

Final Summary of Oregon Truck Safety and Guide to the 2020 Oregon Commercial Vehicle Safety Plan



Commerce and Compliance Division



Oregon Department of Transportation Commerce and Compliance Division

The mission of the Commerce and Compliance 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
Commerce and
Compliance Division and
law enforcement
partners throughout
Oregon is to reduce
truck and bus crashes**

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[CCD Homepage](https://www.oregon.gov/ODOT/MCT/pages/index.aspx)

<https://www.oregon.gov/ODOT/MCT/pages/index.aspx>

[2020 CVS Plan](https://www.oregon.gov/ODOT/MCT/Documents/CVSPlan.pdf)

<https://www.oregon.gov/ODOT/MCT/Documents/CVSPlan.pdf>

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Summary of Oregon Truck Crashes

Truck Crashes in Oregon

There were a total of 1,553 truck crashes in 2019, 144 more than in 2018 - a 9.27% increase.

It was determined that the truck was at-fault in 764 of the crashes. The truck driver was at-fault in 744 of those crashes and truck mechanical problems caused just 20 crashes.

A total of 538 people were injured in truck crashes in 2019, 6 less than in 2018. A total of 50 people were killed, which is 8 less deaths than in 2018.

Truck crash totals include every incident involving a fatality, injury, or damage requiring that any vehicle be towed away from the scene (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					
	2015	2016	2017	2018	2019
Truck Crashes	1,336	1,512	1,693	1,409	1,553
Injuries	536	579	628	544	538
Deaths	55	50	51	58	50
Hazmat Crashes	28	36	33	26	36
Hazmat Spill/Release	4	11	7	2	4
Other Load Spills	66	59	72	55	56
Oregon Carrier Crashes	710	817	850	786	806
Foreign Carrier Crashes	626	695	843	623	747
Single-Vehicle Crashes	337	391	470	322	357
Truck Driver At-Fault	684	739	904	667	744
Truck Mechanical Fault	28	32	42	37	20
Other Driver At-Fault	537	652	639	601	671
Non Driver At-Fault	87	85	108	104	118
Fatal Crashes	48	45	47	52	48
Truck Driver At-Fault	17	14	16	11	12
Truck Mechanical Fault	0	0	1	0	1
Other Driver At-Fault	26	30	25	34	25
Non Driver At-Fault	5	1	5	7	10
Crashes by Configuration — 2019					
Configuration	Crashes		Injuries / Deaths		
Tractor / Semi-Trailer	955		345 / 33		
Truck	316		109 / 8		
Tractor / Double Trailer	125		31 / 5		
Truck and Trailer	127		39 / 3		
Tractor / Triple Trailers	15		3 / 0		
Bus	4		9 / 0		
Bobtail	8		2 / 1		
Sole Trailer	0		0 / 0		
Saddlemount	1		0 / 0		
Heavy Haul	2		0 / 0		
Total	1553		538 / 50		

At-Fault in Truck Crashes

Truck drivers in 2019 were blamed for causing 744 truck crashes in Oregon. That total includes 19 incidents in which both truck and car drivers shared the blame for crashes. Truck driver-at-fault crashes account for 725 crashes which is less than half of the 1,553 truck crashes.

The actions of other drivers (not truck) alone caused 671 crashes.

Only 20 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 — 2019

Determined to be At-Fault	Crashes	Percent
Commercial Vehicle Driver	725	46.68%
Other Auto Driver	671	43.21%
Commercial Vehicle Mechanical	20	1.29%
Both Drivers	19	1.22%
Other Driver - Unknown	17	1.10%
Pedestrian	9	0.58%
Auto Mechanical	5	0.32%
Bicycle	5	0.32%
Other	82	5.28%
Total	1553	100.00%

Truck-at-Fault Crash Causes

Speed was the primary cause of the truck-at-fault crashes in 2019. Other common causes include following too close and failure to remain in lane.

Cause of Truck-at-Fault Crashes				
Cause	Both Drivers	Truck Driver	Truck Mechanical	Totals
Speed	7	168	0	175
Follow too close	2	143	0	145
Fail to remain in lane	1	130	0	131
Fail to yield	3	62	0	65
Inattention	0	55	0	55
Improper lane change	1	48	0	49
Improper turn	2	30	0	32
Sleep / Fatigue	0	17	0	17
Fail to obey sign	0	16	0	16
Brakes	0	0	8	8
Over-dimension	0	8	0	8
Load Securement	0	7	0	7
Vision obscured	0	6	0	6
Fail maintain control	0	5	0	5
Improper backing	0	5	0	5
Improper park	2	3	0	5
Tire failure	0	1	4	5
Drinking - alcohol	0	4	0	4
Driver ill / fatigued	0	4	0	4
Improper passing	1	3	0	4
Other mechanical	0	1	3	4
Driver inexperience	0	2	0	2
Driver error	0	2	0	2
Steering	0	0	2	2
Other causes	0	5	3	8
Total	19	725	20	764

Truck-at-Fault Crash Rate

Highway use statistics show trucks in Oregon traveled .99% more miles in 2019. Truck-at-fault crashes occurred at a rate of 0.389 per million miles traveled, up from 0.362 per million in 2018.

Truck-at-Fault Crash Rates			
	Truck-at-Fault Crashes	Miles Traveled by Heavy Trucks	Truck-at-Fault Crashes per Million Miles
2019	764	1,962 million	0.389
2018	704	1,943 million	0.362
2017	936	1,905 million	0.491
2016	711	1,872 million	0.411
2015	712	1,815 million	0.392
2014	757	1,735 million	0.436
2013	700	1,619 million	0.414
2012	688	1,637 million	0.422
2011	548	1,625 million	0.337
2010	521	1,585 million	0.337

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 were involved in 15 crashes in 2019. The combinations were at-fault in 5 of the 15 crashes. The incidents resulted in 3 injuries and 0 deaths.

Oregon Administrative Rules require companies to annually report the number of miles traveled while operating triple trailer combinations in the state. In 2019, triple trailer operators reported traveling 26.9 million miles in Oregon. They were involved in crashes at a rate of 0.558 per million miles. They were involved in truck-at-fault crashes at a rate of 0.186 per million miles.

	Total Crashes		Truck at-fault crashes	Annual Mileage	Crashes per million miles	Fault crashers per million miles	Injuries	Deaths
2019	15	5	26.9 million	0.558	0.186	3	0	
2018	11	4	35.8 million	0.306	0.076	4	0	
2017	6	3	34.9 million	0.171	0.086	2	0	
2016	12	7	34.8 million	0.344	0.201	5	0	
2015	15	6	34.0 million	0.441	0.176	3	0	
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	

F-Plated Truck Crashes

Heavy farm trucks with F-plates were involved in 47 crashes in Oregon which represents 3.03% of the total truck crashes in 2019. There were 20 injuries and 2 deaths in the F-plated truck crashes. Of the 47 crashes, 29 crashes resulted in property damage.

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>
2019	47	2	16	29	20	2
2018	59	2	15	37	20	2
2017	54	0	15	39	17	0
2016	13	0	3	10	3	0
2015	25	1	4	20	4	1
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

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 Corridors			
Corridor	2017	2018	2019
1. Siskiyou Summit, I-5, MP 2-9	16	13	7
2. Weaver to Roberts Mt., I-5, MP 108-117	5	4	9
3. Salem, I-5, MP252-260	11	10	13
4. Tualatin to Portland, Marquam Bridge, I-5, MP 289-300	37	37	25
5. West Linn to Clackamas, I-205, MP 8-14	13	19	16
6. Emigrant Hill, aka Cabbagae Hill, I-84, MP 219-228	12	15	11
7. Ladd Canyon, I-84, MP 270-278	8	1	4
8. Nelson Point to Weatherby, I-84, MP 331-340	7	5	4
9. Eugene, I-5, MP 180-199	9	12	16
10. Terrebone to Wasco, US97, MP 110-9	15	15	3

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

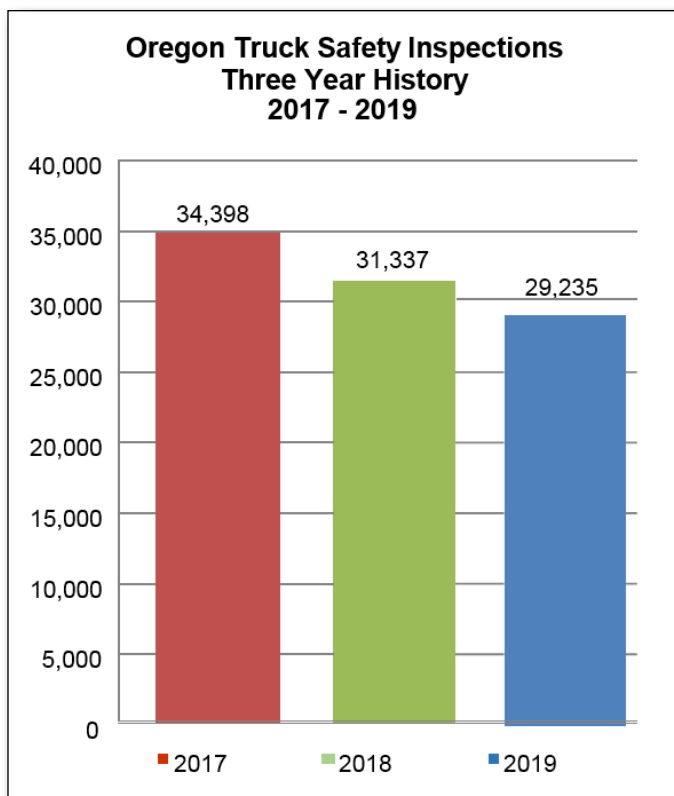
(e) Has committed malfeasance in the performance of official duties.

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

Oregon Truck Safety Inspections Conducted in 2019

Oregon inspectors conducted 29,235 inspections in 2019, checking trucks and drivers at a rate of 1 every eighteen minutes. The Commerce and Compliance Division staff conducted 17,830 or 61% of all inspections and law enforcement officers conducted 11,405 or 39%.

A majority of the inspections (20,787 or 71%) were recorded using Aspen software on laptop and desktop computers. Collecting data this way allows for speedy upload of error-free records to the national SafetyNet database.



2019 Oregon Safety Inspection Stats

Truck inspections conducted 29,235

Most common mechanical violation, brakes....4,290

Second most common mechanical violation,
lighting4,155

Trucks inspected in OR and placed out-of-service
(OOS) for a critical violation: 6,095 or 20.85%

Current national rate for vehicles OOS..... 20.65%

Drivers inspected in Oregon that were placed out-
of-service for a critical violation:4,218 or 14.29%

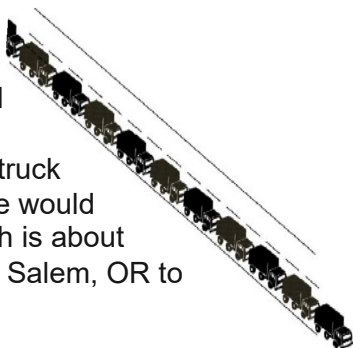
Current national rate for drivers OOS..... 5.13%

Number of truck drivers caught falsifying logbooks
or without logs3,736

Drivers with alcohol or drug violations 47

Inspections conducted with no violations: 19,227

If you line up the 29,235 trucks inspected In CY 2019 by Oregon Inspectors, and if each truck was 60 feet long the line would exceed 332 miles, which is about the same distance from Salem, OR to Spokane, WA.



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 onetime 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.

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 2019, for example, the number “9” 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.

Oregon Inspection Level Breakdown

The total 29,235 inspections conducted in 2019 break down as:

Level 1	3,658	=	13%
Level 2	16,711	=	57%
Level 3	8,402	=	29%
Level 5	464	=	1%

ODOT staff conducted 17,830 inspections. Law enforcement partner agencies conducted 11,405 inspections.



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's national database. ODOT CCD is proud that two 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-CCD to conduct inspections:

City Police — Coburg, Salem, Portland, Toledo, Oregon City, and West Linn.

County Sheriffs — Lane, Clackamas, Washington, Multnomah, Columbia, and Linn.

Weighmasters — Clackamas Co. DOT, Jackson Co. Weighmaster, and Marion Co. Public Works.

Oregon State Police Partner Activity

Oregon State Police (OSP) inspected 7,124 trucks and drivers in 2019. They found critical violations that warranted placing 318 drivers and 378 vehicles out-of-service. The inspections conducted were initiated after a probable cause traffic stop.

Roadside inspections based on a probable cause traffic stop is aimed at changing driver behavior. The majority of truck-at-fault crashes are the result of driver failure, not equipment.

County, Municipal, and City Partner Activity

The county, municipal, and city partner agencies conducted 4,281 inspections in 2019. Agencies interested in becoming a partner can contact Paul Kroll at 503-378-6204.

Guide to the 2020 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 involving commercial motor vehicles. 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 developed under subsection (1) of this section.

State-Specific Detail of Key Problems & Objectives

The following series of state-specific and national program objectives represent the heart of the Oregon Commercial Vehicle Safety Plan for 2020. This section describes problems and solutions used to impact commercial vehicle safety. Oregon enforcement staff focus on objectives that seek to reduce the three-year average crash total by 3%.

1 Problem: Address unsafe CMV driver behaviors that cause truck crashes in high crash locations. CCD is

working with law

enforcement agencies to identify unsafe driver behaviors in high-crash locations.



Objective — Crash Reduction: Focus on the reduction of driver behaviors that cause crashes in the high-crash locations. Reduce the crash rate in the high-crash locations in 2020.

Status: Driver behavior continues to be the leading cause of CMV crashes.

Activity and Performance Measures:

- Working with local law enforcement to reduce truck-at-fault crashes by identifying and focusing on unsafe CMV driver behaviors that cause truck crashes in high-crash locations by conducting truck/driver inspections.
- Tracking traffic stops, citations and warnings issued for violations such as speeding, following too close, and improper lane change just to mention a few.

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 few years. Some credit goes to the Oregon DOT Commerce and Compliance Division's Hazardous Materials Program, which has one primary HM safety specialist and over 27 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, investigators, and educating 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 throughout the year.
- Conduct 4 or more 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 outreach efforts.

3 Address that passenger-carrying vehicles are safe: Oregon routinely monitors passenger carriers to ensure they operate safely. Oregon continues their bus safety efforts throughout the State.

Objective: Decrease bus-at-fault crashes by conducting destination inspections.

Status: Oregon continues to conduct bus inspections at popular tourist locations such as ski resorts that allow scheduled destination bus inspection exercises at their facilities. Certified OSP bus inspectors may conduct roadside bus inspections in conjunction with probable cause stops. The CCD works with ODOT's Public Transit Division to vet the safety performance history of passenger carriers bidding on transit contracts.

Activity and Performance Measure:

- Conduct bus inspection exercises at a minimum of 3 destination locations.
- Work with other agencies and divisions to ensure passenger safety.
- Continued outreach and communication with the passenger transportation industry.

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. Federal Electronic Logging Device requirements have only increased the volume of requests.

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

Status: Continue to maintain 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: Improve Oregon's rating for Truck Inspection and Crash Reporting For years, Oregon has been rated "Good" in every category of the FMCSA's State Safety Data Quality Analysis where states are rated Good, Fair, or Poor in terms of both inspection and crash information submitted to the national database. All of Oregon's inspection data quality continues to be rated as "Good." The crash information categories are "Good", with the exception of the Crash Timeliness measurement, which dropped to a rating of "Fair." The rating in this category fell to "Fair," because Motor Carrier Crash Reports filed by motor carriers operating CMV's under 26,000 weren't received by the ODOT crash unit in a timely manner for upload.

Objective: Continue to closely monitor all of Oregon's Safety Data Quality ratings and improve to "Good" for all categories.

Status: In the early summer of 2020, the analysis on the data quality identified that the rating indicators for the Crash Timeliness measure category will move to the “Good” category when it is updated.

Motor carriers and drivers are required to fill out reports for all reportable crashes occurring in Oregon. These reports are joined with other reports from various enforcement agencies, submitted to the Oregon Driver and Motor Vehicle Services (DMV), and then forwarded to ODOT’s Crash Analysis and Reporting Unit for uploading into MCMIS. Oregon requires carriers to report fatal crashes ASAP. On non-fatal crashes the motor carrier has 30 days to file the Motor Carrier Crash Report. Despite these legal mandates, many carriers take months to report crashes, if they report at all. Carriers that fail to comply are subject to civil monetary penalties. 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 DMV to reduce the CMV crash upload time. Review processes and resources to identify strategies for faster data uploads.
- Continue to issue civil complaints to motor carriers that fail to submit the required Motor Carrier Crash Reports.

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 our law enforcement partners who also conduct inspections.

Objective: Conduct 27,500 inspections during 2020. Contribute to Oregon's overall objective of decreasing by 1% a year, truck-at-fault crashes.

Status: A total of 29,235 inspections were completed in 2019. The three year truck-at-fault crash rate decreased by .7%.

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 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. This is 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 2020. 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 OSP, county, municipal, and city law enforcement agencies to conduct inspections.
- Conduct Level 1 and 3 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.

Investigations / Compliance Reviews

The Oregon DOT's Commerce and Compliance 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 AIM program (A.C.E. Intervention Management) 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 may lead to civil monetary penalties and/or suspension of the carrier's Oregon operating authority. Carriers subject to such enforcement actions are listed in ODOT's newsletter 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 civil monetary penalties when permitted by 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 provides 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-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 Commerce and Compliance Division’s [Truck Safety web page](#):

<https://www.oregon.gov/odot/MCT/Pages/TruckSafety.aspx>

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

For years Oregon has been rated “Good” in 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. All of Oregon’s inspection data quality continues to be rated “Good.” The crash information categories are “Good,” with the exemption of the Crash Timeliness measure, which dropped to a rating of “Fair.”

Objective: Improve Oregon’s Safety Data Quality rating to Good for all crash and inspection categories by improving crash report timeliness.

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. The ODOT Crash Analysis and Reporting Unit is working closely with DMV to ensure the “Motor Carrier Crash Reports” on all CMV’s are forwarded in a timely manner to reduce the time it takes to process crash reports.

Oregon requires carriers to report fatal crashes ASAP. On non-fatal crashes, motor carriers have 30 days to file the report. Despite these legal

mandates, many carriers take up to 3 months to report crashes, if they report at all. Motor carriers failing to comply are subject to civil monetary penalties. Oregon maintains an exemplary CMV crash database, but it's only as accurate, complete, and timely as the reports submitted.

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.

OREGON DEPARTMENT OF TRANSPORTATION
 ACCIDENT REPORTING UNIT
 DRIVER AND MOTOR VEHICLE SERVICES
 1905 LANA AVE. NE
 SALEM OR 97314
 FAX: (503) 945-5267

MOTOR CARRIER CRASH REPORT

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 FILLING OUT THE MOTOR CARRIER CRASH REPORT, PLEASE CALL (503) 988-3507.

QUALIFYING VEHICLE

- COMMERCIAL TRUCK (GVWR OVER 10,000 LBS OR ACTUAL WT AT TIME OF CRASH EVEN IF GVWR IS SET UNDER 10,000 LBS.)
- HAZARDOUS MATERIAL PLACARD
- COMMERCIAL BUS (DESIGNED FOR 8 OR MORE PASSENGERS)
- FARM TRUCK INTERSTATE (OVER 10,000 LBS.)
- FARM TRUCK FOR-HIRE (4 OR MORE AXLES)
- FARM TRUCK TOWING TRIPLE TRAILERS
- FARM TRUCK (OVER 80,000 LBS.)

CRITERIA

- ANY PERSON SUSTAINING A FATALITY (WITHIN 30 DAYS OF THE ACCIDENT)
- ANY PERSON SUSTAINING INJURIES REQUIRING TREATMENT AWAY FROM THE SCENE
- ANY VEHICLE INCURRING DISABLING DAMAGE REQUIRING REMOVAL FROM THE SCENE BY A TOW TRUCK OR ANOTHER MOTOR VEHICLE

MOTOR CARRIER NAME	US DOT NUMBER	AUTHORITY/FILE NUMBER	
ADDRESS	CITY	STATE	ZIP CODE

DRIVER INFORMATION

DRIVER NAME (LAST, FIRST, MIDDLE I)		DATE OF BIRTH	LENGTH OF EMPLOYMENT
CDL /DL 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	YEARS _____ MONTHS _____

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 (FILL OUT ONE ONLY, BASED ON TIME DOCUMENTS)	/ CONSECUTIVE DAYS _____
DOES YOUR DRIVER HAVE A MEDICAL WAIVER	TYPE OF WAIVER (SIGHT, DIABETES, AMPUTE, ETC.)	
<input type="checkbox"/> YES <input type="checkbox"/> NO		

DRIVER INJURY INFORMATION

YOUR DRIVER KILLED	YOUR DRIVER INJURED	RELIEF DRIVER KILLED	RELIEF DRIVER INJURED	TOTAL NUMBER OF PASSENGERS
<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<input type="checkbox"/> YES <input type="checkbox"/> NO	<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'S NAME	DRIVER'S LICENSE # AND STATE

MOTOR CARRIER VEHICLE INFORMATION

YEAR	MAKE	UNIT NUMBER	TRUCK/TRACTOR/BUS LICENSE PLATE NO. & STATE	TOTAL NO. OF AXLES INCLUDING TRAILERS	
VEHICLE TYPE (SELECT APPROPRIATE TYPE)					
<input type="checkbox"/> 1		Tractor (tractor with 2 trailers)	<input type="checkbox"/> 5		Standard Tractor/Semi Trailer
<input type="checkbox"/> 2		Tractor (truck with 2 trailers)	<input type="checkbox"/> 6		Straight Truck
<input type="checkbox"/> 3		Straight truck-full trailer	<input type="checkbox"/> 7		Bottle
<input type="checkbox"/> 4		Double (any)	<input type="checkbox"/> 8		Stallmount
<input type="checkbox"/> 9		Heavy Haul	<input type="checkbox"/> 10		Bus/Min (8 or more passenger capacity)
<input type="checkbox"/> 11		AutoPickup			

735-9228 (4-15)

COMPLETE REVERSE SIDE

NOTES:

NOTES:



Motor Carrier Safety and Size and Weight Enforcement Offices

	Motor Carrier Safety	Truck Size and Weight
Ashland	541-774-5997	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	541-883-5702 x 229	541-883-5701
La Grande		541-963-3170
Portland	971-673-5909	
Roseburg		541-957-3605
Salem	503-378-6963	
Springfield	541-736-2301	
Umatilla	541-922-2534	541-922-5183
Woodburn		503-982-0804



**Commerce and Compliance Division
3930 Fairview Industrial Dr SE
Salem OR 97302-1166
503-378-6963**

[CCD Homepage](https://www.oregon.gov/ODOT/MCT/pages/index.aspx)

<https://www.oregon.gov/ODOT/MCT/pages/index.aspx>

[2020 CVS Plan](https://www.oregon.gov/ODOT/MCT/Documents/CVSPlan.pdf)

<https://www.oregon.gov/ODOT/MCT/Documents/CVSPlan.pdf>