**Medical Review Board (MRB) and**

**Motor Carrier Safety Advisory Committee (MCSAC)**

**Joint Task Statement 15-3**

**I. Task Title**

Provide recommendations to the Agency on the structure, content, and methods for determining the effectiveness of a public-private partnership to promote commercial motor vehicle (CMV) driver wellness.

**II. Background**

In 2014, FMCSA joined with the National Institute for Occupational Safety and Health (NIOSH) to conduct the “National Survey of Long-Haul Truck Driver Health and Injury,” the results of which we presented at the 2014 Transportation Research Board (TRB) meeting in January 2015. Among the findings of this peer-reviewed survey were the following regarding the health of long-haul truckers:

* Double the prevalence of obesity and morbid obesity than the national working population;
* Double the prevalence of cigarette smoking than the national working population; An elevated prevalence of self-reported diabetes; and
* More than twice as many drivers as other workers are not covered by health insurance or a health care plan.

Acknowledging industry concerns about an ever-increasing CMV driver shortage, the Agency has reached out to a number of organizations and asked them to partner with us in an unprecedented non-regulatory effort to improve the health and wellness of CMV drivers. As a result, the Acting Administrator formed a working group of stakeholders from across the safety advocacy, safety enforcement, industry, and management sectors to develop an action plan to move this effort forward and improve these outcomes.

At the working group’s most recent, and first face-to-face meeting, the wellness working group identified the joint meeting of the Medical Review Board (MRB) and the Motor Carrier Safety Advisory Committee (MCSAC) as an ideal forum to consider these issues and recommend a plan of action to the Agency and its stakeholders. Given that several of the members of the MCSAC are included in the working group, the Agency believes the full MCSAC and Medical Review Board should be tasked to provide input on the structure of the wellness program and methods of delivering the information to drivers. They should also identify options to evaluate the effectiveness of the program in terms of getting drivers to take advantage of the resources and assessing the extent to which drivers believe the resources have helped improve their overall health.

The Agency is aware that numerous groups either have developed or are developing programs to address employee wellness in general or CMV driver wellness in particular. We are interested in bringing these programs and best practices together in a way that creates a cohesive, united message to CMV drivers and provides them an avenue to make well-informed choices to maintain good health or improve their overall health. Building on earlier discussions among the work group, the representatives brainstormed on a holistic, non-regulatory approach that focuses on 5 main categories of wellness and divides the options in a “buffet” format so that the choices are available and tailored to each driver specifically.

**III. Task**

The Agency requests that the MRB and MCSAC provide recommendations on how the Agency and its stakeholders can improve the health outcomes of interstate CMV drivers. Specifically, the Agency and workgroup ask that the MCSAC and MRB center your efforts around the following 5 areas, focusing the discussion on what types of behaviors and activities can be done before work, during work, and after work to make lasting improvements:

1. Work conditions;
2. Diet and exercise;
3. Sleep and fatigue;
4. Personal injury; and
5. Lifestyle choices.

The Agency asks that the committees consider the NIOSH study results and any other peer-reviewed data to arrive at a recommendation to implement a holistic plan to assist truck and motorcoach drivers in achieving these goals. The committees should include a multi-dimensional plan that can involve the development of tools such as a website or mobile App, health expos at well attended driver events such as motorcoach rodeos and the Mid-America Trucking Show (MATS), and an evaluation segment of the plan to track its success.

In preparing its letter report to the Agency, the Committees should, wherever possible, indicate whether the ideas identified are supported by research and data analyses, including cost/benefit considerations. As the MCSAC and MRB meetings are open to the general public, the Committee should consider any information identified by individuals making remarks during the meeting.

**IV. Estimated Time to Complete Task**

The MCSAC and MRB should begin developing their recommendations to the Agency on Task 15-3 at the September 2015 meeting and submit a letter report to the Administrator following the spring 2016 meeting.

**V. FMCSA Technical Representatives**

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