










# WHAT IS SAFETY?



- ❑ Truck driving/trucking is a high-risk profession, as many as 600 truckers are killed over the road every year. Safety of truck drivers and surrounded traffic participants is priority. Responsibilities of safety department in any trucking company is reduction of crash indicators, unsafe driving, vehicle maintenance problems, hours of operation etc.



-  **28% OF ALL HIGHWAY DEATHS ARE CAUSED BY RUN-OFF-ROAD MANEUVERS** 
-  **SATURDAY IS MOST OFTEN ALCOHOL RELATED CRASH DAY. 2ND IS SUNDAY**
-  **TRUCK DRIVERS ARE 3X LESS LIKELY TO BE INVOLVED IN TRAFFIC ACCIDENT COMPARED TO CAR DRIVERS** 
-  **75% OF ALL TRUCK ACCIDENT ARE CAUSED BY DRIVERS OF PASSENGER CARS**
-  **ONLY 16% OF TRUCK ACCIDENTS ARE CAUSED BY TRUCK DRIVER FAULT**
- HIGHEST NUMBER OF TRUCK ACCIDENTS OCCUR IN CALIFORNIA**  

# Safety Tips for Truck Drivers

1. Defense! Defense
2. Signal for Safety
3. Know When to Slow
4. Maintain Your Vehicle
5. Buckle Up
6. Stay Sharp
7. Get the Right Trip Planning Info
8. Practice Work Zone Safety
9. Never Drive Distracted



### Truck Drivers Safety Rules

	Beware of Pedestrians		Do not exceed 10km/h Speed limit
	Reflective jackets must be worn		Give way to pedestrians crossing
	You must use your seat belt		No Parking on walkways or crossing
	Chock wheels and secure truck		No fighting or quarreling
	Oil spilled from trucks MUST be cleaned up immediately		Maintenance of trucks within the premises is NOT allowed
	Truck drivers are restricted to designated area		Slippers not allowed

### The Truck Driver Checklist


Check these before you go :

- Stay fit, physically and mentally.**  
Don't drink alcohol before driving or take any kind of drugs which may impair your driving skills. Avoid heavy meals before driving, as these can make you feel drowsy.
- Make sure the vehicle is in good working order.**  
Check the brakes and brake lines, tire pressure and tread depth, coolant and oil, mirrors, windows, windshield wipers, lights, indicators, and also emergency equipment.
- Check the load.**  
Make sure the load is evenly distributed and properly secured. If necessary, redistribute and secure it again if you unload part of it before your final destination.
- Check the documents and recording devices.**  
Bring the right documents. Remember to insert the tachograph disk/card. Have the legally required disks on board.
- Check your route.**  
Anticipate any bridges, tunnels, etc. where your vehicle might have a problem (dimensions, weight, dangerous goods). Where you will take your breaks. And don't forget to check weather conditions!

Feel better, drive better and live longer!

## STAY ALERT

**27%** of fatal crashes in work zones involved at least **one large truck**



**OUR ROADS SAFETY**  
Partnership for Responsible Driving

www.ShareTheRoadSafety.gov



# US DEPT. OF TRANSPORTATION (USDOT)

- ❑ The United States Department of Transportation (USDOT or DOT) is a federal Cabinet department of the U.S. government concerned with transportation. It was established by an act of Congress on October 15, 1966, and began operation on April 1, 1967. It is governed by the United States Secretary of Transportation.
- ❑ The mission of the U.S. Department of Transportation (DOT) is to ensure our Nation has the safest, most efficient and modern transportation system in the world, which improves the quality of life for all American people and communities, from rural to urban, and increases the productivity and competitiveness of American workers and businesses



## U.S. Department of Transportation

The United States Department of Transportation (USDOT or DOT) has 10 sub administrations.



Federal Aviation Administration



U.S. Department of Transportation  
Federal Railroad Administration



U.S. Department of Transportation  
Federal Highway Administration



U.S. Department of Transportation  
Federal Transit Administration



U.S. Department of Transportation  
Office of Inspector General



U.S. Department of Transportation  
Pipeline and Hazardous Materials Safety Administration



# FMCSA (FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION)

- As the lead federal government agency responsible for regulating and providing safety oversight of commercial motor vehicles (CMVs), FMCSA's mission is to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA partners with industry, safety advocates, and state and local governments to keep our nation's roadways safe and improve CMV safety through regulation, education, enforcement, research, and technology.
- In carrying out its safety mandate to reduce crashes, injuries, and fatalities involving large trucks and buses, FMCSA:
  - Develops and enforces data-driven regulations that balance motor carrier (truck and bus companies) safety with efficiency;
  - Harnesses safety information systems to focus on higher risk carriers in enforcing the safety regulations;
  - Targets educational messages to carriers, commercial drivers, and the public; and
  - Partners with stakeholders including Federal, State, and local enforcement agencies, the motor carrier industry, safety groups, and organized labor on efforts to reduce bus and truck-related crashes.

**SMS** Safety Measurement System



©ASAP Programs

## FMCSA COMPLIANCE



POLICY & REGULATIONS



RANDOM CONSORTIUM



C/TPA CLEARINGHOUSE



SUPERVISOR TRAINING



AUDIT ASSISTANCE

# FMCSA (FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION)

Carriers as well as brokerage company must have interstate operating authority along with authority numbers:

- MC (MOTOR CARRIER) number
- XXXXXX (mostly 6-digit number)
- USDOT (U.S. Dept. of Transportation) number
- XXXXXXXX (mostly 7-digit number)

## What is the difference between MC number and DOT number?

- A US DOT number identifies carriers operating in interstate commerce while an MC number identifies a carrier who transports regulated commodities for hire in interstate commerce. Generally, items that have been changed from their natural state are regulated commodities requiring an MC number.
- An assigned number sequence required by FMCSA for all interstate carriers. The FMCSA has the authority to fine and sanction unsafe interstate truck and bus companies. These numbers are used to identify potentially unsafe motor carriers when analyzing crash data. The identification number (found on the power unit, and assigned by the U.S. DOT or by a State) is a key element in the FMCSA databases for both carrier safety and regulatory purposes of FMCSA.

USDOT Number
  MC/MX Number
  Name

Enter Value:

**Company Snapshot**  
SINGLETREE TRANSPORTATION INC  
USDOT Number: 315117

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

**Carriers:** If you would like to update the following ID/Operations information, please complete and submit form [MCS-150](#) which can be obtained [online](#) or from your State FMCSA office. If you would like to challenge the accuracy of your company's safety data, you can do so using FMCSA's [DataQs](#) system.

**Carrier and other users:** FMCSA provides the Company Safety Profile (CSP) to motor carriers and the general public interested in obtaining greater detail on a particular motor carrier's safety performance than what is captured in the Company Snapshot. To obtain a CSP please visit the [CSP order page](#) or call (800)832-5660 or (703)280-4001 (Fee Required).

For help on the explanation of individual data fields, click on any field name or for help of a general nature go to [SAFER General Help](#).

The information below reflects the content of the FMCSA management information systems as of 02/17/2020.

To find out if this entity has a pending insurance cancellation, please [click here](#).

Other Information for this Carrier

- SMS Results
- Licensing & Insurance

<b>Entity Type:</b>	CARRIER	
<b>Operating Status:</b>	AUTHORIZED FOR Property	<b>Out of Service Date:</b> None
<b>Legal Name:</b>	SINGLETREE TRANSPORTATION INC	
<b>DBA Name:</b>	ANGLE BROTHERS	
<b>Physical Address:</b>	518 E ELIZABETH STREET FLORA, IN 46928-1345	
<b>Phone:</b>	(574) 987-4346	
<b>Mailing Address:</b>	518 E ELIZABETH STREET FLORA, IN 46928-1345	
<b>USDOT Number:</b>	315117	<b>State Carrier ID Number:</b>
<b>MC/MX/FF Number(s):</b>	MC-206167	<b>DUNS Number:</b> 13-337-8016
<b>Power Units:</b>	8	<b>Drivers:</b> 8
<b>MCS-150 Form Date:</b>	07/30/2019	<b>MCS-150 Mileage (Year):</b> 483,842 (2018)

# CSA COMPLIANCE ★ SAFETY ★ ACCOUNTABILITY

## ❑ CSA Operational Model Has Three Major Components:

- I. Measurement - CSA measures safety performance, using inspection and crash results to identify carriers whose behaviors could reasonably lead to crashes.
  - II. Evaluation - CSA helps FMCSA and its State Partners to correct high-risk behavior by contacting more carriers and drivers—with interventions tailored to their specific safety problem, as well as a new Safety Fitness Determination methodology.
  - III. Intervention - CSA covers the full spectrum of safety issues, from how data is collected, evaluated, and shared to how enforcement officials can intervene most effectively and efficiently to improve safety on our roads.
- ❑ Shippers and Freight Brokers should be positioned and prepared for these changes. They must investigate the Federal Motor Carrier Safety Administration's safety measurement on all carriers and implement service contracts with proper indemnification and insurance coverage requirements relieving you of the concern as to whether or not the carrier is "SAFE" to use.
- ❑ The higher the scores in any given BASIC or overall score, the inference is that the worse the carrier's safety is. For example, a score of 95 means that 94% of peer carriers have a better safety record



# FMCSA AND COMPLIANCE AUDIT

- ❑ Compliance Reviews can occur at any point while a company is regulated by the FMCSA. And although these reviews can occur at any time, various factors may “red flag” the FMCSA to review a company’s DOT operations. These triggers include:
  - ❑ • Accidents – Even one accident can alert the FMCSA to conduct a compliance review. How much notice the FMCSA provides depends on the severity of the accident.
  - Roadside Inspections resulting in “out-of-service” violations
  - Failure of a New Entrant Safety Audit – It is never a good thing to start off on the wrong foot. The FMCSA tends to monitor companies who did not pass the NESAs at the get-go.
- ❑ Should you face a Compliance Review, there are some key violations to watch out for. All of the following are considered “critical” or “acute” in the eyes of the FMCSA and will cause an immediate unsatisfactory or conditional safety rating designation. They can also lead to substantial fines. These violations include, but are not limited to:
  - ❑ • Any type of Drug & Alcohol Testing violation (provided Drug & Alcohol testing is required).
    - Using a driver without a valid license.
    - Using a driver who has been deemed medically unqualified.
    - Operating a CMV without the required level of insurance.
    - Failing to maintain Hours-of-Service records.
    - Operating a vehicle declared Out-of-Service during a Roadside Inspection before the required repairs are made.
    - Operating a CMV that has not undergone an Annual/Periodic DOT inspection.
    - Falsification of records



## WHAT ARE THE REASONS FOR A DOT AUDIT?

NEW ENTRANT AUDIT

TARGETED AUDIT

COMPLIANCE REVIEW



### The Fleet Manager's Guide

## Preparing for a DOT OFF-SITE AUDIT

Understanding FMCSA's New Approach to Compliance Audits

# SAFETY RATING

## □ Satisfactory Rating

A motor carrier that receives a satisfactory rating is found to comply with the applicable FMCSA agencies, state regulations, and hazardous materials regulations, if applicable. Carriers with a satisfactory rating also are found to have adequate safety management controls. The FMCSA will administer a satisfactory rating no later than 60 days following the completion of the compliance review.

## Unsatisfactory Rating

If a carrier is found to be unsatisfactory, the FMCSA will issue the notification no later than 45 days following the compliance review. Motor carriers receiving an unsatisfactory rating have their operating authority suspended 15 days after the date of the unsatisfactory notice. An out of service order is imposed, which prohibits the carrier from operating any motor vehicles in the United States, unless the carrier can prove errors in the compliance review within 10 days of the date of the notice. Within 30 days of receiving the suspension order, the motor carrier must make the necessary corrections specified in the order to prevent the provisional operating authority from being revoked. A follow-up review may take place to ensure that all necessary corrective actions were taken.

## □ Conditional Rating

A conditional rating is issued by the FMCSA no later than 45 days following a compliance review. When a conditional rating is issued, the motor carrier's operating authority is revoked and an out-of-service order is imposed unless the carrier takes the necessary corrective action within 30 days of receiving the order. A follow-up review takes place to ensure that the motor carrier has made corrective actions.

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

US Inspection results for 24 months prior to: 07/12/2020

Total Inspections: 0  
Total IEP Inspections: 0

Note: Total inspections may be less than the sum of vehicle, driver, and hazmat inspections. Go to [Inspections Help](#) for further information.

Inspection Type	Inspections:			
	Vehicle	Driver	Hazmat	IEP
Inspections	0	0	0	0
Out of Service	0	0	0	0
Out of Service %	0%	0%	0%	0%
Net1 Average % (2009-2018)	20.72%	5.51%	4.50%	N/A

Crashes reported to FMCSA by states for 24 months prior to: 07/12/2020

Note: Crashes listed represent a motor carrier's involvement in reportable crashes, without any determination as to responsibility.

Type	Crashes:			
	Fatal	Injury	Tow	Total
Crashes	0	0	0	0

[ID/Operations](#) | [Inspections/Crashes In US](#) | [Inspections/Crashes In Canada](#) | [Safety Rating](#)

*The Federal safety rating does not necessarily reflect the safety of the carrier when operating in intrastate commerce.*

[Carrier Safety Rating:](#)

The rating below is current as of: 11/19/2020

Review Information:

Rating Date:	02/14/2011	Review Date:	11/21/2019
Rating:	Satisfactory	Type:	Non-Ratable



# UNSATISFACTORY OR CONDITIONAL?

- ❑ What are the top reasons for a motor carrier to earn an unsatisfactory rating? FMCSA records show that it's not just one thing... it's usually a bundle of violations. That bundle of violations often triggers the compliance review in the first place. A CR is the only way a safety rating can be issued.
- ❑ A motor carrier has no reason to be surprised. FMCSA gives fair warning. The carrier can go online at FMCSA and check its Compliance, Safety, Accountability (CSA) safety percentile ranking. That CSA score is built on seven BASICS (Behavior Analysis and Safety Improvement Categories), where FMCSA examines areas of a company's safety and regulatory compliance.
- ❑ In each BASIC the carrier will see its own ranking compared to similar operations. When the carrier's ranking in any BASIC gets too high, FMCSA places an "alert" in that category. That tells the motor carrier that improvement in that category is needed and that a compliance review may be on the way. FMCSA looks especially close at the Unsafe Driving, Crash Indicator and Hours of Service Compliance BASICS, with HOS being the most important.
- ❑ Any motor carrier can improve its safety performance (FMCSA does not have a "no improvement possible" safety rating). Improvement starts with paying attention to the BASICS. Improvement opportunities do, however, have an endpoint. If the FMCSA finds a carrier's safety behavior over the top and life-threatening, it issues a federal order declaring the carrier an "imminent hazard." For that carrier, it's goodbye.



# CORRECTIVE ACTION PLAN

- ❑ Your corrective action plan consists of **the completed cover sheet, signed by the company officer** or the owner of the company, and documents proving that you have remedied each deficiency. Use the Table of Acceptable Documentation to determine what documents to attach and submit to FMCSA.
- ❑ FMCSA's new corrective action plan outlines how the agency will address recommendations made in the National Academy of Sciences' "Improving Motor Carrier Safety Measurement" report, which examines the effectiveness of the use of the percentile ranks produced by SMS for identifying high-risk carriers, and if not, what alternatives might be preferred.
- ❑ In addition, that report evaluates the accuracy and sufficiency of the data used by SMS, to assess whether other approaches to identifying unsafe carriers would identify high-risk carriers more effectively, and to reflect on how members of the public use the SMS and what effect making the SMS information public has had on reducing crashes.

## Top 10 Acute Motor Carrier Violations In 2018

Violation Code	Violation Description
1 383.37A	Allowing Driver To Operate With Suspended/Revoked/Etc.CDL
2 382.115A	Failing To Implement An Alcohol And/Or Drug Testing Program
3 382.305	Failing To Implement Random Controlled Substance Or Alcohol Testing Program
4 383.37B	Allowing Driver With More Than One CDL To Drive A CMV
5 387.7A	Inadequate Or No Financial Responsibility
6 390.35	Requiring, Permitting Or Making False Statements Or Records
7 382.215	Using A Driver Who Has Tested Positive For A Drug
8 396.9C2	Operating An OOS Vehicle
9 391.11A	Using An Unqualified Driver
10 391.15A	Driving A CMV While Disqualified

## Corrective Action Plan – 385.17

- A proposed Safety Rating issued at the close of a Rated compliance review.
- Final Safety Rating not issued for 60 days if no Hazmat or Passengers; 45 days if Hazmat or Passengers.
- **Company can submit a Corrective Action Plan:**
  - Submit within 60/45 days – earlier is better.
  - Corrective action plan must include documentation demonstrating violations fixed.
  - If plan is approved by **FMCSA Regional Administrator**, proposed Safety Rating upgraded.

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## Review Corrective Action Plan (Cont'd)

- **On the Process CAP Review page, Enforcement users with Review Corrective Action Plan role can provide their recommendation based on the evidence provided by a company**

Company Details +

USDOT# Legal Name	DBA Name	New Entrant Status	Reason	Last CAP Receipt Date
		Active		05/12/2010

Status: Received CAP Received Date: 5/12/2010

Failed Safety Audits: + Questions Only

Question/Violation	Reviewer Recommendation	Reviewer Internal Comment	Reviewer External Comment
#0 Does the carrier maintain complete driver qualification files?			

Reviewer:

Submit Save Cancel