



U.S. Department of Transportation
Federal Motor Carrier Safety Administration

Post-Accident Report Advisory Committee Recommendations and Actions

Bill Bannister, Analysis Division Chief

2018 Transportation Research Board 97th Annual Meeting
Federal Motor Carrier Safety Administration
Analysis, Research, and Technology Forum
January 9, 2018



+

Office of Research and Information Technology

+



FIXING AMERICA'S SURFACE TRANSPORTATION ACT 2015 (FAST ACT), SEC. 5306

FAST Act Sec. 5306. Post-Accident Report Review

- Secretary to convene working group to:
 - Review data elements of post-accident reports for tow-away accidents involving commercial motor vehicles (CMVs).
 - Report to Secretary findings and recommendations, including best practices for State post-accident reports.
- Working group to consist of:
 - Not less than 51 percent composed of individuals representing the States or State law enforcement officials.
 - Remaining members shall represent industry, labor, safety advocates, and other interested parties.

FAST Act Sec. 5306. Post-Accident Report Review

- Working Group shall consider requiring additional data elements, including:
 - Primary cause of the accident, if the primary cause can be determined.
 - Physical characteristics of the CMV and any other vehicle involved in the accident.
- Physical characteristics include:
 - Vehicle configuration.
 - Gross vehicle weight, if the weight can be readily determined.
 - Number of axles.
 - Distance between axles, if the distance can be readily determined.

FAST Act Sec. 5306. Post-Accident Report Review

- Secretary shall:
 - Review the findings of the working group.
 - Identify the best practices for State post-accident reports reported to the Federal Government, including identifying data elements that should be collected following a tow-away CMV accident.
 - Recommend to States adoption of new data elements to be collected following reportable CMV accidents.

POST-ACCIDENT REPORT ADVISORY COMMITTEE

Post-Accident Report (PAR) Advisory Committee

- PAR Advisory Committee:
 - Organizational meeting March 30, 2016.
 - PAR workgroup public meeting April 26, 2016.
 - PAR Advisory Committee chartered October 2016.
 - Held public meetings December 6-7, 2016.
 - Finalized recommendations at public meeting April 24, 2017.
 - Submitted final reports May 3, 2017.

Overarching Recommendations

- FMCSA should modify its data systems to receive from States all Model Minimum Uniform Crash Criteria (MMUCC) data elements that States are able to provide based on most current MMUCC guidelines.
- PAR data elements relating to driver behavior should be expanded to coincide with all relevant MMUCC elements.
- FMCSA should work with the National Highway Traffic Safety Administration (NHTSA) and other stakeholders to evaluate which MMUCC data elements should be mandatory for submission by States.

Recommendations on Specific Data Elements

- Vehicle Configuration:
 - Report data consistent with MMUCC5 for Motor Vehicle Body Type Category, Special Function of Motor Vehicle in Transport, and Vehicle Configuration.
 - Additional data element for double decker motorcoach in Vehicle Body Type Category.
- Number of Axles:
 - Report number of axles per vehicle unit so that axles per trailer are recorded.
 - (This data element was included in the new Large Vehicles and Hazardous Material Section of MMUCC5.)

Recommendations on Specific Data Elements

- **Distance Between Axles:**
 - Not recommended due to reasons of practicality and feasibility.
- **Gross Vehicle Weight:**
 - Not recommended due to reasons of practicality and feasibility.
- **Primary Cause of Accident:**
 - Not recommended because of lack of uniform definition of primary cause.
 - However, recommended that all MMUCC crash data elements be collected and reported.
 - Recommended addition of data element on whether underwrite and override is involved in a crash.

Recommendations on Best Practices

- PAR data collection should seek to reduce the time and risk to the investigation police officers and general public while maximizing the collection of accurate data.
- PARs should be structured so that it is not up to the reporting officer to determine if the crash meets FMCSA's definition of a reportable crash.
- States should use data linkages as much as possible.
- Jurisdictions should adopt electronic collection of PAR data, to the extent feasible.

Additional Recommendations

- FMCSA regulatory definitions in 49 CFR 390.5 – FMCSA should:
 - Change the term “accident” to “crash.”
 - Adopt American National Standards Institute (ANSI) D-16.1 (7th ed. 2007) and MMUCC 5th edition definition of “crash” and then further clarify what constitutes an FMCSA-reportable crash.
 - Conduct a regulatory review of the terms “accident,” “crash,” and “collision” to determine if there are any unintended consequences associated with these recommendations
- Prioritization of Data Elements
 - Committee reviewed a list of MMUCC data elements and made recommendations on which elements it viewed as important or not important enough to be included on State PARs.

FMCSA ACTIONS

FMCSA Actions

- MMUCC implementation requirements:
 - Conducting FMCSA IT systems requirements analysis.
 - Conducting assessment of impact on States of revised reporting requirements.
- Cooperation with other U.S. Department of Transportation Agencies:
 - NHTSA mapping State data repositories to MMUCC5.
 - Implementation of Federal Highway Administration serious injury definition.
 - Coordination with NHTSA on grants supporting State adoption of MMUCC.

FMCSA Actions

- Prioritizing MMUCC data elements:
 - Linking NHTSA's Electronic Data Transfer database of Maryland crash files to MCMIS to create prototype expanded MMUCC-like dataset.
 - Conducting example CMV crash analyses using expanded dataset.
- Data quality training:
 - Conduct State data quality training workshop January 2019.
 - Encourage State adoption of MMUCC5.
 - Share findings and best practices.

Resources

- Model Minimum Uniform Crash Criteria, Fifth Edition (2017):
 - Download from NHTSA website.
 - <https://www.nhtsa.gov/about-mmucc>
- Post-Accident Reporting Advisory Committee reports:
 - <https://www.fmcsa.dot.gov/advisory-committees/par/par-advisory-committee-task-16-1-report>
 - <https://www.fmcsa.dot.gov/advisory-committees/par/par-advisory-committee-task-17-1-report>
- Contact Information:
 - Bill Bannister, Analysis Division Chief, FMCSA
 - William.Bannister@dot.gov