

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 7/22/2016)

| Column | Performance Metrics | | | Beginning Number of High-Risk Carriers to be Investigated | Carriers Added to High-Risk List | | Carriers Removed from High-Risk List | | Ending Number of High-Risk Carriers to be Investigated |
|----------------------|---|---------------------------------|---|--|----------------------------------|-------------------------------|--------------------------------------|---------------------------------|--|
| | A | B | C | D | E | F | G | H | I |
| Calculation | =D+E+F-G | | | | | | | | =D+E+F-G-H |
| Reporting Period | Total High-Risk carriers in need of investigation | High-Risk carriers investigated | Avg. number of days from identification until investigation | High-Risk carriers in need of investigation at start of period | Newly identified | Resumed interstate operations | Stopped interstate operations | High-Risk carriers investigated | High-Risk carriers in need of investigation at end of period |
| FY16 Q2 ¹ | 844 | 549 | 23.6 | 0 | 967 | 14 | 137 | 549 | 295 |
| FY16 Q3 | 878 | 546 | 42.5 | 295 | 703 | 16 | 136 | 546 | 332 |
| FY16 Total | 1427² | 1095 | 33.0 | 0 | 1670 | 30 | 273 | 1095 | 332 |

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

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.

Avg. months from identification until investigation is the average number of months from identification as High-Risk to when an investigation is conducted, for carriers investigated during this time period.

Starting Inventory

High-Risk carriers in need of investigation at start of period 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.

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).

Carrier 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.

High-Risk carriers investigated counts the number of High-Risk carriers investigated during the reporting period.

Ending Inventory

High-Risk carriers in need of investigation at end of period 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.