

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 7/27/2018)

Table 1: Summary Performance Metrics

Reporting Period	Total High-Risk carriers in need of investigation	High-Risk carriers investigated	High-Risk carriers investigated on time (within 90 days of identification)	Percent of investigations completed on time	Avg. number of days from identification until investigation
Calculation	A = F+G+H-I	B = J	C	D = C/B	E
FY16 Q2 ¹	846	549	549	100.0%	23.5
FY16 Q3	882	550	526	95.6%	42.3
FY16 Q4	890	605	593	98.0%	41.8
FY16 Total	1,989²	1,704	1,668	97.9%	36.1
FY17 Q1	896	558	540	96.8%	43.8
FY17 Q2	875	601	587	97.7%	41.3
FY17 Q3	916	536	514	95.9%	43.2
FY17 Q4	1,041	681	636	93.4%	52.2
FY17 Total	2,736²	2,376	2,277	95.8%	45.4
FY18 Q1	1,005	644	604	93.8%	47.7
FY18 Q2	923	647	610	94.3%	48.8
FY18 Q3	943	593	574	96.8%	48.2

Table 2: Detailed Activity Metrics

Reporting Period	High-Risk carriers in need of investigation at start of period	Carriers added to High-Risk list: Newly identified	Carriers added to High-Risk list: Resumed interstate operations	Carriers removed from High-Risk list: Stopped interstate operations	Carriers removed from High-Risk list: High-Risk carriers investigated	High-Risk carriers in need of investigation at end of period
Calculation	F	G	H	I	J	K = F+G+H-I-J
FY16 Q2 ¹	0	969	14	137	549	297
FY16 Q3	297	704	17	136	550	332
FY16 Q4	332	648	16	106	605	285
FY16 Total	0	2,321	47	379	1,704	285
FY17 Q1	285	723	17	129	558	338
FY17 Q2	338	644	19	126	601	274
FY17 Q3	274	755	28	141	536	380
FY17 Q4	380	756	19	114	681	360
FY17 Total	285	2,878	83	510	2,376	360
FY18 Q1	360	750	20	125	644	361
FY18 Q2	361	662	29	129	647	276
FY18 Q3	276	769	30	132	593	350

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

Table 1: Summary 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.

High-Risk carriers investigated on time (within 90 days of identification) counts the number of High-Risk carriers investigated both during the reporting period and within 90 days of the carrier being identified as High-Risk.

Percent of investigations completed on time is the percent of investigations that were completed within 90 days of the carrier being identified as High-Risk, for carriers investigated during this time period.

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

Table 2: Detailed Activity Metrics

Beginning number of High-Risk carriers to be investigated 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.

Carriers added to High-Risk list: 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).

Carriers 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.

Carriers removed from High-Risk list: High-Risk carriers investigated counts the number of High-Risk carriers investigated during the reporting period.

Ending number of High-Risk carriers to be investigated 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.

