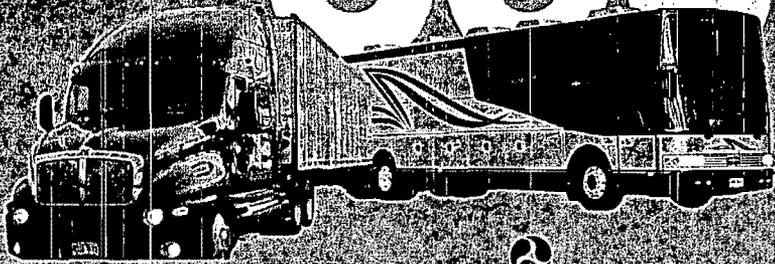




# Important Website Addresses

# DOT only



U.S. Department of Transportation

## Important FMCSA Websites

This card highlights links in question-and-answer format on specific subject matter most frequently requested by the public. The variety of topics featured can assist you in finding information you need to know about a particular Federal Motor Carrier Safety Administration program or activity. Please look for the question(s) you are interested in and go to the appropriate Website. We hope you find this information helpful.

- 1) What is the Federal Motor Carrier Safety Administration's official Website address?  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)
- 2) How can I locate the nearest field office? <http://www.fmcsa.dot.gov/aboutus/aboutus.htm>
- 3) What must I do to start a trucking business? [www.fmcsa.dot.gov/factsfigs/formspubs.htm](http://www.fmcsa.dot.gov/factsfigs/formspubs.htm)
- 4) Where can I obtain information about Federal safety regulations and interpretations?  
<http://www.fmcsa.dot.gov/rulesregs/fmcsrhome.htm>
- 5) How do I obtain a DOT number? [www.fmcsa.dot.gov/factsfigs/formspubs.htm](http://www.fmcsa.dot.gov/factsfigs/formspubs.htm)
- 6) Where can I find descriptive statistics and analysis regarding the truck and bus industry?  
<http://ai.volpe.dot.gov/>
- 7) How can I obtain information about a motor carrier, broker, or freight forwarder's application, insurance, and process agent? <http://fhwa-li.volpe.dot.gov/>
- 8) Where can I file forms and pay fees for registration, insurance, and fines? <http://diy.dot.gov/>
- 9) How can I obtain a motor carrier's Profile? <http://www.safersys.org/snpquery.asp>
- 10) Where can I find detailed information about a motor carrier's safety performance?  
<http://ai.volpe.dot.gov/>
- 11) How can I change the name and address of my business online? <http://diy.dot.gov/>
- 12) Where can I find carrier safety ratings, inspections, and accident summary data?  
<http://www.safersys.org/snpquery.asp>
- 13) How do I report safety violations? <http://www.fmcsa.dot.gov/pdfs/saftviolationrpt.pdf>
- 14) Where can I find the latest information about safety programs?  
<http://www.fmcsa.dot.gov/safetyprogs/saftprogs.htm>
- 15) How can I learn about the No-Zone program? [www.nozone.org](http://www.nozone.org)
- 16) Where can I find consumer information about moving household goods?  
[www.fmcsa.dot.gov/factsfigs/moving.htm](http://www.fmcsa.dot.gov/factsfigs/moving.htm)
- 17) Where can I find information about the transportation of Hazardous Materials?  
<http://hazmat.dot.gov>
- 18) How can I obtain the latest research and analysis on truck and bus safety?  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov) and <http://ai.volpe.dot.gov/>

CONSIDERATIONS FOR  
TRANSPORTATION  
ASSETS DURING  
SPECIAL EVENTS  
PLANNING



U.S. DEPARTMENT OF TRANSPORTATION

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vehicle drivers to report unsafe driving behavior and other highway safety problems using wireless communications to public safety partners and emergency responders.

- The FMCSA worked with the National Tank Truck Carriers to present training on cargo tank regulations to over 1,000 industry personnel.

## Initiated Rulemaking

The FMCSA completed a significant number of important final rules and regulatory proposals to improve motor carrier safety. They include:

- Mar 21, 2000 – Motor Carrier Safety Assistance Program (MCSAP) – Final Rule
- May 1, 2000 – FMCSRs Technical Amendments, Skill Performance Evaluation – Final Rule
- May 2, 2000 – Hours of Service – NPRM
- June 2, 2000 – CMV Marking – Final Rule
- Aug 9, 2000 – Brake Performance Requirements for Use with PBBTs – NPRM
- Aug 22, 2000 – Safety Fitness Procedures, Unsatisfactory = Unfit - Final Rule
- Sep 19, 2000 – CMV Definition, Requirements for Operators of Small Passenger-Carrying CMVs – Final Rule submitted to OMB
- Oct 2, 2000 – Rules of Practice for Motor Carrier Safety and Hazardous Materials Proceedings – Final Rule
- Oct 5, 2000 – Revision of Medical Examination Forms and Procedure – Final Rule
- Nov 24, 2000 – Interim Final Rule for Updating the Form MCS-150 – Interim Final Rule
- Nov 27, 2000 – Safety Requirements for Operators of Small Passenger-Carrying CMVs Used in Interstate Commerce – NPRM submitted to OMB
- Dec 2000 – North American Standard for Cargo Securement – NPRM
- Dec 2000 – Sanctions Against Motor Carriers, Brokers, and Freight Forwarders for Failure to Pay Civil Penalties – Final Rule

## Strategic and Performance Plan

The FMCSA is developing a long-term strategy for improving commercial motor vehicle, operator, and carrier safety over the next ten years. A plan will be submitted to Congress with the FY 2002 budget. In the future, agency priorities will be improving truck and bus safety and achieving organizational excellence. With truck and bus safety as its highest priority, particular attention will be devoted to continuing enforcement of safety regulations, introducing technology enhancements, and improving driver performance. FMCSA will strive to achieve organizational excellence in its programs, processes, and services, and develop a diverse, competent, and motivated workforce. The specific agency objectives are:

- Ensure that all commercial drivers are fully qualified, safe, alert, and healthy
- Improve the safety and performance of non-commercial drivers with respect to trucks
- Improve the safety performance of the worst regulated safety offenders
- Take a national leadership role to enhance motor carrier safety management systems
- Optimize the roadway systems for commercial motor vehicle safety
- Ensure that commercial vehicles have optimum safety performance, and
- Focus its motor carrier research and technology program on safety results and develop information systems that are complete, accurate and timely.

FMCSA will work with public and private partners, and other stakeholders to develop and implement this strategy.

For more information  
Please visit our website at:  
[www.fmcsa.dot.gov](http://www.fmcsa.dot.gov)

Federal Motor Carrier Safety  
Administration  
400 – Seventh Street, SW  
Washington, DC 20590

Publication No..  
DOT-MC-01-049

# Federal Motor Carrier Safety Administration's Accomplishments Report

January 2001

PARTNERING  
TECHNOLOGY  
ENFORCEMENT  
INFORMATION



U.S. Department of Transportation



F M C S A  
Federal Motor Carrier Safety Administration

## Introduction

This document details the accomplishments of the Federal Motor Carrier Safety Administration (FMCSA). The FMCSA's principal goal is to reduce truck and bus fatalities 50% by 2010. To meet this goal, the FMCSA developed a four-point strategy to focus agency efforts and initiatives on:

- (1) information technology;
- (2) focused enforcement;
- (3) new safety technology; and,
- (4) partnering to increase safety awareness.

For more detailed information about the agency's safety programs and initiatives please visit our website at [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov).

## Goal:

*Reduce truck and bus related fatalities 50 percent by 2010*

### Motor Vehicle Fatalities

Year	All Fatalities	All Truck-Related Fatalities
1995	41,817	4,918
1996	42,065	5,142
1997	42,013	5,398
1998	41,501	5,395
1999	41,611	5,362

Source: Fatality Analysis Reporting System

## What We Have Accomplished: The FMCSA Record

### Focused Enforcement

From May, 1999 to September, 2000 the FMCSA:

- Increased the number of compliance reviews to 14,004. This represents a 90% increase over the previous 17-month period;
- Initiated 5,580 enforcement cases, an increase of 43% over the previous 17-month period.
- Increased the average fine per enforcement case to \$5,466, more than 50% higher than the previous 17-month period.
- Negotiation of enforcement penalties was limited to no less than 90%. Progressive sanctions were instituted for repeat offenders.
- Reduced the backlog of 1,270 enforcement cases to 103.
- Increased the number of States participating in the Performance Registration Information System Management (PRISM) program to 18.
- Inspections conducted on the southern border increased by 24%.

### Improved Safety Information and Technology

- The legislatively directed Crash Causation Study has been initiated in partnership with NHTSA.
- Developed analytical models that measure the effectiveness of the compliance review process and roadside inspection activities.
- Improved the availability of motor carrier safety data to the public, and developed a uniform national system, SafeStat, to evaluate motor carrier safety performance.
- Significant improvements to the Unified Carrier Register resulted in more current census information in FMCSA's national Motor Carrier Management Information System (MCMIS).
- Improved Customer Communication for the Do-it-Yourself (DIY) on-line filing and payment systems on the agency's website. Users may

now apply for certificates of authority, name and address changes, pay fines, and filing fees for insurance by credit card.

- Through the Intelligent Vehicle Initiative (IVI), FMCSA is testing onboard safety technologies. These technologies include lane trackers technology, collision warning devices, electronically controlled brakes, and drowsy driver devices.
- Commercial Vehicle Information Systems and Networks (CVISN), program integrates State, Federal, and private sector information systems and networks to improve safety and productivity in commercial vehicle operations. Three States have fully deployed CVISN technologies. An additional 23 States are expected to deploy CVISN by 2003.

### Increased Public Safety Awareness

- The FMCSA expanded the scope of the "Share the Road" initiative to include all highway users with expanded safety messages educating people on how to drive safely in and around trucks.
- Public education and outreach increased substantially. The agency participated in over 25 national events across the country reaching hundreds of thousands of people to educate and deliver safety messages, safety program information, and No Zone/Share the Road materials.
- Developed a marketing strategy for the Safety is Good Business initiative, a voluntary program, that works with industry partners to identify the economics of operating safely. This initiative is designed to promote the use of best safety and business practices for motor carriers with 10 or fewer drivers.
- The FMCSA expanded and improved its website to be more user friendly, educational, and accessible. The number of visitors to the site has increased to approximately a quarter million per month.
- The FMCSA is working with State Departments of Motor Vehicles to develop a pilot program to train safe drivers between the ages of 18 and 21 to address the chronic shortage of commercial motor vehicle drivers.
- The FMCSA has partnered with the American Trucking Association to conduct a national Highway Watch Program that enlists commercial motor

- In fatal crashes between large trucks and passenger vehicles, one to four crash-related factors were cited for 26% of the truck drivers. In comparison, one to four crash-related factors were noted for 82% of the passenger vehicle drivers involved. The three most common factors cited for drivers of both large trucks and passenger vehicles were the same: driving too fast, running off the road or out of the traffic lane, and failure to yield the right of way.

## Crash Environment

- Speeding (exceeding the speed limit or driving too fast for conditions) was a factor in 23% of the fatal crashes involving a large truck, compared with 31% of all fatal crashes. Eighteen percent of injury crashes involving a large truck and 18% of all injury crashes were speed related.
- No adverse weather conditions were reported for 83% of the fatal crashes and for 85% of the nonfatal crashes involving large trucks in 1998. Rain was the most common adverse condition.
- More than two-thirds (69%) of the fatal crashes involving large trucks—and four-fifths (80%) of the nonfatal crashes—occurred during the day.
- The vast majority of the fatal crashes involving large trucks (85%) and of the nonfatal crashes (88%) occurred on Monday through Friday.
- For 79% of the fatal crashes involving large trucks, and for 74% of the nonfatal crashes, the first harmful event was a collision with another vehicle in transport.
- Rollover was the first harmful event for only 4% of the fatal crashes and only 3% of the nonfatal crashes involving large trucks.

- More than one-fourth (27%) of fatal crashes that took place in work zones—areas of construction, maintenance, or utility activity—involved a large truck.
- Potentially 34% of all two-vehicle crashes between a large truck and a passenger vehicle took place in the “No-Zone” areas around the truck.

## Definitions

**Large Trucks:** Trucks over 10,000 pounds gross vehicle weight rating (GVWR).

**Passenger Vehicles:** Passenger cars and light trucks—such as vans, sport utility vehicles, and pickup trucks—with 10,000 pounds GVWR or less.

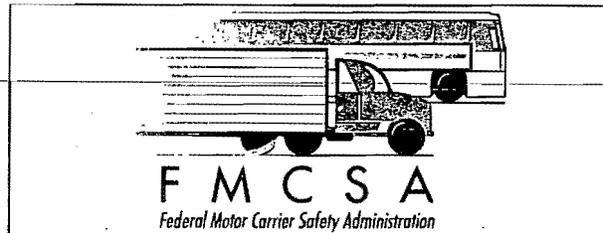
**No-Zone:** The danger areas around large trucks (and buses) where crashes are more likely to occur.

## Data Sources

**Fatal Crash Data:** National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**Nonfatal Crash Data:** National Highway Traffic Safety Administration, General Estimates System (GES); and FMCSA, Motor Carrier Management Information System (MCMIS) crash file.

**Vehicle Miles Traveled:** Federal Highway Administration.



For more information, contact the Analysis Division at (202) 366-1861.

Publication No. DOT-MC-00-066 HRIA-20/12(5M)EV

# 1998 Large Truck Crash Overview



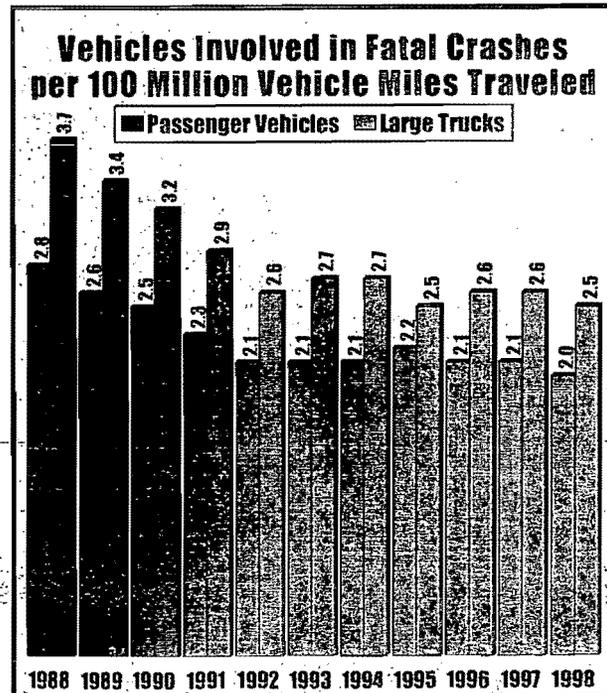
Analysis Division  
Federal Motor Carrier Safety Administration  
U.S. Department of Transportation

# 1998 Large Truck Crash Overview

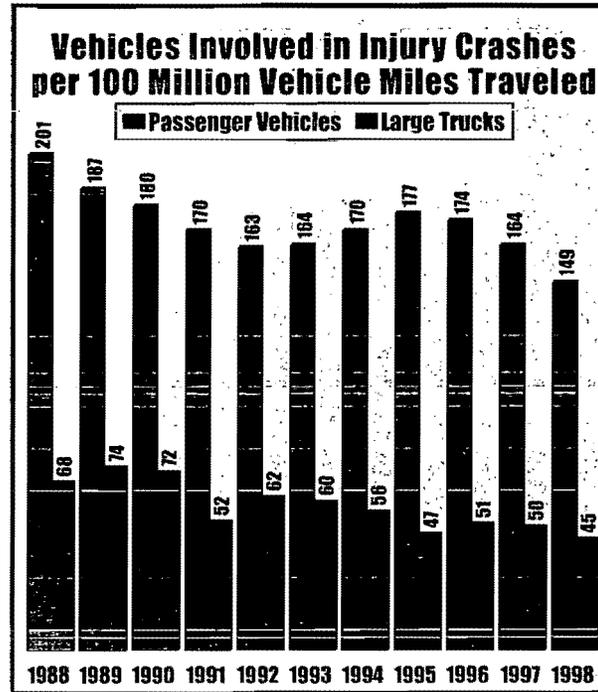
The mission of the Federal Motor Carrier Safety Administration (FMCSA) is to promote the safe operation of commercial vehicles on our Nation's highways. Of all the people killed in motor vehicle crashes in 1998, 13% (5,374) died in crashes that involved a large truck. Another 127,000 people were injured in crashes involving large trucks. Only about 14% of those killed and 23% of those injured were occupants of large trucks.

## Trends

➤ **Fatal Crashes.** From 1988 to 1998, the number of large trucks involved in fatal crashes declined from 5,241 to 4,935—down 6%. The number of large trucks in fatal crashes per 100 million vehicle miles traveled declined in these years from 3.7 to 2.5—down 32%. The same rate for passenger vehicles fell from 2.8 to 2.0—down 29%.



➤ **Injury Crashes.** From 1988 to 1998, the number of large trucks involved in injury crashes per 100 million vehicle miles traveled declined by 34%, while the rate for passenger vehicles dropped by 26%.



## Vehicles

- In 1998, large trucks drove 7% of all vehicle miles traveled and made up 3% of all registered vehicles in the United States. In motor vehicle crashes, large trucks represented:
  - 9% of vehicles in fatal crashes
  - 2% of vehicles in injury crashes
  - 4% of vehicles in property-damage-only crashes.
- Truck tractors pulling semi-trailers accounted for 65% of the trucks involved in fatal crashes and about 50% of the trucks involved in nonfatal crashes.
- Doubles (truck tractors pulling a semi-trailer and a full trailer) were only 3% of trucks

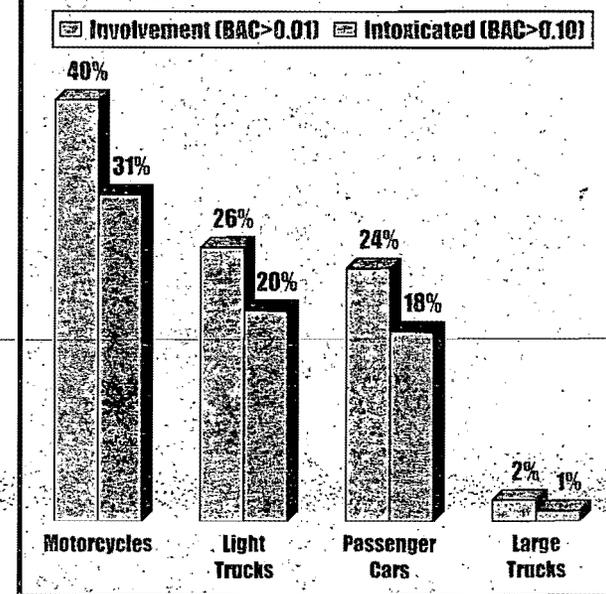
involved in crashes, and triples (tractors pulling a semi-trailer and two full trailers) accounted for less than 0.5% of all trucks involved in crashes.

➤ Only 4% of trucks involved in fatal crashes and trucks involved in nonfatal crashes were carrying hazardous materials (HM). HM was released from the cargo compartment in about one-third of these crashes.

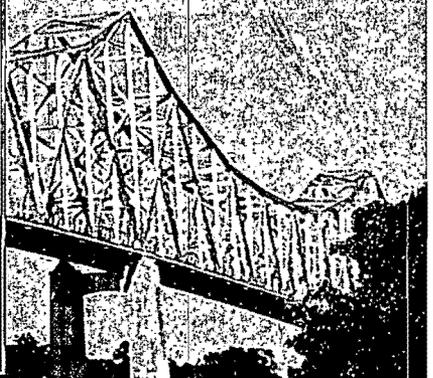
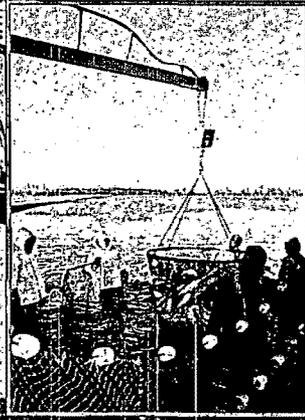
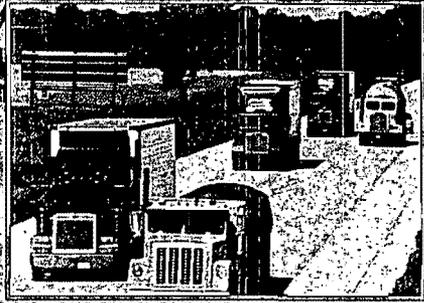
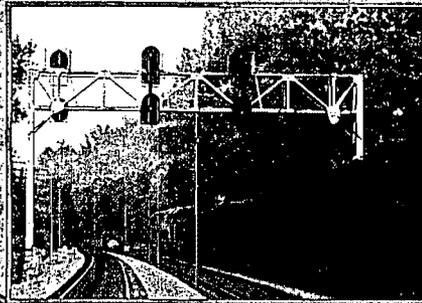
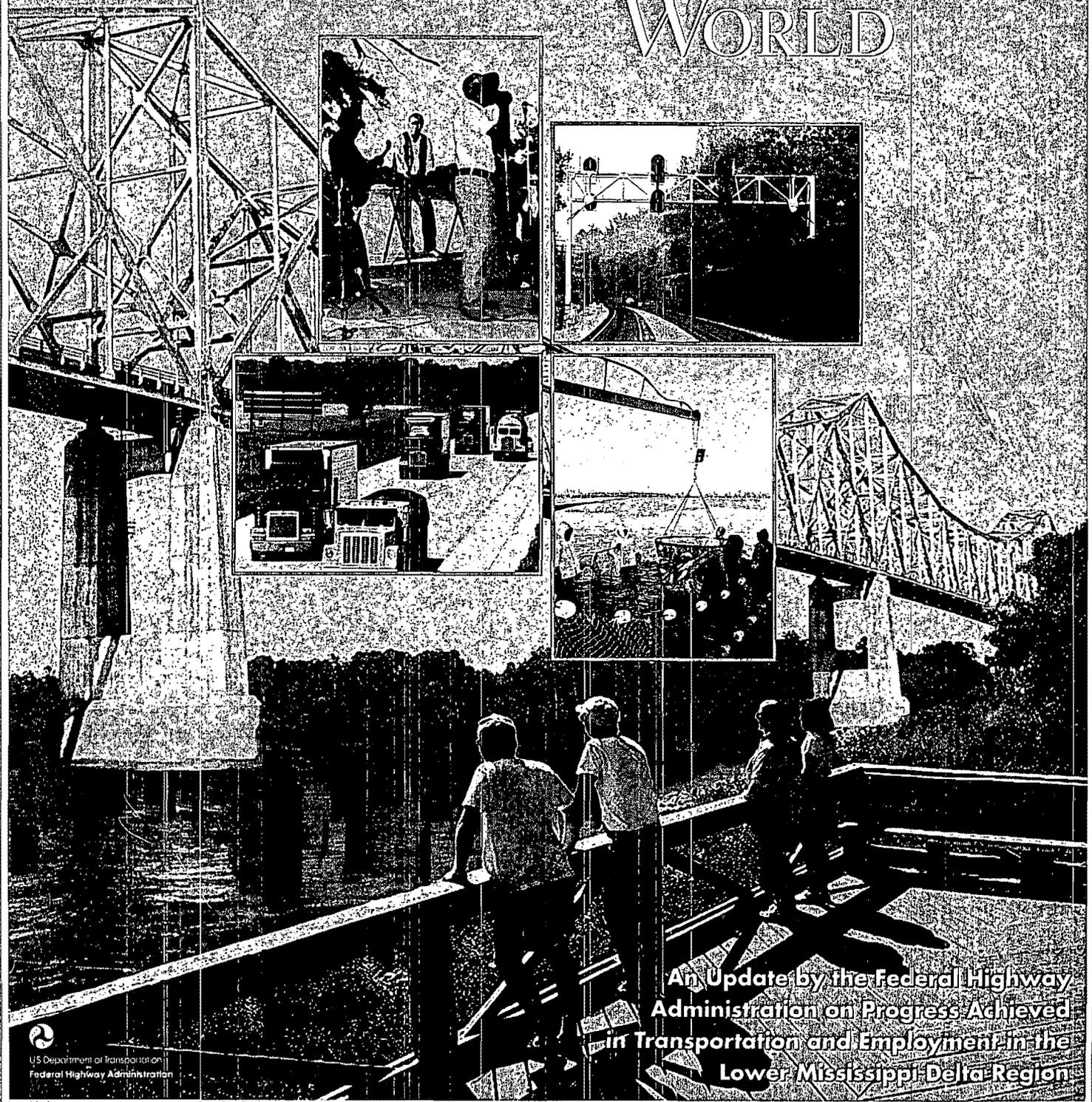
## Drivers

- Only 1% of the drivers of large trucks involved in fatal crashes in 1998 were legally intoxicated (blood alcohol content of 0.10 grams per deciliter or higher), as compared with 18% of passenger car and 20% of light truck drivers in fatal crashes.
- Three-fourths (76%) of the drivers of large trucks involved in fatal crashes with passenger vehicles were reported by police as wearing their safety belts, compared with one-half (49%) of passenger vehicle drivers.

## Percentage of Driver Alcohol Use in Fatal Crashes, 1998



LINKING  
THE DELTA REGION  
WITH THE NATION AND THE  
WORLD



An Update by the Federal Highway  
Administration on Progress Achieved  
in Transportation and Employment in the  
Lower Mississippi Delta Region

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