



Motor Carrier Safety Progress Report

Federal Motor Carrier Safety Administration

(as of December 31, 2011)

MCMIS SAFETY OUTCOMES*	CY 2009	CY 2010**	CY 2011** Jan. 1, 2011 – Sep. 30, 2011
CRASHES			
• Large Trucks and Buses	118,428	128,747	93,976
Large Trucks	105,526	115,398	84,569
Buses	13,314	13,774	9,719
FATALITIES			
• Large Trucks and Buses	3,803	4,089	2,906
Large Trucks	3,548	3,797	2,679
Buses	270	304	241
INJURIES			
• Large Trucks and Buses	74,280	79,731	57,132
Large Trucks	59,586	64,338	46,639
Buses	15,469	16,327	11,311

*First time MCMIS crash data have been reported in FMCSA's Motor Carrier Safety Progress Report.

**States are expected to report crash data to FMCSA within 90 days of the crash. Data are considered preliminary for 18 months to allow for changes.

PROGRAM OUTPUTS	FY 2010		FY 2011*		FY 2012 Q1* Oct. 1, 2011 – Dec. 31, 2011	
	Federal	State	Federal	State	Federal	State
• Warning Letters	15,328		42,540		6,302	
CARRIER REVIEWS						
• Total Reviews Performed	12,281	7,874	11,080	7,332	2,823	1,766
Hazardous Material (HM) Reviews	1,943	1,108	1,176	867	228	172
Household Goods Reviews	561	6	292	11	50	—
Passenger Carrier Reviews	1,079	270	1,020	275	288	107
Motorcoach Reviews	880	164	740	151	200	65
BY REVIEWS IN PHASED COMPLIANCE SAFETY ACCOUNTABILITY (CSA) STATES						
• Total Reviews Performed	9,997	5,365	8,849	4,978	2,303	1,192
Full Compliance Reviews	8,116	4,884	4,460	3,529	726	625
Focused Compliance Reviews	***	***	3,240	1,075	1,353	471
BY INVESTIGATIONS IN 100% CSA STATES – AK, CO, DE, GA, KS, NJ, MD, MN, MO, MT						
• Total Reviews Performed	2,284	2,509	2,231	2,354	520	574
On-Site Comprehensive Investigations	365	417	522	802	106	214
On-Site Focused Investigations	584	612	987	767	269	176
Off-Site Investigations	333	356	315	298	62	67
INVESTIGATION FOLLOW-ON ACTIONS						
• Cooperative Safety Plans (CSPs)	429		479		103	
• Notice of Claims (NOC)	7,128		6,816		1,071	
• Notice of Violations (NOV)	95		139		31	
• Unsat/Unfit Out-of-Service (OOS) Orders	1,005		912		199	
• 90-Day No-Pay OOS Orders	1,597		1,638		342	
• Imminent Hazard OOS Orders	5		10		6	
NEW ENTRANT SAFETY AUDITS						
• Total New Entrant Safety Audits (Percent Completed on Time)	34,143 (92.9%)		34,266 (89.1%)		7,286 (89.0%)	
• New Entrant Pass Rate	72.6%		65.0%		72.6%	
INCREASING SAFETY AND SECURITY AWARENESS						
• HM Package Inspections	6,624		4,711		967	
• Security Contact Reviews	1,897		904		142	
ROADSIDE INSPECTIONS						
Total Truck and Bus Inspections	3,569,450		3,598,296		847,549	
• Trucks	129,501	3,344,356	129,592	3,353,592	25,388	796,282
HM Trucks	5,386	205,453	4,902	203,525	774	44,648
• Buses**	12,336	83,257	11,779	103,333	2,603	23,276
Motorcoaches	9,921	15,791	8,720	20,232	1,896	5,205
DRIVER/VEHICLE INSPECTIONS/OOS RATES						
	Driver	Vehicle	Driver	Vehicle	Driver	Vehicle
• Total Number of Truck Inspections	3,424,806	2,330,263	3,427,992	2,327,813	812,095	535,451
• Total Number of Bus Inspections	46,095	82,893	54,063	95,501	13,867	21,100
• Truck OOS Rate	5.3%	20.4%	5.0%	20.8%	4.9%	20.6%
• Bus OOS Rate	4.9%	6.7%	5.9%	6.9%	5.1%	7.1%

*Data are considered preliminary for 18 months.

**Level 7 school bus inspections are not included.

***No interventions of this type for the given year.

Note: Individual subtotals may not add to totals due to the potential for double counting (e.g., fatalities or injuries in a truck-bus crash).

Source: All data from Motor Carrier Management Information System (MCMIS), as of January 2012 snapshot.

Release Date: April 17, 2012.

Changes to the Motor Carrier Safety Progress Report December 31, 2011

I. Use of MCMIS Crash Data

The December 31, 2011 *Motor Carrier Safety Progress Report* uses the state-reported crash data from the Motor Carrier Management Information System (MCMIS) for reporting fatalities, injuries, and crashes involving large trucks and buses. Previous reports relied on the Fatality Analysis Reporting System (FARS) and General Estimates System (GES) data received from NHTSA. The MCMIS crash data are available more quickly than the FARS and GES which typically are not available until sometime between July and December of the year following the crash. MCMIS data also allow information to be reported on a quarterly basis. Since States have 90 days after a crash to report the data to FMCSA, the first report that will provide complete CY 2011 crash data will be the report “as of March 31, 2012.”

Additional changes to the crash data displayed in the Safety Progress Report result from the differences in how crashes are defined:

Fatal crashes: The MCMIS fatal crash data will differ slightly from FARS because MCMIS uses the gross combination weight rating (GCWR) to determine if a crash should be reported to MCMIS, where FARS uses the gross vehicle weight rating (GVWR). Thus a truck pulling a trailer where the GCWR is greater than 10,000 pounds would be reported in MCMIS as a large truck crash, but would not in FARS if the GVWR of the truck alone was not greater than 10,000 pounds.

Non-fatal crashes: GES data are estimates based on a sample survey of crashes, whereas MCMIS contains a census of all large truck and bus crashes reported to FMCSA by the States. There are also definitional differences between GES and MCMIS. MCMIS uses the National Governors’ Association recommended crash thresholds to define injury crashes as ones where the person injured is taken to a medical facility for immediate medical attention, and tow-away crashes as ones where at least one vehicle is towed from the scene as a result of disabling damage suffered in the crash. GES follows the National Safety Council’s KABCO scale where injury crashes involve disabling, evident, or possible injuries, and property-damage-only crashes involve no fatalities and no apparent injuries. Thus the MCMIS injury and tow-away crashes are subsets of the GES-eligible injury and property-damage-only crashes, and therefore are always less than the GES estimates.

II. CSA Data

The second set of changes provides additional information related to FMCSA’s enforcement programs and investigation follow-on actions. Until the full implementation of the CSA program across all of the States, the 100% CSA State activities are displayed separately from the States that are “phasing” the implementation. The reviews and interventions conducted by both groups add up to the “total reviews performed,” but the activities differ between the two groups. The new report contains an array of pre- and post-investigation actions such as warning letters, notices of violations, and out of service orders.

III. New Entrant Data

The final set of changes is to the new entrant and roadside inspection programs. The previous Federal and State information on the new entrant program is combined to be more reflective of the overall program. Data are also presented on the rate at which new entrants are “passing” their safety audits.

IV. Roadside Inspection Data

The roadside inspection information related to “At U.S. Borders” has been removed. A more detailed look at roadside inspections and other FMCSA Safety Programs is available through the FMCSA Analysis & Information Online website (<http://ai.fmcsa.dot.gov/SafetyProgram/home.aspx>). Information related to the U.S.-Mexico Cross-Border Trucking Pilot Program is provided at the program’s website at <http://www.fmcsa.dot.gov/intl-programs/trucking/trucking-program.aspx>.

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