



International Truck and Bus Safety Research and Policy Symposium

April 3-4-5, 2002

Knoxville, Tennessee, USA

Over 290 representatives from the truck and bus industry, research institutions, government agencies, safety groups, enforcement agencies, and other such organizations attended a three-day symposium in Knoxville, Tennessee. They were presented with up-to-date industry statistics, driver perception survey results, numerous keynote speakers, and over 50 research papers on Driver Issues, Data Analysis, Management Issues, Enforcement Issues and New Technology.

The participants developed the top 10 recommendations and an additional 14 recommendations which have been listed in order of priority. An action plan was developed to disseminate the recommendations.

ACTION PLAN

Preliminary results summary: 4/11/02
Compilation of Focus Group output: 5/31/02
Executive briefing document: 6/14/02
Symposium synopsis: 8/23/02

TOP 10 RECOMMENDATIONS

(Also see [Additional Recommendations](#) below)

1 Driver Issues: Commercial Driver Training

The Federal government should mandate and develop standardized CMV driver training which shall include entry-level, sustained (in-service), and remedial training to teach the proper skills, performance, and behaviors necessary to be a safe CMV driver.

The enforcement, industry and research communities should be consulted for the content of this training curriculum.

2 Driver Issues: Public Education/Training

Governmental agencies should take a proactive and aggressive stand to promote, educate and fund programs to address the safe interactions of commercial vehicles and the general motoring public.

This should be done in partnership with the transportation industry, independent transportation organizations through driver education, license testing, multimedia and public service announcements.

3 Enforcement Issues: Training

Training is an essential element of highway safety and in safety enforcement and should include the following:

Mandatory entry level training for commercial drivers.
Public education on sharing the road with all vehicles.
Standardized training for enforcement officers.

4 Enforcement Issues: Policy Law

Commercial vehicle enforcement strategies should be evaluated to consider inclusion of not only the driver, but

others such as carriers, brokers, shippers and receivers who may dictate or affect the driver's behavior.

Broad-based traffic enforcement is an essential element in highway safety and should be incorporated into every vehicle safety plan whenever possible.

5 Data Analysis: Human Factors Data

Government and industry must cooperate to make available the following human factors data to help the motor carriers assess driver risk: employment history, physical qualification, driver training, crash and traffic violation history, and prior drug and alcohol records.

In addition, the following crash information is needed to assess the driver's contribution to the crash: current employment, driver physical condition, and driver actions.

6 Management Issues: High-Risk Drivers

Industry should endeavor to conduct behavioral research and driver data analysis to identify drivers who may be exceeding reasonable parameters, e.g.:

- Incidents of hard braking
- Moving violations
- Complaints from public
- HOS Violations

7 Management Issues: People Management

Improve the selection and retention of quality drivers by:

- Improving data collection and access to driver employment history and criminal history.
- Monitoring performance through new technology (on board recording devices)
- Enhancing benefits including incentives for good safety performance
- Developing coaching guidelines to improve performance (Best Practice)

8 New Technology: Interactive in Vehicle Technology

In order to promote the use of vehicle technology, the research community should collaborate on standard methodology to assess distraction potential, manufacturers should effectively integrate in-vehicle safety technology into driver/vehicle systems, and fleets should optimize usability and acceptability -- all should work towards deployment.

9 Driver Issues: Commercial Vehicle Parking

The research community should ID regional & local deficiencies in available rest facilities.

The government & private sector should (based on the research) seek methods to provide secure, safe, environmentally & economically feasible solutions to provide drivers with an adequate amount of rest while concurrently meeting the needs of truck companies, shippers, receivers, & the local community.

10 Management Issues: Regulatory Reform (Federal, Industry)

Issue Statement: 49 CFR is in need of revision, especially as it relates to human resources. In some instances, the rules are so ambiguous as to: 1) create unnecessary legal and financial exposures for the carrier, and, 2) allow carriers to use less safe drivers.

Recommendation: There needs to be a collaborative effort between industry and FMCSA to revise the following

areas of the regulations to be very specific and efficient, allowing them to be used as tools for improving safety:

Medical qualification -- Clearly communicate medical qualification requirements, and certify MD's (only) to perform certification.

Drugs/alcohol -- Eliminate alcohol testing, except as directed by law enforcement, and create a national database of positive/refused drug & alcohol tests.

Driver qualifications -- Allow the CDL to serve as the primary indicator or qualification. Any additional qualification requirements imposed on the carrier must be specific and objective. (This would include any requirements for prior employment, MVR history, prior drug and alcohol results, etc.)

ADDITIONAL 14 RECOMMENDATIONS

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11 Management Issues: Driver Fatigue

Develop hours of service regulations that contain incentives to attract motor carrier management support and more realistically reflect long haul driving conditions and both tangible and intangible external factors that affect drivers.

Enforcement should be consistent and effective.

12 Enforcement Issues: Data/Information

Identify and prioritize systems in need of improvements to ensure:

Accuracy
Timeliness
Frequency
Integrity

Standardize data collection and reporting and encourage its adoption for:

CDLIS/Driver
Safestat (Simplify)
Accidents

13 Data Analysis: Data Consistency and Quality

The Federal government must mandate the development of an automated crash data reporting system which includes the use of bar code and magnetic stripe technologies to record uniform data elements during accident investigations.

The Federal government must provide funding for states and local governments to develop such a system.

14 New Technology: Return On Investment

Mandates by Federal, State or Local Governments which improve highway safety through technological improvements should generate a positive return on investment (ROI) for all segments of the industry.

Furthermore, any company which invests in safety technologies which will improve highway safety should receive tax credit incentives.

15 Data Analysis: Data Linkage and Accessibility

Government agencies must use standard data definitions including uniform incident, carrier, and driver ID. Advanced technologies such as bar codes, magnetic stripes, transponders, and smart cards will be used to collect key linking variables.

Motor carrier and insurance industries will support these efforts by using advanced technologies and sharing data.

16 Enforcement Issues: Technology

Promote the availability and application of technologies that are simple, effective and address identified problems:

Brakes (IR, PBBTs)
Driver Information (citations, convictions)
Wireless Access

17 Data Analysis: Stakeholders

FMCSA/NHTSA should develop a model strategy to involve stakeholders in problem identification in transportation safety, study development, and implementation of corrective/preventive action.

18 Data Analysis: Exposure Measure Data

Government and industry must cooperate to develop and make available exposure measure data and crash rate calculations such as: high accident locations; traffic counts specific to time of day, day of week and vehicle configuration; WIM and PREPASS; near misses; video-based surveillance; route-specific risk; and commodity -- specific transport information.

19 Driver Issues: Federal/State Regulatory & Enforcement Policy

Within the scope of the Hours-of-Service Regulations, the Federal government should restrict loading and unloading responsibilities to shippers and receivers, and provide flexibility to motor carriers and drivers, including increased off-duty time to 10 consecutive hours in a 24 hour period. Further, the Federal government should promote, and states should enforce, existing traffic laws on all motor vehicle drivers.

20 New Technology: On-Board Data Gathering Equipment

Government and Industry should work together to resolve issues concerning the need for mandating event data recorders on trucks, buses and other vehicles; the standardization of data elements and formats; and privacy and data access.

21 Driver Issues: Driver Wellness & Health

Trucking & bus companies, service industries (truck stops) and drivers, in a cooperative effort, encourage the health & well-being of their employees through awareness education & programs, with company-based incentives for drivers & government-based incentives for industry.

22 New Technology: Safety Equipment

Government, research community and industry should jointly conduct and disseminate findings of research and encourage/support application of viable, performance based, and potentially cost effective CMV technological improvements that will foster a reduction in CMV crashes, injuries, and fatalities.

23 New Technology: Deployment

A neutral standard setting body should establish minimum performance and compatibility standards for proactive safety systems which will ultimately foster deployment.

24 Enforcement Issues: Resources

Increase and Prioritize resources for:

Training (in-service, TE, etc.)
Enforcement (inspections, CR's, Safety Audits)
Technology (laptops, hardware, software, communications)

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