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

**Task Statement 15 – 1**

**I. Task Title**

Recommendations to the Agency on the potential benefits and feasibility of voluntary compliance and ways to credit carriers and drivers who initiate and establish programs that promote safety beyond the standards established in FMCSA regulations.

**II. Background**

The trucking and bus industries and the U.S. Department of Transportation have invested in the research, development, and testing of strategies and technologies to reduce truck and bus crashes. In September 2014, the Commercial Vehicle Safety Alliance (CVSA) submitted a request to FMCSA to consider initiating a pilot program to investigate the benefits and feasibility of a voluntary compliance program.

Citing research that has been underway for several years, the Agency established an Alternative Compliance team in December 2014, the goal of which was to analyze the concept and gather data to support how it might be developed and implemented.

**III. Task**

The Agency would like to know the views of the MCSAC on this concept, with any data or analysis to support it with regard to 3 basic areas:

 What voluntary technologies or safety program best practices would be appropriate for beyond compliance?

 What type of incentives would encourage motor carriers to invest in technologies and best practices programs?

 How would FMCSA verify the voluntary technologies or safety programs were being implemented?

Ultimately, FMCSA would like to open a dialogue with our stakeholders on ways the community might move forward to promote wider adoption of practices to encourage an improved safety culture. In making its recommendations to the Agency, we request that the MCSAC consider any applicable experience that the members have garnered from their particular stakeholder area. In preparing its letter report to the Agency, the Committee should, wherever possible, indicate whether the ideas identified are supported by research and data analyses, including cost/benefit considerations. As the MCSAC meetings are open to the general public, the Committee should consider any information identified by individuals making remarks during the meeting’s public comment period.

**IV. Estimated Time to Complete Task**

The MCSAC should begin work on Task 15 – 1 at its March 2015 meeting and should provide a letter report to the Administrator outlining recommendations on incentives for increased safety compliance by its June 2015 meeting.

**V. FMCSA Technical Representatives**

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