



# Transportation Times

www.tricorinsurance.com

Thomas Osterholz  
Safety Consulting Manager

(800) 491-8856, ext. 1332  
tosterholz@tricornet.com

Mary Schoettel  
Safety Consultant

(800) 397-3351, ext. 1534  
mschoettel@tricornet.com

Alyssa Moen  
Safety Consultant

(800) 491-8856, ext. 1331  
amoen@tricornet.com



Safety Consulting

October 1, 2010

## Solis announces OSHA and Department of Transportation partnership to combat distracted driving

OSHA and the U.S. Department of Transportation are joining forces to combat distracted driving. Secretary of Labor Hilda L. Solis announced this partnership, which will focus on prohibiting texting while driving, at a Sept. 21 [DOT summit](#).

"It is imperative that employers eliminate financial and other incentives that encourage workers to text while driving," Solis said in a [news release](#). "It is well-recognized that texting while driving dramatically increases the risk of a motor vehicle injury or fatality."

Motor vehicle crashes are a leading cause of worker fatalities. OSHA is launching a multi-pronged initiative to help prevent further avoidable injuries and deaths. The initiative will include an employer education campaign launched during "[Drive Safely Work Week](#)," Oct. 4-8. During this week, OSHA will publish a Web page that will include a video message and an open letter to employers from OSHA Assistant Secretary David Michaels. Michaels will call on employers to prevent occupationally related distracted driving, with a special focus on prohibiting texting while driving.

OSHA is also partnering with key organizations to help reach out to employers, especially small business employers, to combat distracted driving and prohibit texting while driving. In addition, OSHA is placing a special emphasis on reaching out to young workers, collaborating with other Labor Department agencies as well as stakeholders and alliance partners. When OSHA receives a credible complaint that an employer requires texting while driving or organizes work so that texting is a practical necessity, the agency will investigate and where necessary issue citations and penalties to end this practice.

Go to the [OSHA homepage](#) Oct. 4 to visit OSHA's new distracted driving Web page.



## Drive Safely Work Week is October 4 - 8, 2010

Drive Safely Work Week (DSWW) is the Network of Employers for Traffic Safety's (NETS) annual workplace safety campaign, providing a turnkey way to remind employees about safe driving practices.

The 2010 campaign materials focus on the dangers of distracted driving, particularly as related to the use of cell phones and texting while driving.

Materials can be downloaded from their website at <http://www.trafficsafety.org/drivesafelyworkweek/>.

[www.tricorinsurance.com](http://www.tricorinsurance.com)

Thomas Osterholz  
Safety Consulting Manager

(800) 491-8856, ext. 1332  
[tosterholz@tricornet.com](mailto:tosterholz@tricornet.com)

Mary Schoettel  
Safety Consultant

(800) 397-3351, ext. 1534  
[mschoettel@tricornet.com](mailto:mschoettel@tricornet.com)

Alyssa Moen  
Safety Consultant

(800) 491-8856, ext. 1331  
[amoen@tricornet.com](mailto:amoen@tricornet.com)



## "It's All About You"



### Potential for deer crashes will be high this season

It's the time of year again when deer are plentiful and their movements unpredictable along the roadways. To avoid hitting deer, drivers must be extremely cautious and vigilant, officials warn.

During their mating season in October and November, deer are more active especially at dusk and dawn when they move to and from their bedding and feeding areas. As they roam, deer often will dart onto highways and directly into the path of vehicles.

"To avoid deer crashes, drivers must slow down when they see deer in the area. If you see one deer, there are probably more nearby that could dash in front of your vehicle," says Dennis Hughes, chief of safety programs for WisDOT's Bureau of Transportation Safety. "If you can't avoid a deer, it's safer to hit the brakes and hit the deer than to swerve suddenly and try to miss it. If you swerve, you risk losing control of your vehicle and rolling over or hitting another car or a fixed object, like a tree."

Hughes emphasizes that motorcyclists must be especially careful this time of year because collisions with deer can be fatal.

The following advice will help to prevent deer crashes:

- Be on the lookout for deer, eliminate distractions while driving, and slow down in early morning and evening hours—the most active time for deer.
- Always wear your safety belt—there are fewer and less severe injuries in vehicle-deer crashes when safety belts are worn.
- If you see a deer by the side of the road, slow down and blow your horn with one long blast to frighten the deer away.
- When you see one deer, look for another one—deer seldom run alone.
- If you see a deer looming in your headlights, don't expect the deer to move away—headlights can confuse a deer and cause the animal to freeze.
- Brake firmly when you notice a deer in or near your path.
- Do not swerve—it can confuse the deer as to where to run—and cause you to lose control and hit a tree or another car.
- The one exception to the "don't swerve" advice applies to motorcyclists. On a motorcycle, you should slow down, brake firmly and then swerve if necessary to avoid hitting the deer. If you must swerve, always try to stay within your lane to avoid hitting other objects.
- If you hit a deer, get your vehicle off the road if possible, and then call a law enforcement agency. Walking on a highway is dangerous, so stay in your vehicle if you can. Don't try to move the animal if it is still alive. The injured deer could hurt you.

### Distracted driving at 16% of deaths

The U.S. Department of Transportation on Sept. 20 announced distracted driving-related crashes claimed 5,474 lives and led to 448,000 traffic injuries across the United States in 2009.

According to National Highway Traffic Safety Administration research, distraction-related fatalities represented 16 percent of overall traffic fatalities in 2009 – the same percentage as in 2008.

U.S. Transportation Secretary Ray LaHood cautions that researchers believe the epidemic of distracted driving is likely far greater than currently known. Police reports in many states still do not document routinely whether distraction was a factor in vehicle crashes, making it more difficult to know the full extent of the problem.

The NHTSA study found that the proportion of fatalities associated with driver distraction increased from 10 percent to 16 percent between 2005 and 2009. This news comes as overall traffic fatalities fell in 2009 to their lowest levels since 1950.

[www.tricorinsurance.com](http://www.tricorinsurance.com)

Thomas Osterholz  
Safety Consulting Manager

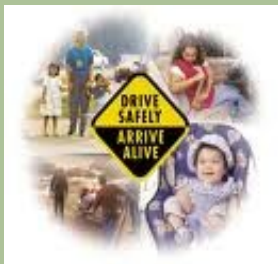
(800) 491-8856, ext. 1332  
[tosterholz@tricornet.com](mailto:tosterholz@tricornet.com)

Mary Schoettel  
Safety Consultant

(800) 397-3351, ext. 1534  
[mschoettel@tricornet.com](mailto:mschoettel@tricornet.com)

Alyssa Moen  
Safety Consultant

(800) 491-8856, ext. 1331  
[amoen@tricornet.com](mailto:amoen@tricornet.com)



"It's All About You"



## Cost of motor vehicle crashes exceeds \$99 billion: study says

The cost of one year of medical care and productivity losses associated with injuries from motor vehicle crashes has exceeded \$99 billion, according to a new study by the Centers of Disease Control and Prevention.

Findings from the study, released Aug. 25, are based on data from 2005 – the most current source of national fatal and nonfatal injury and cost data from multiple sources, according to CDC.

According to a press release, the study also found:

- One-year costs of fatal and nonfatal crash related injuries totaled \$70 billion for people riding in motor vehicles; \$12 billion for motorcyclists.
- Fatal motor vehicle-related injuries cost \$58 billion.
- More men killed (70 percent) and injured (52 percent) in motor vehicle crashes than women.
- Teens and young adults (which represent 14 percent of the U.S. population) made up 28 percent of all fatal and nonfatal motor vehicle injuries and 31 percent of costs (\$31 billion).

The study was published in the journal *Traffic Injury Prevention*.

## USDOT reports lowest traffic fatalities in six decades

U.S. Transportation Secretary Ray LaHood released updated 2009 fatality and injury data showing that highway deaths fell to 33,808 for the year, the lowest number since 1950. The record-breaking decline in traffic fatalities occurred even while estimated vehicle miles traveled in 2009 increased by 0.2 percent over 2008 levels.

In addition, 2009 saw the lowest fatality and injury rates ever recorded: 1.13 deaths per 100 million vehicle miles traveled in 2009, compared to 1.26 deaths for 2008.

Fatalities declined in all categories of vehicles including motorcycles, which saw fatalities fall by 850 from 2008, breaking an 11-year cycle of annual increases.

As part of the Department's campaign to reduce traffic fatalities, Secretary LaHood will convene a National Distracted Driving Summit on Sept. 21 in Washington, D.C. The Secretary will bring together leading transportation officials, safety advocates, law enforcement, industry representatives, researchers, and victims affected by distraction-related crashes to address challenges and identify opportunities for national anti-distracted driving efforts. This follows the first summit Secretary LaHood held in the Fall of 2009 that sparked a national conversation about texting and talking on cell phones while driving.

According to a National Highway Traffic Safety Administration (NHTSA) study based on 2006 Centers for Disease Control (CDC) data, motor vehicle crashes are the leading cause of death for those between the ages of 3 and 34.

In addition to the record-breaking drop in fatalities, the number of people injured in motor vehicle crashes in 2009 declined for a 10th straight year in a row, falling an estimated 5.5 percent from 2008, according to NHTSA data.

Alcohol impaired driving fatalities declined by 7.4 percent in 2009 – 10,839 compared to 11,711 reported in 2008. Overall, 33 states and Puerto Rico experienced a decline in the number of alcohol-impaired driving fatalities in 2009 compared to 2008.

Highlights of the latest Fatality Analysis Reporting System (FARS) and related NHTSA data include the following:

- 33,808 people died in motor vehicle traffic crashes in 2009, a 9.7 percent decline from 37,423 deaths reported in 2008, and the lowest number of deaths since 1950 (which had 33,186).
- An estimated 2.217 million people were injured in 2009, a 5.5 percent decline from 2.346 million in 2008.
- 30,797 fatal crashes occurred in 2009, down 9.9 percent from 34,172 in 2008. All crashes (fatal, injury and property damage only) were down by 5.3 percent in 2009 from a year ago.
- Forty-one states, the District of Columbia and Puerto Rico all had reductions in fatalities, led by Florida (with 422 fewer fatalities) and Texas (with 405 fewer fatalities).

## CSA 2010 Data Preview: Frequently Asked Questions

This factsheet answers questions that commercial motor vehicle carriers may ask about the CSA 2010 Data Preview and describes improvements to the Safety Measurement System (SMS) that were made following experience with and review of the 30-month Operational Model (Op-Model) field test and in response to input from industry, enforcement officials, and other stakeholders.

### What's New? The Data Preview ...

As of August 16, FMCSA has updated the CSA 2010 Data Preview Website—providing motor carriers with an assessment in each Behavior Analysis and Safety Improvement Category (BASIC) based on carriers' roadside inspections, crashes, and investigation findings. The assessments are available ONLY to motor carriers and enforcement personnel until the program is implemented in December 2010, at which time assessments and data will be available for public access.

- The SMS' seven BASICs are: Unsafe Driving, Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related, and Crash Indicator. In December 2010, the seven BASICs will replace the four Safety Evaluation Areas (SEAs) used in SafeStat, FMCSA's previous measurement system.
- Motor carriers can preview their BASIC assessments, along with their data, through December 2010. This early look, ahead of the public, provides an opportunity to review and address safety compliance issues right away. This is also an opportunity for motor carriers to update and verify their safety performance data online.
- In December 2010, BASIC assessments, with the exception of the Crash Indicator, will become public information.

### How Has FMCSA Improved the SMS?

FMCSA solicited feedback and suggestions from stakeholders including FMCSA staff, State Partners, industry and safety advocates and considered that input, along with its analysis of the preliminary results of its 30-month field test, which concluded in June 2010. Based on this information, FMCSA updated the SMS with improvements that are reflected in the Data Preview. Click on the links below to learn more:

#### SMS Methodology Version 2.0

<http://csa2010.fmcsa.dot.gov/Documents/SMSMethodology.pdf>

#### SMS Changes Explanation

[http://csa2010.fmcsa.dot.gov/Documents/SMS\\_Changes\\_Explanation.pdf](http://csa2010.fmcsa.dot.gov/Documents/SMS_Changes_Explanation.pdf)

### Data Preview FAQs

#### Q. How can motor carriers access the Data Preview Website?

**A.** Motor carriers need an FMCSA-issued U.S. DOT Number Personal Identification Number (PIN) to access the Data Preview Website. If a motor carrier does not know or has forgotten their PIN, they can request one via the FMCSA Safety and Fitness Electronic Records (SAFER) System (<http://safer.fmcsa.dot.gov/>) and select "Click here to request a Docket Number PIN and/or USDOT Number PIN." Be sure to request a U.S. DOT Number PIN, NOT a Docket Number PIN. For PIN-specific issues, motor carriers can also call 1-800-832-5660 for assistance. Motor carriers can download a spreadsheet showing their comprehensive Data Preview results.

#### Q. Who can view the Data Preview Website?

**A.** The assessments will be available ONLY to motor carriers and enforcement personnel until the full program is implemented in December 2010, at which time assessments and data will be visible to the public. Until December 2010, SafeStat will continue to be available to everyone at: <http://www.ai.fmcsa.dot.gov/SafeStat/SafeStatMain.asp>

#### Q. Why might a motor carrier have no deficient SafeStat SEAs, but one or more deficient SMS BASICs?

**A.** The SMS uses additional information about a motor carrier and applies that information differently than SafeStat. For example, SMS organizes motor carrier safety information

*(continued on back)*



## Improvements to the SMS

# Frequently Asked Questions

into seven BASICs (as opposed to the four SEAs that were utilized under SafeStat). Additionally, SMS uses all safety-based roadside inspection violations and weights those violations based on their relationship to crash risk, whereas SafeStat used only a much smaller number of violations—out-of-service (OOS) and moving violations—that were not weighted based on crash risk.

### Q. What will happen to motor carriers with “deficiencies”?

**A.** In December 2010, deficient BASICs will be used to prioritize the Agency’s enforcement and roadside inspection resources. Depending on the depth and breadth of deficient BASICs, motor carriers may receive a warning letter, targeted roadside inspection, or investigation. Such activities will address a motor carrier’s demonstrated on-road problems and oversight will follow to ensure that serious violations, identified through prior investigations, have been corrected.

### Q. How do motor carriers know they are “deficient”?

**A.** *On-Road Performance:* On the Data Preview home page, a red percentile ranking in the “On-Road” column indicates that a motor carrier is deficient in a given BASIC based on roadside inspection results and/or crashes.

*Investigation Results:* On the Data Preview home page, a clipboard icon in the “Investigation” column indicates that a motor carrier is deficient in that BASIC, based on investigation results, including patterns of non-compliance. Similar to SafeStat, which uses Compliance Review results in the Safety Management SEA, the Data Preview incorporates investigation or Compliance Review (CR) findings in a motor carrier’s BASIC assessment and displays “deficient” for 12 months after an investigator has discovered a serious violation. Serious violations generally include:

- Violations that require immediate corrective action by a motor carrier regardless of overall safety standing, such

as failure to implement an alcohol and/or controlled substance testing program.

- Violations that relate directly to the motor carrier’s management and/or operational controls and are indicative of breakdowns in a motor carrier’s management controls, such as a pattern of false reports of records of duty status.

### Q. Where are drivers’ scores?

**A.** The Data Preview does not provide a score for individual drivers. It does, however, show inspections—including inspection details such as a driver’s name—and crashes that SMS has used to assess a given motor carrier. It is important to remember that a driver’s violations are assigned to the motor carrier they work for.

### Q. How does a motor carrier request a review of a violation on their record?

**A.** The DataQs program (<https://dataqs.fmcsa.dot.gov>) allows motor carriers and drivers to request a review of information in FMCSA databases, including Federal and State-reported data, such as crash and inspection reports, compliance review and/or intervention results, and enforcement actions.

### Q. How can a motor carrier prepare for the public launch of the SMS in December 2010?

**A.** Motor carriers should look at their assessment on the Data Preview Website, verify and update their data, including Motor Carrier Census data, in particular power units (PU) and vehicle miles traveled (VMT) on the MCS-150 form, identify deficiencies, and take steps necessary to correct unsafe behaviors. Importantly, motor carriers should stay involved. Visit [http://csa2010.fmcsa.dot.gov/Stay\\_Connected.aspx](http://csa2010.fmcsa.dot.gov/Stay_Connected.aspx) to learn more about CSA 2010.

