



THE AMERICAN TRUCKING ASSOCIATIONS

***Safety Priorities
and
Research Needs***



ATA's Broad Safety Agenda

- Safe Use of Technologies
- Performance Based CDL Standards
- **Employer Notification System**
- Graduated CDL Study
- National Speed Limit of 65 mph
- Seat Belt Use for All Drivers
- **Targeting Aggressive Drivers**
- Red Light Cameras and Automatic Speed
- Graduated Drivers Licensing for Teen Drivers
- Tougher Alcohol Laws and Penalties
- Speed Limiters for Passenger Vehicles
- **Speed Limiters for CMVs**
- Crashworthiness Standards for CMVs
- Improved Truck Parking
- **Drug and Alcohol Clearinghouse**
- National Registry of Certified Medical Examiners
- Pre-Employment Screening Program
- New Entrant Testing and Audits
- **Electronic Logging Devices**
- Hair Testing for Drug Use



ATA's Safety Priorities

- **Electronic Logging Devices**

- Expedited Mandate for Industry Adoption
- Reasonable Functional and Security Requirements

- **Compliance, Safety, Accountability**

- Improvements to Data and Methodology

- **Hours of Service and Sleeper Berth Flexibility**

- Efficacy of Recent 34-Hour Restart Restrictions
- Pilot Program on Benefits of Additional Sleeper Berth Flexibility

- **Drug and Alcohol Issues**

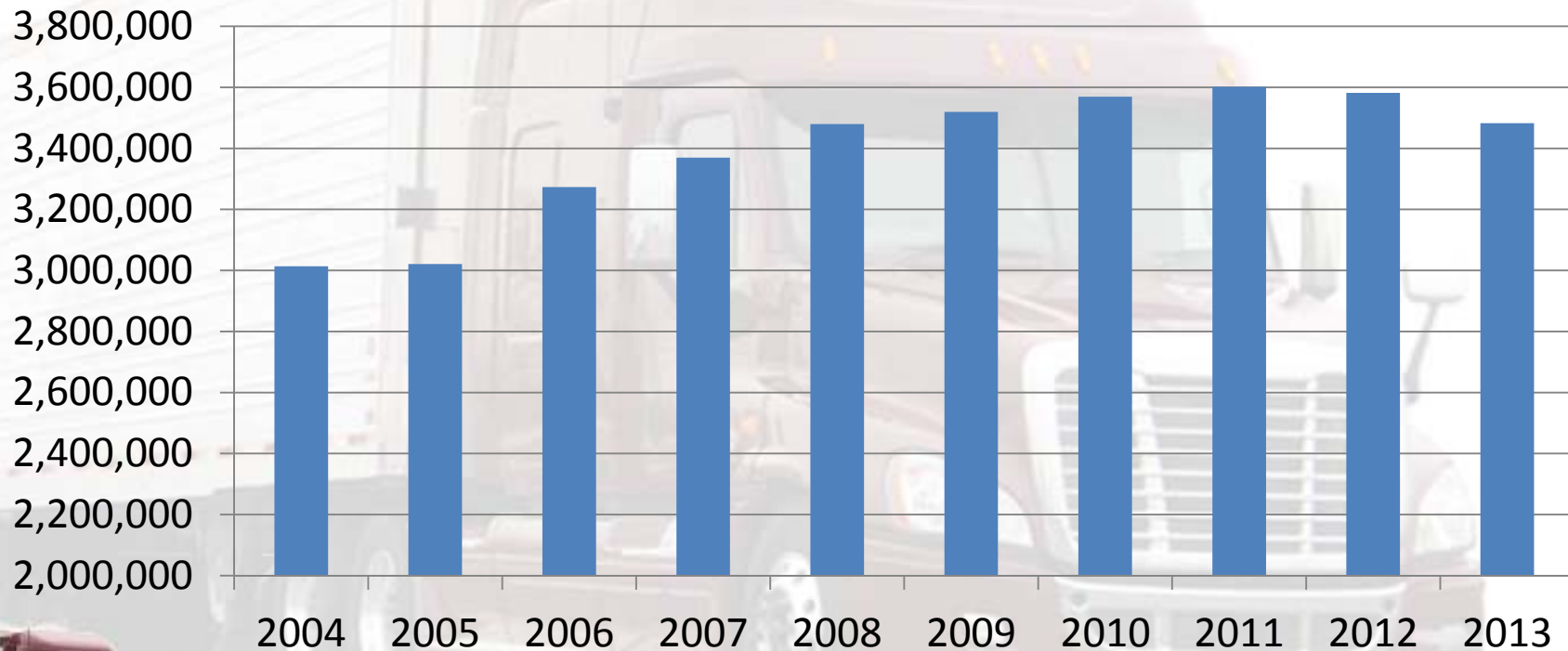
- Clearinghouse of Positive Test Results
- Acceptance of Hair Testing in Regulated Environment

- **Truck Speed Limiters**



Efficiency and Benefits of Roadside Inspections

Increase in Annual Number of Roadside Inspections and Traffic Enforcements



Note: 2004 and 2005 were measured in Calendar Years, while 2006+ is in Fiscal Years



Efficiency and Benefits of Roadside Inspections

Benefits of Roadside Inspections vs. Traffic Enforcement

FMCSA Intervention Effectiveness Report, April 2013

Table 7. Program Effectiveness: U.S. Domiciled vs. Non-U.S. Domiciled Carriers, FY 2009

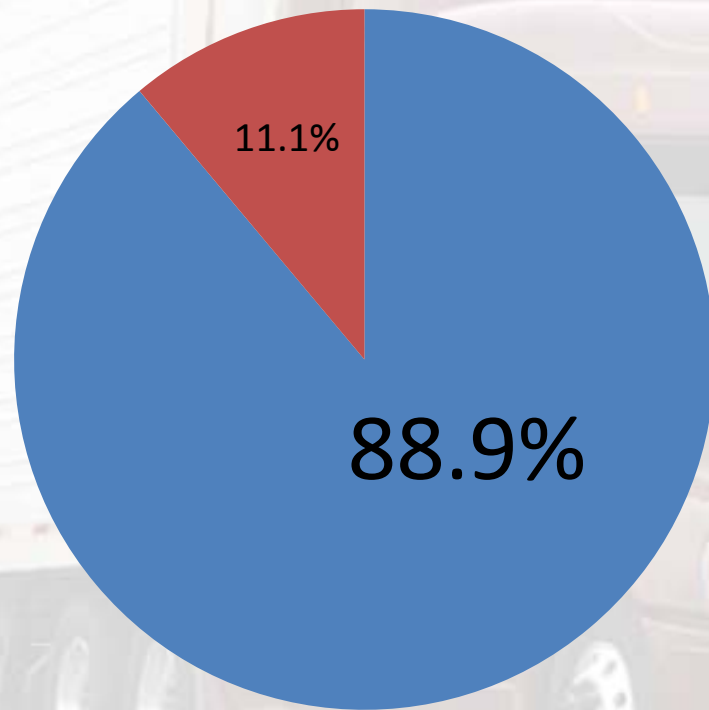
| Types of Benefits | Estimated Benefits: U.S. | Estimated Benefits: Non-U.S. | Estimated Benefits per 1,000 Interventions: U.S. | Estimated Benefits per 1,000 Interventions: Non-U.S. |
|--|--------------------------|------------------------------|--|--|
| Crashes Avoided Due to Roadside Inspections | 6,768 | 1,375 | 2.70 | 4.91 |
| Crashes Avoided Due to Traffic Enforcements | 8587 | 201 | 12.05 | 11.13 |
| Total Crashes Avoided | 15,355 | 1,576 | 4.77 | 5.29 |
| Injuries Avoided Due to Roadside Inspections | 4,324 | 878 | 1.72 | 3.14 |
| Injuries Avoided Due to Traffic Enforcements | 5486 | 128 | 7.70 | 7.11 |
| Total Injuries Avoided | 9,810 | 1,006 | 3.05 | 3.38 |
| Lives Saved Due to Roadside Inspections | 229 | 47 | 0.09 | 0.17 |
| Lives Saved Due to Traffic Enforcements | 290 | 7 | 0.41 | 0.37 |
| Total Lives Saved | 519 | 54 | 0.16 | 0.18 |



Efficiency and Benefits of Roadside Inspections

Breakdown of Roadside Inspections vs. Traffic Enforcement

FY 2013



- Roadside Inspection
- Traffic Enforcement



Efficiency and Benefits of Roadside Inspections

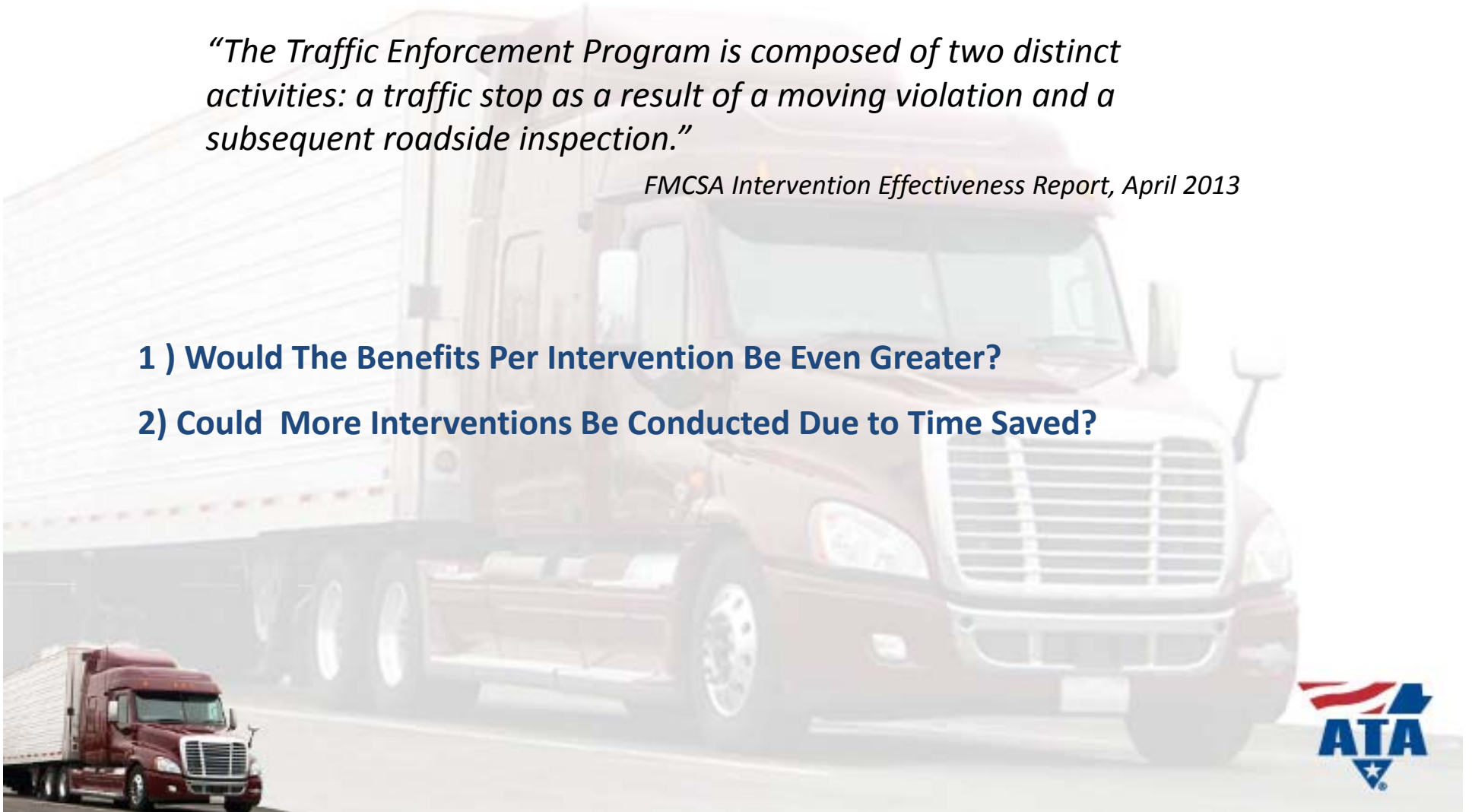
What if Traffic Enforcement Did Not Include a Roadside Inspection

“The Traffic Enforcement Program is composed of two distinct activities: a traffic stop as a result of a moving violation and a subsequent roadside inspection.”

FMCSA Intervention Effectiveness Report, April 2013

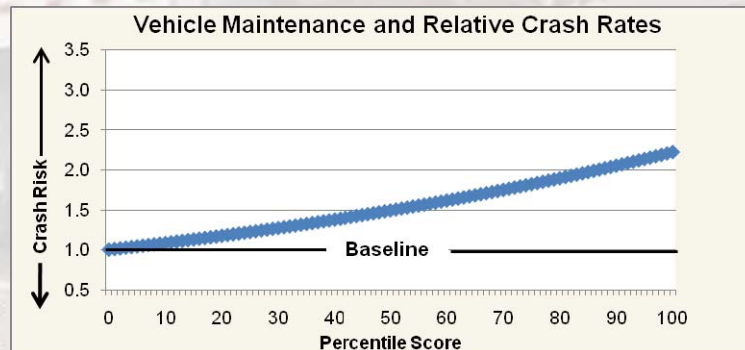
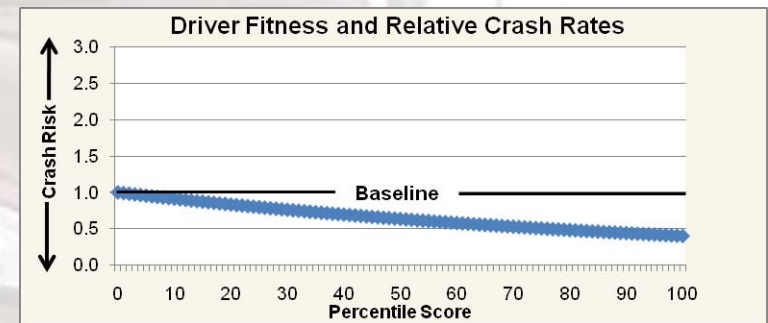
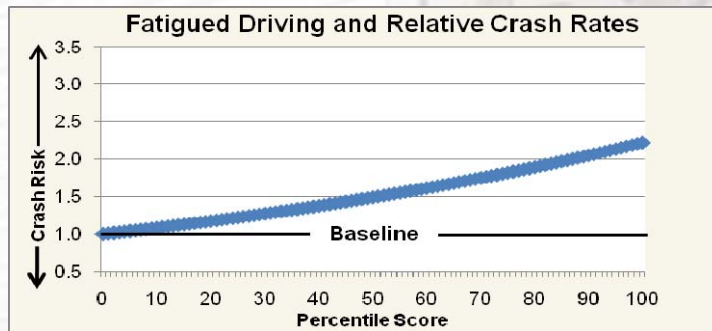
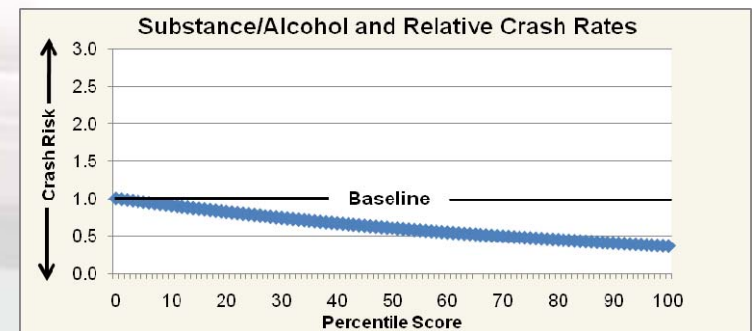
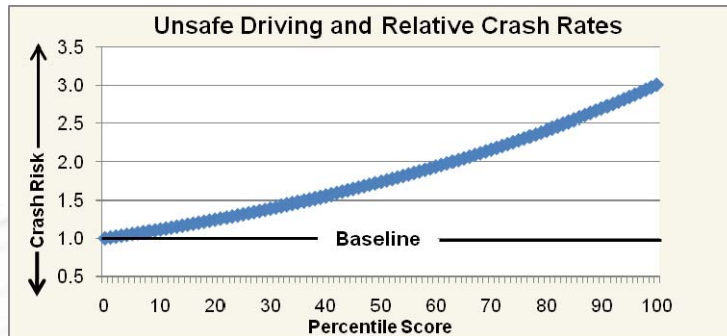
1) Would The Benefits Per Intervention Be Even Greater?

2) Could More Interventions Be Conducted Due to Time Saved?



Compliance, Safety, Accountability

Relationship Between Scores and Crash Risk



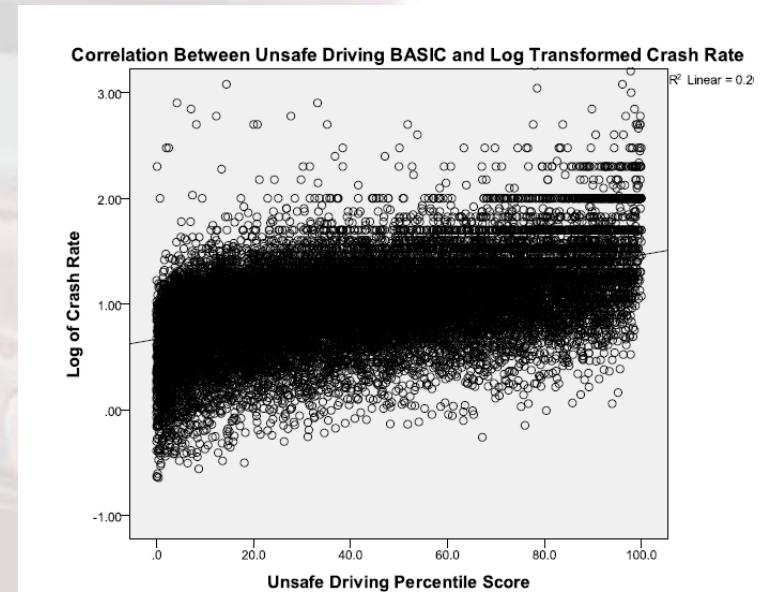
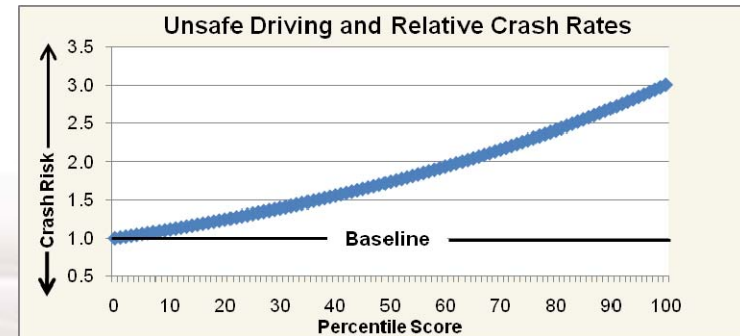
Compliance, Safety, Accountability

If, On Average, Scores Correlate Positively to Crash Risk...

1) How Many Carriers Deviate Significantly From the Trend Line?

2) How Far Do They Deviate?

3) Are Scores a Reliable Measure of Individual Carrier Performance?



Questions and Comments

