

# Proposed SMS Enhancements Factsheet

**Timely, reliable data translates to safer roads for everyone.** That's why the Federal Motor Carrier Safety Administration (FMCSA) proposes enhancements to the Safety Measurement System (SMS) that put our SMS Effectiveness Test and stakeholder input to work to make the SMS more effective at prioritizing motor carriers that pose the greatest safety risk for interventions. Here's what you need to know about the preview of proposed enhancements to the SMS.



## Proposed Enhancements

These proposed enhancements to the SMS would allow us to sharpen our focus on carriers with high crash rates, prioritize our investigative resources on carriers with more crash involvement, more accurately account for the carriers that possess increased exposure due to above average Vehicle Miles Travelled (VMT), and strengthen Hazardous Materials (HM) compliance. The enhancements are summarized below.

- **Improving Our Focus on Carriers with High Crash Rates**

We propose adjusting the Intervention Thresholds for the Vehicle Maintenance, Controlled Substances/Alcohol, and Driver Fitness Behavior Analysis and Safety Improvement Categories (BASICS) to better reflect their correlations to crash risk, as follows:

- Adjusting the Intervention Threshold for the Vehicle Maintenance BASIC from 80 percent to 75 percent to reflect its higher correlation to crash risk.
- Adjusting the Intervention Threshold for the Controlled Substances/Alcohol BASIC from 80 percent to 90 percent to reflect its lower correlation to crash risk.
- Adjusting the Intervention Threshold for the Driver Fitness BASIC from 80 percent to 90 percent to reflect its lower correlation to crash risk.

- **Prioritizing Our Investigative Resources on Carriers with More Crash Involvement**

We propose changing the crash data sufficiency standards to focus our investigative resources on carriers with more crash involvement. We propose increasing the number of crashes required to assign carriers a percentile in the Crash Indicator BASIC from two to three. Currently, we assign percentiles in this BASIC if carriers have had at least two reportable crashes in the past two years.

- **Sharpening Our Focus on Carriers with Recent Violations**

Currently, we assign percentiles to carriers in the Hours-of-Service Compliance, Vehicle Maintenance, HM Compliance, and Driver Fitness BASICS if they meet the following criteria: the most recent inspection in the past two years resulted in a violation. To sharpen our focus on carriers with recent violations, we propose simplifying our data sufficiency standards by only assigning BASIC percentiles to carriers that have had an inspection with a violation in the past year.

- **A More Accurate Picture of Carrier Exposure**

Up-to-date VMT data is essential to calculating the Utilization Factor and accounting for the carriers with increased exposure that drive on our roads the most, also known as high-utilization carriers. The Utilization Factor accounts for these carriers' increased exposure by adjusting their average Power Unit (PU) values when calculating measures in the Unsafe Driving and Crash Indicator BASICS.

We propose extending the Utilization Factor from 200,000 to 250,000 VMT per average PU to allow for better measure of exposure for these high-utilization carriers.

- **A More Effective HM Compliance BASIC**

We propose an enhancement to the HM Compliance BASIC that would make it more effective at identifying carriers with HM compliance problems for interventions. We propose segmenting this BASIC by cargo tank and non-cargo tank operations and adjusting this BASIC's Intervention Threshold from 80 percent to 90 percent to reflect its lower correlation to crash risk. Cargo tank and non-cargo tank operations often receive different violations. Segmenting these carriers would enable the SMS to account for these differences when assigning percentiles in this BASIC.

- **More Effectively Identify Driver Safety Problems**

We propose moving operating while out-of-service (OOS) violations to the Unsafe Driving BASIC. Currently, when a driver is cited for violating an OOS Order, this violation is associated with the same BASIC as the initial OOS violation. Consolidating these operating while OOS violations into the Unsafe Driving BASIC would more accurately reflect the role that driver safety behavior plays in this type of violation and help carriers and enforcement better identify and correct driver-related safety issues.

## See the Proposed Enhancements in Action

FMCSA is committed to engaging industry, law enforcement, carriers, and drivers in an ongoing conversation about improving safety performance and compliance. We publicly display proposed improvements, collect feedback, and respond to public input before making any system improvements. This transparency allows everyone—including drivers and the general public—to benefit from our data-driven approach to safety decision-making.

In support of this approach, FMCSA will conduct a preview of the proposed enhancements, which will be available on the Compliance, Safety, Accountability Website. Carriers and the public will be able to see the proposed enhancements and a related **Federal Register Notice** and comment on them in the Federal docket. Carriers will be able to log in and see how the proposed enhancements may impact their own SMS results. The public will also be able to see the proposed changes by viewing example carriers. After the preview period, we will make final improvements to the proposed enhancements prior to implementation.

To see the proposed enhancements in action, visit the SMS Preview Homepage at <http://csa.fmcsa.dot.gov/SMSPreview>.

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**Lives depend on it.**



To review your safety record and learn how to improve safety performance and compliance, visit us at <http://csa.fmcsa.dot.gov/getroadsmart>.



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