

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 7/28/2017)

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	844	547	547	100.0%	23.6
FY16 Q3	877	544	518	95.2%	42.5
FY16 Q4	887	600	587	97.8%	42.0
FY16 Total	1,978²	1,691	1,652	97.7%	36.2
FY17 Q1	893	555	538	96.9%	43.6
FY17 Q2	871	595	582	97.8%	40.9
FY17 Q3	917	535	511	95.5%	44.1

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	967	14	137	547	297
FY16 Q3	297	701	16	137	544	333
FY16 Q4	333	645	15	106	600	287
FY16 Total	0	2,313	45	380	1,691	287
FY17 Q1	287	720	18	132	555	338
FY17 Q2	338	642	21	130	595	276
FY17 Q3	276	755	29	143	535	382

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.

