up with trucks weighing less than 10,001 lbs.

**IV. Conclusion**

- A. The committee will continue deliberations of this task at its next meeting.