

MOTOR CARRIER SAFETY ADVISORY COMMITTEE

C/O: Federal Motor Carrier Safety Administration

1200 New Jersey Avenue, SE

Room W64-232

Washington, DC 20590

October 16, 2018

The Honorable Raymond P. Martinez

Administrator

Federal Motor Carrier Safety Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

Dear Administrator Martinez:

The Motor Carrier Safety Advisory Committee (MCSAC) commenced work on Task 17-2 at its June 2017 meeting. The Federal Motor Carrier Safety Administration (FMCSA) tasked the Committee with providing recommendations to the Agency regarding its 2018-2022 strategic plan. In particular, FMCSA requested that the MCSAC review the Agency’s categories and items included in the strategic plan, identifying areas that need refinement, realignment, or refocus with current and future safety goals and objectives.

The MCSAC met in public meetings on June 12-13, 2017, and July 30-31, 2018, to discuss the task. The Committee considered government strategic planning requirements, the Secretary’s strategic goals in the Department of Transportation’s February 2018 Strategic Plan for Fiscal Years (FY) 2018-2022, and the FMCSA Strategic Plan for FY 2015-2018. The resulting ideas and recommendations are attached as the Task 17-2 Report.

On behalf of the MCSAC, I respectfully submit this report to FMCSA for its consideration.

Sincerely,



John Lannen

Chairman

Enclosure

**MCSAC Task 17-2: Strategic Plan Development**

Introduction

In Task 17-2, the Federal Motor Carrier Safety Administration (FMCSA) requested that the Motor Carrier Safety Advisory Committee (MCSAC) review the Agency’s categories and items included in the current FMCSA strategic plan, identifying areas that need refinement, realignment, or refocus with current and future safety goals and objectives. Specifically, the Agency asked the MCSAC to identify which programs and safety initiatives should be the FMCSA’s focus over the next 5 years.

1. **FMCSA Fiscal Years 2015-2018 Strategic Goal #1: Safety 1st Culture**
	1. The MCSAC considers the following outcomes as being related to this goal:
		1. Prevent unsafe carriers from entering the market or reincarnating to operate;
		2. Ensure only qualified drivers are behind the wheel of a commercial motor vehicle (CMV);
		3. Reduce the number of unsafe and high-risk behaviors;
		4. Improve enforcement effectiveness and efficiency;
		5. Advocate and promote the adoption of proven safety technologies, education and training, and safety management systems that reduce crashes, injuries, and deaths; and
		6. Expand focus beyond compliance, based on real measurement of crashes; rewarding performance and people and motor carriers that do not crash; offer benefits to safe drivers and learn from those drivers and carriers who are operating safely.
	2. The MCSAC believes that this strategic goal should focus on outcomes and goals with measurable results.
		1. Recommendation: FMCSA should improve data collection (positive and negative) to enable measuring improvements via actionable data.
	3. This goal should focus on reducing crashes, injuries, and deaths.
		1. The number of truck crashes, injuries, and fatalities has gone up over the last 7 years despite more enforcement and regulations.
		2. Recommendations:
			1. FMCSA should focus on initiatives that lower the number of crashes.
			2. FMCSA should look holistically at interactions among vehicles on the road.
			3. The Agency should eliminate ineffective regulations and enforcement strategies that do not lead to reductions in crashes, injuries, and fatalities. Instead, FMCSA should shift resources to more effective initiatives and regulations (new or existing).
	4. Interstate versus Intrastate Carriers
		1. Recommendations:
			1. FMCSA should clarify the distinction between what we know about interstate and intrastate carriers.
			2. FMCSA should increase its understanding of intrastate carrier contributions to overall CMV crashes.
		2. FMCSA is still accountable for the safety outcomes of intrastate commerce.
		3. The public does not know the difference between an intrastate and interstate vehicle.
	5. Recommendation: FMCSA should leverage State or regional best practices, proven to be successful, to improve safety outcomes.
	6. Recommendation: FMCSA should rethink its approach to safety to go beyond enforcement.
		1. Increase collaboration with others.
		2. Ensure that the traditional enforcement model is not the only tool. For instance, consider the method of wage payment, responsibility of shippers and the supply chain, driver retention and turnover, etc.
	7. Entry-Level Driver Training
		1. Newer drivers are generally less safe than experienced drivers.
		2. Recommendations:
			1. MCSAC should focus on better entry-level driver training.
			2. The Agency should implement of a graduated commercial driver’s license (CDL).
			3. FMCSA should monitor any spike in crashes that might result from an influx of new drivers that will replace the aging driver workforce.
	8. Recommendation: FMCSA should use safe carriers as benchmarks against which to compare the safety metrics of other carriers.
	9. Recommendation (For – 9; Against – 4): The Agency should complete a comprehensive speed limiter rule for all trucks, not just for new trucks.
2. **FMCSA Fiscal Years 2015-2018 Strategic Goal #2: Partnerships (Exponential Safety Power)**
	1. Outcomes
		1. Recommendation: FMCSA should focus attention on the following outcomes:
			1. Promote greater public involvement;
			2. Ensure high-risk populations receive education that positively impacts roadway safety and the industry; and
			3. Expand partnering efforts with new stakeholder groups to improve rulemakings and implementation of new initiatives.
	2. Goals
		1. Recommendation: The Agency should establish goals that are more results-oriented. For example, FMCSA’s original goal to reduce fatalities by 50 percent.
	3. Wide Range of Partners
		1. Recommendation: FMCSA should bring partners (e.g., transportation planners, all the actors in the logistics supply chain, customers, policy makers at all levels of government) to the discussion that are not already involved.
		2. This would improve transportation planning to keep shipments moving so that the shipments reach their destination safely.
		3. Travel planners and shippers have an impact on hours of service (HOS) when they detain or delay drivers.
		4. There is a need to improve CMV safety in work zones.
		5. FMCSA should encourage specifically a partnership for truck parking.
		6. FMCSA should work with the DOT Safety Council to look at new safety approaches.
	4. Shipper and Supply Chain Engagement and Accountability
		1. Recommendation: FMCSA needs to increase supply chain accountability.
		2. The Agency could incentivize efficiency without more drivers or trucks by collaborating with shippers and receivers to increase their efficiency in their interactions with trucks and drivers.
	5. Collaboration to Improve Data
		1. Regulation and enforcement of over-the-road CMVs is not uniform for interstate and intrastate motor carriers and drivers across the country.
		2. Recommendations:
			1. FMCSA should collaborate with States to improve interstate and intrastate CMV data and results.
			2. The Agency should collaborate with the American Association of Motor Vehicle Administrators (AAMVA) to improve the consistency of the reporting of driver violations on motor vehicle reports.
			3. The Agency should work with the Commercial Vehicle Safety Alliance (CVSA) to improve uniformity of training, reporting, enforcement, and education.
	6. Collaboration to Understand What Leads to Crashes and High-Risk Behavior – Recommendations:
		1. FMCSA should collaborate with stakeholders to analyze specific causes of crashes, for example, the motivations for behavior that leads to crashes.
			1. For example, determine what would motivate a driver/motor carrier/supply chain to engage in risky behaviors.
			2. Behavioral scientific models have been used in other areas of public health and could be applied to the commercial vehicle industry.
			3. Specifically, FMCSA should make use of behavioral science—with respect to, for example, compensation methods, late charges, etc.—to understand and change CMV driver behavior.
			4. FMCSA should look at attitudinal change programs, e.g., health and wellness programs.
		2. The Agency should involve industry stakeholders more in these discussions, including shippers and customers of passenger carriers.
		3. FMCSA should foster a discussion around sound speed policy, which should include analysis of whether there is any relation between number of crashes and areas with different speed limits.
		4. FMCSA should work with industry and research institutions to determine which technologies and behaviors are effective at reducing crashes.
		5. FMCSA should evaluate best practices of others who have been successful at reducing crashes:
			1. Europe has declining crashes.
			2. Look to motor carriers in the United States with excellent safety records.
			3. FMCSA should study the strong safety culture of certain motor carriers that make drivers safer.
		6. To address fatigue specifically:
			1. FMCSA should consider how motor carriers have implemented fatigue monitoring programs.
			2. FMCSA should focus on how to prevent companies from sending drivers out to drive when they are fatigued.
	7. Pilot Programs
		1. Recommendation: FMCSA should encourage more participation in pilot programs across the industry by removing barriers to their implementation.
	8. Continue Educational Efforts – Recommendations:
		1. FMCSA should collaborate with school systems, driver’s education classes, etc., and take a role in making education about CMVs more uniform across the country.
		2. The Agency should begin or increase public service announcements on television or other media to educate new passenger vehicle drivers on how to drive safely around CMVs.
		3. A member proposed that FMCSA build around existing collaborative efforts.[[1]](#footnote-1)
		4. FMCSA should work with the rest of the U.S. Department of Transportation (DOT) to improve light-duty vehicle safety, as FMCSA does not have resources or authority to address crashes caused by non-CMVs.
	9. Financial Responsibility
		1. Recommendation: FMCSA should work with all affected stakeholders in a collaborative effort to obtain relevant data on minimum insurance levels.
3. **FMCSA Fiscal Years 2015-2018 Safety Goal #3: Comprehensive Data Utilization**
	1. Outcomes
		1. Recommendation: FMCSA should focus on the following outcomes:
			1. Improve collection management of and access to high-quality data.
			2. Increase deployment of electronic data exchange and smart roadside technologies.
	2. Recommendation: FMCSA should review the recommendations of the Post-Accident Reporting Advisory Committee.
	3. Other Suggestions Related to Data – Recommendations:
		1. FMCSA should analyze data that exists outside of the Agency (e.g., industry, insurance), as this merged data might be more robust than using just FMCSA’s data.
		2. FMCSA should study and increase data on the determinants of high-risk behaviors such as distracted driving, drowsy driving, and pay methods.
1. [↑](#footnote-ref-1)