

Summary of Oregon Truck Safety and Guide to the 2016 Oregon Commercial Vehicle Safety Plan



***Oregon Department of Transportation
Motor Carrier Transportation Division***



**Oregon Department of Transportation
Motor Carrier Transportation Division**

*The mission of the
Motor Carrier Transportation Division
is to promote a safe, efficient, and
responsible commercial transportation
industry by simplifying compliance,
reducing regulatory requirements, wherever
appropriate, preserving the infrastructure,
enhancing the private/public partnership,
fostering effective two-way communication,
and delivering superior customer service
while recognizing the vital economic interests
of the commercial transportation industry.*

**The safety goal
of the Motor Carrier
Transportation Division
and law enforcement
partners throughout Oregon
is to reduce
truck and bus fatalities.**

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Summary of Oregon Truck Crashes

Truck Crashes in Oregon

There were a total of 1,418 truck crashes in 2014, 109 more than in 2013 - a 1.08% increase. It was determined that the truck was at-fault in just over half of the crashes or 757 crashes. The truck driver was at-fault in 715 of those crashes and truck mechanical problems caused just 42 crashes.

A total of 567 people were injured in truck crashes in 2014, 89 more than in 2013. A total of 34 people were killed, which is 1 more death than in 2013 or an .97% increase.

In 2014, there was a 2.61% increase in total miles traveled in Oregon. Truck-at-fault crashes increased from a rate of 0.414 crashes per million miles traveled in 2013, to a rate of 0.436 crashes per million miles traveled in 2014.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed away (the definition of an accident in 49 CFR Part 390.5 and Oregon Administrative Rule 740-100-0020). Truck-at-fault figures are unique to Oregon as no other state or federal agency analyzes crashes to assign fault.

Crash History					
	2010	2011	2012	2013	2014
Truck Crashes	1,000	1,021	1,248	1,309	1418
Injuries	409	420	534	478	567
Deaths	44	45	37	33	34
Hazmat Crashes	33	24	18	21	38
Hazmat Spill/Release	5	1	1	3	6
Other Load Spills	54	64	77	47	79
Oregon Carrier Crashes	527	523	640	709	733
Foreign Carrier Crashes	477	498	608	600	685
Single-Vehicle Crashes	289	288	330	308	356
At-Fault in Crashes					
Truck Driver At-Fault	485	517	683	676	715
Truck Mechanical Fault	35	31	35	24	42
Other Driver At-Fault	403	386	462	522	579
Non Driver At-Fault	77	87	96	87	82
Fatal Crashes	41	42	28	29	28
Truck Driver At-Fault	14	13	8	8	9
Truck Mechanical Fault	2	0	0	1	0
Other Driver At-Fault	19	20	18	17	16
Non-Driver At-Fault	8	9	2	4	2

Crashes by Configuration — 2014		
Configuration	Crashes	Injuries / Deaths
Tractor / Semi-Trailer	858	325 / 24
Truck	335	147 / 5
Tractor / Double Trailer	120	50 / 3
Truck and Trailer	60	26 / 1
Tractor / Triple Trailers	8	3 / 0
Bus	12	5 / 1
Bobtail	17	9 / 0
Heavy Haul	7	1 / 0
Saddlemount	1	1 / 0
Total	1418	567 / 34

At-Fault in Truck Crashes

Truck drivers in 2014 were blamed for causing 715 truck crashes in Oregon. That total includes 33 incidents in which both truck and car drivers shared the blame for crashes. Truck driver-at-fault only crashes, accounted for 682 crashes which is less than half of the 1,418 truck crashes.

The actions of other drivers (not truck) alone caused 579 crashes.

Only 42 truck crashes were attributed to a mechanical problem with the truck. Again, this is consistent with previous years and it supports the Commercial Vehicle Safety Plan’s focus on checking the behavior and fitness of truck drivers as the most effective way to reduce crashes.

At-Fault in Truck Crashes — 2014		
Determined to be At-Fault	Crashes	Percent
Commercial Vehicle Driver	682	48.10%
Other Auto Driver	579	40.83%
Commercial Vehicle Mechanical	42	2.96%
Both Drivers	33	2.33%
Other Driver - Unknown	8	.56%
Pedestrian	7	.49%
Auto Mechanical	1	.07%
Bicycle	2	.14%
Other	64	4.52%
Total	1418	100 %

Truck-at-Fault Crash Causes

Speed was the primary cause of the truck-at-fault crashes in 2014. Other common causes include following too close, failing to remain in lane, and improper lane changes.

Cause of Truck-at-Fault Crashes				
Cause	Both Drivers	Truck Driver	Truck Mechanical	Totals
Speed	18	215	1	234
Follow too close	1	100	0	101
Fail to remain in lane	0	84	0	84
Improper lane change	1	39	0	40
Improper turn	1	50	0	51
Inattention	1	28	0	29
Disregard sign/signal	1	12	0	13
Fail to yield	5	43	0	48
Sleep / Fatigue	0	31	0	31
Load securement	0	10	0	10
Tire failure	0	1	16	17
Brakes	0	2	6	8
Improper backing	0	16	0	16
Other mechanical	0	0	6	6
Improper pass	2	6	0	8
Improper park	3	7	0	10
Fail maintain control	0	5	0	5
Drinking - alcohol	0	4	0	4
Driver error	0	1	0	1
Steering	0	0	1	1
Coupling	0	0	7	7
Suspension	0	0	2	2
No traction device	0	0	0	0
Other various causes	0	28	3	31
Total	33	682	42	757

Truck-at-Fault Crash Rate

Highway use statistics show trucks in Oregon traveled 2.61% more miles in 2014*. Truck-at-fault crashes occurred at a rate of 0.436 per million miles traveled, up from 0.414 per million in 2013.

Truck-at-Fault Crash Rates			
	Truck-at-Fault Crashes	Miles Traveled by Heavy Trucks	Truck-at-Fault Crashes per Million Miles
2014	757	1,735 million	0.436
2013	700	1,691 million	0.414
2012	688	1,637 million	0.422
2011	548	1,625 million	0.337
2010	521	1,585 million	0.328
2009	512	1,588 million	0.321
2008	669	1,753 million	0.382
2007	694	1,871 million	0.371
2006	751	1,878 million	0.400
2005	681	1,890 million	0.360

* The truck crash rate would be lower if it were based on miles traveled in Oregon by all commercial motor vehicles — trucks over 10,000 pounds and buses carrying more than 15 passengers, including the driver. Instead, this rate quote is based only on mileage figures for trucks and buses over 26,000 pounds because those vehicles are subject to the state’s weight-mile tax and required to file highway-use reports or obtain temporary passes if operating on a short-term basis. There are no comparable, verifiable mileage figures for commercial motor vehicles under 26,001 pounds so they’re not included in the rate calculation.

Triple Trailer Crashes

Triple trailer combinations maintained a relatively consistent safety record. They were involved in 8 crashes in 2014. The combinations were at-fault in two of the eight crashes. The incidents resulted in three injuries and one death.

Oregon Administrative Rules require companies to annually report the number of miles traveled while operating triple trailer combinations in the state. Based on the 34 million miles triple trailer operators reported traveling in Oregon in 2014, they were involved in crashes at a rate of 0.235 per million miles. They were involved in truck-at-fault crashes at a rate of 0.059 per million miles.

Triple Trailer Crashes							
	Total Crashes	Of the total, number in which truck was at-fault	Annual Mileage	Crashes per million miles	At-fault crashes per million miles	Injuries	Deaths
2014	8	2	34.0 million	0.235	0.059	3	0
2013	6	2	33.0 million	0.182	0.060	4	1
2012	8	2	31.0 million	0.058	0.026	4	0
2011	10	6	31.0 million	0.320	0.192	4	0
2010	12	5	40.6 million	0.295	0.123	5	0
2009	7	5	40.4 million	0.173	0.124	1	0
2008	8	7	42.1 million	0.190	0.166	2	0
2007	6	2	34.0 million	0.176	0.059	4	2
2006	8	4	34.8 million	0.229	0.115	6	1
2005	15	4	34.4 million	0.436	0.116	9	0

F-Plated Truck Crashes

Heavy farm trucks with F-plates were involved in 44 crashes in Oregon which represents 3.10% of the total truck crashes in 2014. There were 18 injuries, three deaths and 28 crashes that resulted in property damage from F-plated truck crashes.

F-Plated Truck Crashes						
	<i>Total Crashes</i>	<i>Fatal Crashes</i>	<i>Injury Crashes</i>	<i>Property Damage Crashes</i>	<i>Injuries</i>	<i>Deaths</i>
2014	44	2	14	28	18	3
2013	34	2	11	21	16	3
2012	33	1	12	23	12	1
2011	20	2	6	13	21	2
2010	11	1	5	5	6	1
2009	2	0	0	2	0	0
2008	5	0	2	3	2	0
2007	6	1	2	4	4	1
2006	11	1	6	5	8	1
2005	8	0	5	3	5	0

Truck Safety Corridors

Safety officials focus enforcement efforts on 268 road miles in 10 parts of the state that are plagued by crashes, historically called Truck Safety Corridors.

Truck Crashes in Truck Safety Corridor			
Corridor	2012	2013	2014
1. Siskiyou Summit, I-5, MP 2-9	9	7	10
2. Weaver to Roberts Mt., I-5, MP108-117	8	7	4
3. Salem, I-5, MP252-260	5	9	7
4. Tualatin to Portland, Marquam Bridge, I-5, MP289-300	17	24	27
5. West Linn to Clackamas, I-205, MP8-14	15	16	12
6. Emigrant Hill, aka Cabbagae Hill, I-84, MP219-228	11	7	22
7. Ladd Canyon, I-84, MP270-278	3	6	10
8. Nelson Point to Weatherby, I-84, MP 331-340	2	5	1
9. Eugene, I-5, MP 180-199	13	9	12
10. Terrebone to Wasco, US97, MP 110-9	17	12	24

Summary of Oregon Truck Safety Inspections

Oregon Law and Rule Regarding Inspector Certification

**Oregon Revised Statute – ORS 810.560 –
Certification and training of commercial vehicle
inspectors.** Before an enforcement official may
conduct inspections of commercial vehicles, drivers or
cargoes for purposes of enforcing rules adopted under
ORS 825.252 and 825.258, the official shall be trained
and certified as a commercial vehicle inspector by the
Department of Transportation.

Oregon Administrative Rule – OAR 740-100-0015 – Commercial Vehicle Inspector

(1) The Department may certify an individual as a commercial vehicle inspector pursuant to ORS 810.560 if the individual:

(a) Is an employee of the Department and:

(A) Successfully completes a commercial vehicle safety inspector training program administered by the Department; and

(B) Annually performs the minimum number of North American Standard safety inspections as required by U.S. Department of Transportation (USDOT); or

(b) Is employed by an Executive Branch agency of state government, or is employed by an agency or party under contract with the Department to conduct commercial vehicle inspections and:

(A) Successfully completes a commercial vehicle safety inspector training program administered by the Department;

(B) Annually performs the minimum number of North American Standard safety inspections as required by USDOT; and

(C) Has disclosed to the Department any pecuniary interest in, or current employment relationship with, a regulated motor carrier, and if requested by the Department, has divested of any such pecuniary interest, or severed any such employment relationship.

(2) A commercial vehicle inspector certification may be revoked by the Department if Department records or investigation indicates that the inspector:

(a) No longer meets the criteria established in section (1) of this rule;

(b) Has repeatedly failed, without adequate reason, to maintain annual equipment or driver out-of-service rates that are reasonably consistent with, or exceed, Oregon out-of-service averages;

(c) Has failed to adhere to the Commercial Vehicle Safety Plan published by the Department;

(d) Has failed to follow the guidelines regarding the Oregon Commercial Vehicle Inspection decal; or

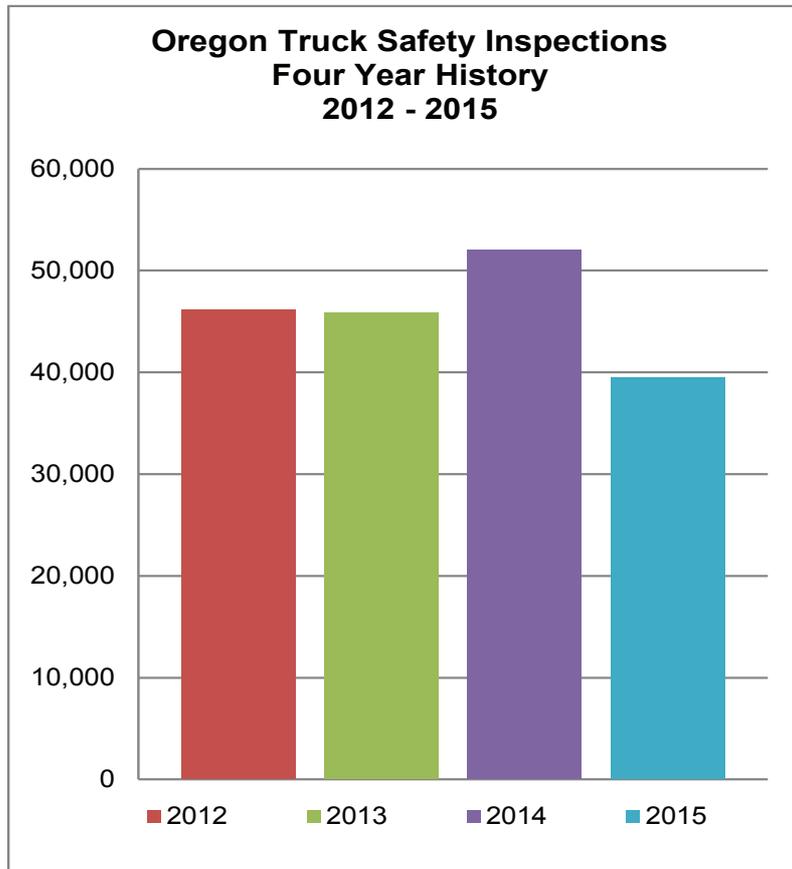
(d) Has committed malfeasance in the performance of official duties.

(3) A commercial vehicle inspector who has had their certification revoked, may be recertified only after Department approval.

Oregon Truck Safety Inspections conducted in 2015

Oregon inspectors conducted 39,519 inspections in 2015, checking trucks and drivers at a rate of 1 every 13 minutes. Motor Carrier Transportation Division staff conducted 28,686 or 73% of all inspections and law enforcement officers conducted 10,833 or 27%.

A majority of the inspections (30,430 or 77%) were recorded using Aspen software on lap tops and desktop computers. Collecting data this way allows for speedy upload of error-free records to the national SafetyNet databank.



Oregon Safety Inspection Stats for 2015

Number of inspections conducted:39,519

Average safety violations per inspection of.....1.4

Most common mechanical problem found in inspections: brakes - 8,931 violations

Second most common mechanical problem found: lighting ---7,818 violations

Vehicles inspected in OR that were placed out-of-service for a critical violation:9,399 or 23%

Current national rate for placing vehicles out-of-service:20.72%

Drivers inspected in Oregon that were placed out-of-service for a critical violation:5,716 or 14%

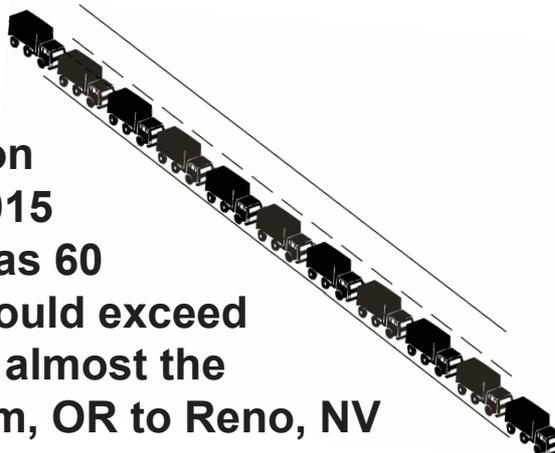
Current national rate for placing drivers out-of-service: 5.51%

Number of truck drivers caught falsifying logbooks or keeping inaccurate logs: 7,453

Number of drivers caught with alcohol or drugs: ...79

Inspections conducted with no violations.....16,058

Line up the 39,519 trucks inspected by Oregon inspectors in CY 2015 and if each truck was 60 feet long the line would exceed 449 miles, which is almost the distance from Salem, OR to Reno, NV



Types of Truck Safety Inspections Conducted Throughout North America

LEVEL 1 – The most thorough driver/vehicle inspection. Is a 37-step procedure that includes a check of the driver’s license and endorsements, medical examiner’s certificate (and waiver, if any), possible use of alcohol and drugs, hours of service, seat belt, annual vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake and tail lamps, headlamps, lamps on loads, load securement, steering, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and hazardous materials requirements, as applicable.

LEVEL 2 – A “walk-around” inspection that includes a check of each of the items in a Level 1 inspection, but not items that require the inspector to physically get under the truck.

LEVEL 3 – An inspection of just the driver-related items in a Level 1 inspection.

LEVEL 4 – A special inspection, typically a one-time examination of a particular item for a safety study or to verify or refute a suspected trend.

LEVEL 5 – An inspection of just the truck-related items in a Level 1 inspection.

LEVEL 6 – An inspection of a shipment of highway-route-controlled quantities of radiological material that includes an enhanced check of each of the items in a Level 1 inspection.

Oregon Inspection Level Breakdown

The total 39,519 inspections conducted in 2015 break down as:

Level 1 - 9,439 = 24.0 %

Level 2 - 17,014 = 43.0 %

Level 3 - 12,369 = 31.3 %

Level 5 - 697 = 1.7 %

ODOT staff conducted 28,686 inspections.

Law enforcement agencies conducted 10,833 inspections.



Safety Inspection Decal

Vehicles that pass a Level 1 or Level 5 inspection receive a Commercial Vehicle Safety Alliance (CVSA) decal valid for three consecutive months. Vehicles displaying a decal generally will not be subject to another inspection in that three-month period. A vehicle qualifies for a decal if the inspection reveals no defects in the brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, lamps on the tail, head, and projecting loads, load securement, tires, suspension, steering mechanism, wheels and rims, van and open-top trailer bodies, windshield wipers, and emergency exits for buses.



On a CVSA decal, the year in which the inspection was done is indicated by a large number at the top. In 2015, for example, the number “5” was displayed. The quarter of the year in which the inspection was done is indicated by decal color: 1st Qtr.= Green, 2nd Qtr.= Yellow, 3rd Qtr.= Orange, 4th Qtr.= White. The month is indicated by the upper corners. Decals issued in the first month of a quarter have both upper corners removed. Decals issued in the second month of the quarter have the upper right corner removed. Decals issued in the last month of a quarter have no corners removed.

The CVSA is an organization of federal, state, and provincial government agencies working with the private industry in the U.S., Canada and Mexico to establish uniform safety inspection standards and practices. Inspections performed according to CVSA standards are done by certified government employees who successfully completed an approved training program.

Level 2 “Walk Around” Checklist

- 1** Identify company name and check for a U.S. DOT number.
- 2** Review driver documents and check for appropriate driver license.
- 3** If hauling hazardous materials, check shipping paper, package labels, and placarding.
- 4** Inspect front of truck. Check lights, windshield, wipers, horn, wheels, and tires.
- 5** Inspect left side of truck. Check fuel tanks, air and electrical lines, wheels and tires, exhaust system, coupling device, side lamps, and condition of vehicle and trailer body. Check tractors and trailers for required reflective tape.
- 6** Inspect rear of truck. Check lights, rear-end protection, wheels and tires, reflective tape.
- 7** Inspect right side of truck. Inspect as described in #5.
- 8** Check for proper cargo securement. Check for unsecured dunnage, tools, and spare tire.
- 9** Inspect inside truck. Check for low air brake warning device. Check same for vacuum and hydraulic brakes. Check fire extinguisher and reflective triangles.
- 10** Complete the inspection document and return documents to the driver.

National Truck Safety Program

Oregon supports the United States Department of Transportation's Commercial Motor Vehicle Safety Programs by uploading all Oregon truck inspections, compliance reviews, and accident data to the FMCSA national database. ODOT-MCTD is proud that 2 employees hold national instructor certification to teach the North American Standard truck inspection schools. These accreditations, awarded by the FMCSA, ensures that all Oregon inspectors are trained to conduct truck inspections consistent with the national standards.

Oregon State Police account for a large number of on-highway inspections conducted in the state. In addition the following agencies currently have agreements with ODOT-MCTD to conduct inspections:

City Police — Albany, Astoria, Beaverton, Coburg, Columbia City, Eugene, Gresham, Milwaukie, Phoenix, Portland, Reedsport, Salem, Scappoose, Stanfield, Umatilla, and Woodburn.

County Sheriffs — Clackamas, Gilliam, Jackson, Marion, Multnomah, Washington, and Wheeler.

Weighmasters — Clackamas Co., DOT, Jackson Co., Lane Co., Public Works, Linn Co., Rd Dept. and Marion Co., Public Works.

Oregon State Police Partner Activity

Oregon State Police (OSP) inspected 7,152 trucks and drivers in 2015. They found critical violations that warranted placing 394 drivers and 452 vehicles out-of-service. Almost all of the inspections 7,038 or 98% were Level 2, which are walk around checks, initiated after a probable cause traffic stop. This type of inspection is aimed at changing driver behavior. The majority of Truck at Fault crashes are the result of driver failure not equipment.

City, County and Municipal Partner Activity

The city, county and municipal partner agencies conducted 3,681 inspections in 2015. Agencies interested in becoming a partner should contact Paul Kroll at 503-378-6204.

Guide to the 2016 Oregon Commercial Vehicle Safety Plan

Law Regarding Safety Plan

Oregon Revised Statute – ORS 825.248 – Annual commercial motor vehicle safety plan.

(1) The Department of Transportation shall develop an annual commercial motor vehicle safety plan. The goal of the plan is to reduce accidents involving commercial motor vehicles and to reduce injuries and fatalities resulting from accidents. . . The priority for each year's plan shall be determined on the basis of accurate and timely data. The department shall use performance measures to determine the success of an annual plan and to develop the subsequent plan.

(2) In conducting inspections described in ORS 810.560, a person who is trained and certified as a commercial vehicle inspector under ORS 810.560 shall adhere to the provisions of the commercial motor vehicle safety plan . . .

State-Specific Detail of Key Problems & Objectives

The following series of state-specific and national program objectives represent the heart of Oregon’s Safety Plan for 2016. This section describes problems and solutions used to impact commercial vehicle safety. Oregon enforcement staff focus on objectives that seek to reduce the five-year average crash total by 5%.

1 Problem: Address the number of truck crashes that are caused by non-commercial motor vehicle drivers - The greatest concentration of CMV-involved crashes occur within Oregon’s three largest metropolitan areas: Portland, Salem, and Eugene.



Objective — Crash Reduction: Reduce the percentage of non-CMV-driver caused crashes in Portland, Salem, and Eugene by 5%, in 2016.

Status: Cars continue to cause just below half of all such crashes.

Activity and Performance Measures:

- Police conduct traffic enforcement operations in the three metropolitan areas, targeting illegal non-CMV driver behavior around CMVs. This includes Ticket Aggressive Cars and Trucks (TACT) exercises to check aggressive driving and garner publicity to spread key safety messages.
- Engage ODOT’s Public Relations staff to inform the trucking industry and the public about enhanced enforcement efforts.

- Track the number of traffic stops and the citations and warnings issued for violations such as speeding, following too close, improper lane change, and improper turn.

2 Problem: Address the number of hazardous material (HM) incidents and truck-at-fault crashes - Each year, a significant number of HM incidents and truck-at-fault crashes involving HM occurs throughout Oregon.

Objective: Enhance HM transportation safety.

Status: Incidents related to loading, unloading, and transportation of HM and truck-at-fault crashes involving HM have declined over the last four years. Some credit goes to the Oregon DOT Motor Carrier Transportation Division's Hazardous Materials Program, which has one primary HM safety investigator and over 33 safety investigators stationed throughout the state. The HM Program efforts include on-highway HM inspections, investigation of "at-risk" carriers and shippers of HM, ongoing training of inspectors and investigators, education of HM carriers, shippers and the general public.

Activity and Performance Measures:

- Conduct 3 HM Inspector Refresher courses mandatory for all HM certified inspectors and train and certify additional HM inspectors as needed.
- Inspectors conduct Level 1, 2, 4, 5, and 6 inspections of bulk and non-bulk HM at weigh stations and at rural and urban locations during the year.
- Conduct 3 special operations focusing on HM

inspections.

- Safety investigators identify “at risk” HM bulk and non-bulk carrier and shippers who need compliance reviews and focused investigations. Conduct special operations at major less-than truckload carriers and HM shipper reviews.
- Conduct public outreach events for HM transportation stakeholders, including professional groups and industry associations as needed.
- Produce reports tracking the results of inspections and compliance reviews and documenting all outreach efforts.

3 Address that passenger-carrying vehicles are safe - Oregon routinely monitors passenger carriers to ensure they operate safely. In reaction to recent bus crashes Oregon has enhanced and increased bus inspection efforts.

Objective: Decrease bus-at-fault crashes, by conducting destination, en route and Level 5 inspections.

Status: Due to recent bus-at-fault crashes an emphasis on passenger safety has been achieved. Oregon has dramatically expanded its Level 5 terminal inspection efforts to the extent that it is checking virtually every Oregon-based passenger carrier. This includes examining driver qualifications, operating authority to identify problems that may identify a need for a potential compliance review. Compliance reviews are also conducted on passenger carriers with little or poor compliance history. Oregon continues to conduct Level 2 and 3 bus inspections at weigh stations.

In addition popular tourist locations including casinos, museums and ski resorts allowed scheduled destination bus inspection exercises at their facilities. Police who are certified bus inspectors continue to conduct occasional roadside bus inspections in conjunction with probable cause stops.

Activity and Performance Measures:

- Perform Level 5 inspections, with or without compliance reviews.
- Perform Level 2 and 3 inspections at weight stations and at roadside in conjunction with probable cause stops.
- Conduct bus inspection exercises at a minimum of 3 destination locations.
- Produce reports tracking the results of inspections and compliance reviews and documenting all outreach efforts.

4 Problem: Maintain Oregon’s rating on Requests for Data Review - Oregon continues to experience a high volume of Requests for Data Review (RDR’s) for inspections conducted.

Objective: Maintain or decrease turnaround time on RDR’s.

Status: Continue to maintain and improve Oregon’s RDR reporting time lines.

Activity and Performance Measures:

- Monitor the number of RDR’s filed for inspections. Inspection reports are monitored on an ongoing basis.

5 Problem: Maintain Oregon's rating for Truck Inspection and Crash Reporting

- For years, Oregon has been rated Good in virtually every category of the FMCSA's State Safety Data Quality Analysis where states are rated Good, Fair, or Poor in terms of inspection and crash information submitted to the national database.

Objective: Maintain Oregon's State Safety Data Quality rating of Good for all categories.

Status: Continue to maintain and improve Oregon's reporting timeliness. Oregon has one of the best, if not the best, crash causation and crash reporting systems in the United States.

Motor carriers and drivers must fill out standard reports for all reportable crashes occurring in Oregon. These reports are joined with other reports from various enforcement agencies, submitted to the Oregon DMV, and then forwarded to ODOT's Crash Analysis and Reporting Unit for uploading into MCMIS. Oregon requires carriers to report fatal crashes ASAP. But they have 30 days to report non-fatal ones. Despite these legal mandates, many carriers take up to three months to report crashes, if they report at all. Oregon maintains an exemplary CMV crash database, but it's only as accurate, complete, and timely as the reports submitted by carriers, commercial and non-commercial drivers, law enforcement agencies, and DMV.

The ODOT Crash Analysis and Reporting Unit continues to work with DMV to reduce the time it takes to process crash reports.

Activity and Performance Measures:

- Continue to work with the Oregon Driver and Motor Vehicle Services Division to reduce the CMV crash upload time. Review processes and resources to identify strategies for faster data uploads.

National Safety Program of Activities & Objectives

The Oregon Commercial Vehicle Safety Plan addresses the five National Program Elements listed in the Federal Motor Carrier Safety regulations, 49 CFR 350.109:

1. Driver/Vehicle Inspections
2. Traffic Enforcement with Inspection
3. Compliance Reviews
4. Public Education and Awareness
5. Safety Data Collection

Driver / Vehicle Inspections

Truck and driver inspections at weigh stations, destination locations, roadside locations, and terminals are one of many enforcement tools used to reduce crashes, particularly those caused directly or indirectly by driver fatigue or mechanical failures. Oregon DOT inspectors are joined by municipal and county police, as well as State Police, who conduct inspections.

Objective: Conduct 35,000 inspections during 2016. Contribute to Oregon's overall objective of decreasing by 1% the five-year average of truck-at-fault crashes.

Status: A total of 39,519 inspections were completed in 2015.

Oregon recognizes the need to share data with the FMCSA and uploads all inspections into the Federal Motor Carrier Safety Administration's database.

Activity and Performance Measure:

- Continue to perform inspections at rural and urban locations throughout Oregon.
- Perform inspections at weigh stations.
- Use law enforcement officers to conduct roadside Level 2 and 3 inspections in conjunction with probable cause stops.
- Perform Level 3 inspections during special events, such as hours-of-service operations.
- Ensure that a sufficient number of inspectors are trained in inspection procedures.
- Continue to track the number and type of inspections and the number of drivers and vehicles placed out-of-service for safety violations.
- Monitor and evaluate all training on an ongoing basis to ensure all inspectors are properly trained and certified.

Traffic Enforcement with Inspection

Most truck-at-fault crashes are caused by speeding, following too closely, or turning and changing lanes unsafely. Since driver behavior is the main cause of crashes, Oregon continues to focus attention on increased traffic enforcement identifying truck driver behaviors noted for high numbers of crashes.

Oregon law prohibits the use of hand-held

wireless communication devices by all Oregon drivers. In addition to addressing the dangerous act of texting while driving, this law further prohibits using a cell phone without a hands-free device. Law enforcement agencies throughout Oregon enforce this prohibition and the use of hand-held wireless communication devices by commercial vehicle drivers will be identified by law enforcement officials as another behavior resulting in a traffic enforcement action.

Objective: Encourage law enforcement partners to conduct traffic enforcement and truck inspections in 2016. Contribute to Oregon's overall objective of decreasing truck-at-fault crashes.

Status: Continue to work with statewide law enforcement partners conducting traffic enforcement and truck inspections.

Activity and Performance Measures:

- Continue working with city and county law enforcement agencies to conduct inspections.
- Conduct Level 2 classes for training of officers to conduct inspections in conjunction with traffic enforcement stops originating from driver behavior.
- Track the amount of work completed, training classes held, and officers trained.

Compliance Reviews

The Oregon DOT's Motor Carrier Transportation Division has a comprehensive compliance review and investigation program aimed at Oregon-based trucking companies, be they interstate or

intrastate, property or passenger, hazardous or non-hazardous materials carriers.

All rural and urban carriers deemed to be “at-risk” are subject to compliance reviews, performed by one of ODOT’s safety investigators located throughout the state. Carriers receive safety fitness ratings. The FMCSA’s CAPRI program (Compliance Analysis and Performance Review Information) is utilized for both interstate and intrastate compliance reviews. These are subsequently uploaded to FMCSA. CVSA Level 5 inspections accompany compliance reviews. First time motor carrier visits that reveal major safety violations result in follow-up reviews. Major violations discovered in subsequent investigations can lead to civil monetary penalties and/or suspension of the carrier’s Oregon operating authority, along with successive reviews, until compliance is achieved. Carriers subject to such enforcement actions are listed in ODOT’s quarterly newsletter *Oregon Motor Carrier News*.

Objective: Identify at-risk carriers and conduct Compliance Reviews and investigations to contribute to Oregon’s overall objective of decreasing truck-at-fault crashes.

Status: Continue to identify “at-risk” carriers and conduct Compliance Reviews and investigations.

Activity and Performance Measures:

- Use investigative tools to identify “at-risk” carriers and bring them into compliance. Conduct Compliance Reviews, issue safety ratings, and impose fines when permitted under the law.

- Produce report tracking carrier compliance, investigator workloads, and Compliance Reviews completed.

Public Education & Awareness

A substantial number of crashes are caused by non-commercial motor vehicle operators.

Objective: Educate both car and truck drivers through verbal and written outreach efforts.

Status: Oregon will provide information at rest areas and information centers, including backlit displays strategically located at information centers near mountainous areas advising drivers of hazardous road conditions. “Share the Road” messages will continue to be promoted through publications such as the Oregon Driving Manual, and various newspapers.

Oregon’s safety staff, when contacting truck drivers during special enforcement operations, will hand out brochures with a variety of safety related messages.

Oregon-based and out-of-state carriers receiving an Oregon certificate of authority or permit for the first time are provided with training packets outlining federal and Oregon motor carrier safety regulations, highway-use tax information, and vehicle size and weight regulations. Farmers are given an ODOT booklet called Guide to Farm Trucking in Oregon, which includes information about safety regulations applicable to interstate and intrastate farm operations.

Oregon will continue to have all of its educational

materials and brochures available for download at the Motor Carrier Division's Web site:

www.oregon.gov/ODOT/MCT/SAFETY.shtml

Activity and Performance Measures:

- Raise public awareness through verbal and written communications and the distribution of educational materials.
- Track the number of educational publications, and safety outreach efforts.

Safety Data Collection

State Safety Data Quality can be rated Good, Fair, or Poor in terms of inspection and crash information submitted to the FMCSA. Oregon is rated Good in all categories.

Objective: Continue to maintain Oregon's State Safety Data Quality rating of Good for all crash and inspection categories by maintaining timely and complete uploads.

Status: Motor carriers and drivers must fill out standard crash reports for all reportable crashes occurring in Oregon. Those reports are joined with other reports from various enforcement agencies and submitted to ODOT's Driver and Motor Vehicle Services Division (DMV) and then forwarded to ODOT's Crash Analysis and Reporting Unit for uploading to FMCSA.

Oregon requires carriers to report fatal crashes as soon as possible. But they have 30 days to report non-fatal crashes. Despite these legal mandates, many carriers take up to three months to report

crashes, if they report at all. Oregon maintains an exemplary CMV crash database, but it's only as accurate, complete, and timely as the reports submitted by carriers, commercial and non-commercial drivers, law enforcement agencies and DMV.

ODOT's Crash Analysis and Reporting Unit is working with DMV to continue to maintain and reduce the time it takes to process crash reports.

Activity and Performance Measures:

- Continue to work with the DMV to reduce the CMV crash upload time. Review processes and resources to identify strategies for faster data uploads.
- Monitor and evaluate crash upload time on an ongoing basis.

MOTOR CARRIER CRASH REPORT

OREGON DEPARTMENT OF TRANSPORTATION
 ACCIDENT REPORTING UNIT
 DRIVER AND MOTOR VEHICLE SERVICES
 1800 LANK AVE. NE
 SALEM OR 97314
 FAX: (503) 845-5207

INSTRUCTIONS: IF YOU CHECKED A BOX UNDER THE QUALIFYING VEHICLE COLUMN AND A BOX UNDER THE CRITERIA COLUMN, COMPLETE THE REMAINDER OF THE MOTOR CARRIER CRASH REPORT AND SUBMIT TO THE ADDRESS SHOWN ABOVE. IF NO CIRCUMSTANCES LISTED UNDER THE CRITERIA COLUMN APPLY, YOU ARE NOT REQUIRED TO SUBMIT THE MOTOR CARRIER CRASH REPORT. IF YOU HAVE ANY QUESTIONS REGARDING FILING OUT THE MOTOR CARRIER CRASH REPORT, PLEASE CALL 1-800-585-3507.

<p>QUALIFYING VEHICLE</p> <input type="checkbox"/> COMMERCIAL TRUCK (GVWR OVER 10,000 LBS OR ACTUAL WT AT TIME OF CRASH EVEN IF GVWR IS SET UNDER 10,000 LBS.) <input type="checkbox"/> HAZARDOUS MATERIAL PLACARD <input type="checkbox"/> COMMERCIAL BUS (DESIGNED FOR 8 OR MORE PASSENGERS) <input type="checkbox"/> FARM TRUCK INTERSTATE (OVER 10,000 LBS.) <input type="checkbox"/> FARM TRUCK FODRIVE (4 OR MORE AXLES) <input type="checkbox"/> FARM TRUCK TOWING TRIPLE TRAILERS <input type="checkbox"/> FARM TRUCK (OVER 80,000 LBS.)		<p>CRITERIA</p> <input type="checkbox"/> ANY PERSON SUSTAINING A FATALITY (WITHIN 30 DAYS OF THE ACCIDENT) <input type="checkbox"/> ANY PERSON SUSTAINING INJURIES REQUIRING TREATMENT AWAY FROM THE SCENE <input type="checkbox"/> ANY VEHICLE INCURRING DISABLING DAMAGE REQUIRING REMOVAL FROM THE SCENE BY A TOW TRUCK OR ANOTHER MOTOR VEHICLE	
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MOTOR CARRIER NAME		US DOT NUMBER	AUTHORITY/EEC NUMBER	
ADDRESS		CITY	STATE	ZIP CODE

DRIVER INFORMATION

DRIVER NAME (LAST, FIRST, MIDDLE)		DATE OF BIRTH	LENGTH OF EMPLOYMENT	
			YEARS	MONTHS
DEL. ID NUMBER	STATE	LICENSE CLASS	EXPIRATION DATE OF MEDICAL CERTIFICATE	
		<input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> M		

COMPLETE THE FOLLOWING TWO QUESTIONS AS IF DOING A RECAP OF HOURS IN TIME DOCUMENTS AT TIME OF THE ACCIDENT.

AT TIME OF THE ACCIDENT, TOTAL HOURS DRIVING SINCE LAST OFF DUTY PERIOD	TOTAL HOURS ON DUTY (DURING THE PREVIOUS 7 CONSECUTIVE DAYS)	7 CONSECUTIVE DAYS _____
	(FILL OUT ONE ONLY, BASED ON TIME DOCUMENTS)	8 CONSECUTIVE DAYS _____

DOES YOUR DRIVER HAVE A MEDICAL WAIVER? YES NO

TYPE OF WAIVER (SIGHT, DIABETES, ANKYLOSIS, ETC.): _____

DRIVER INJURY INFORMATION

YOUR DRIVER KILLED	YOUR DRIVER BLAMED	RELIEF DRIVER KILLED	RELIEF DRIVER BLAMED	TOTAL NUMBER OF PASSENGERS
<input type="checkbox"/> YES <input type="checkbox"/> NO	KILLED _____ INJURED _____			

OTHER DRIVER INJURY INFORMATION

TOTAL NUMBER OF OTHER DRIVERS	TOTAL NUMBER OF OTHER PASSENGERS	TOTAL NUMBER OF PEDESTRIANS	TOTAL NUMBER OF BICYCLISTS
KILLED _____ INJURED _____	KILLED _____ INJURED _____	KILLED _____ INJURED _____	KILLED _____ INJURED _____

OTHER MOTOR CARRIER INFORMATION (IF 2 OR MORE MOTOR CARRIERS WERE INVOLVED)

MOTOR CARRIER NAME	VEHICLE LICENSE # AND STATE	DRIVER NAME	DRIVER'S LICENSE # AND STATE

MOTOR CARRIER VEHICLE INFORMATION

YEAR	MAKE	UNIT NUMBER	PRODUCT/DRIVER LICENSE PLATE NO. & STATE	TOTAL NO. OF AXLES INCLUDING TRAILERS

VEHICLE TYPE (SELECT APPROPRIATE TYPE):

<input type="checkbox"/> 1 Tractor-trailer truck	<input type="checkbox"/> 5 Semi-trailer truck	<input type="checkbox"/> 6 Tractor
<input type="checkbox"/> 2 Tractor-trailer truck	<input type="checkbox"/> 8 Tractor	<input type="checkbox"/> 9 Tractor-trailer truck
<input type="checkbox"/> 3 Tractor-trailer truck	<input type="checkbox"/> 7 Tractor	<input type="checkbox"/> 10 Tractor-trailer truck
<input type="checkbox"/> 4 Tractor-trailer truck	<input type="checkbox"/> 9 Tractor	<input type="checkbox"/> 11 Tractor-trailer truck

735-522814-001 CONTINUED ON REVERSE

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Motor Carrier Safety and Size and Weight Enforcement Offices

	Motor Carrier Safety	Truck Size and Weight
Ashland	541-774-5988	541-776-6004
Bend	541-388-6171	541-388-6217
Cascade Locks		541-374-8980
Farewell Bend	541-869-2909	541-869-2474
Klamath Falls		541-883-5701
La Grande	541-963-1389	541-963-3170
Portland	971-673-5885	
Roseburg		541-957-3605
Salem	503-378-6963	503-378-6070
Springfield	541-736-2301	
Umatilla	541-922-2534	541-922-5183
Woodburn		503-982-0804



the mission of
ODOT Motor Carrier
TRANSPORTATION DIVISION

PROMOTE a safe, efficient, and responsible transportation industry by:

- Simplifying compliance
- Reducing regulatory requirements when appropriate
- Preserving the Infrastructure
- Enhancing private/public partnerships
- Fostering effective two-way communication

DELIVER superior customer service while recognizing the vital economic interests of the commercial transportation industry.



**Oregon Department of Transportation
Motor Carrier Transportation Division
3930 Fairview Industrial Dr SE
Salem OR 97302-1166
503-378-6963**

**www.oregon.gov/ODOT/MCT/
www.oregon.gov/ODOT/MCT/SAFETY.shtml**