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Federal Motor Carrier Safety Regulations Pocketbook (7orsa) Improving Motor Carrier Safety Measurement Federal Motor Carrier Safety Regulations Department of Transportation Federal Motor Carrier Safety Administration Register U.S. Department of Transportation Federal Motor Carrier Safety Administration Register Motor Carrier Safety BMCS, the Bureau of Motor Carrier Safety Motor Carrier Safety: Preliminary Information on the Federal Motor Carrier Safety Administration's Efforts to Identify and Follow Up with High-Risk Carriers Federal Motor Carrier Safety Regulations & Noise Emission Requirements Motor Carrier Safety Regulations Federal Motor Carrier Safety Regulations Pocketbook Federal Motor Carrier Safety Regulations Motor Carrier's Guide to Improving Highway Safety Motor Carrier Safety A Motor Carrier's Guide to Improving Highway Safety Federal Motor Carrier Safety Regulations Handbook Motor Carrier Accident Investigation The Effectiveness of the Department of Transportation's Motor Carrier Safety Programs and Its Organizational Structure Motor Carrier Safety Proceedings Motor Carrier Safety Road Checks, Motor Carriers of Property Commercial Motor Vehicle

Carrier Safety Management Certification Federal Motor Carrier Safety Regulations Motor Carrier Accident Investigation Report Motor Carrier Safety: Preliminary Information on Challenges to Ensuring the Integrity of Drug testing Programs Federal Motor Carrier Safety Administration Accidents of Large Motor Carriers of Property Motor Carrier Accident Investigations Motor Carrier Safety Federal Motor Carrier Safety Regulations Handbook Federal Motor Carrier Safety Regulations Handbook Commercial Motor Vehicle Driver Fatigue, Long-Term Health, and Highway Safety Federal Motor Carrier Safety Regulations Final Report Federal Motor Carrier Safety Regulations - Driver Edition Accidents of Class 1 Motor Carriers of Passengers Motor Carrier Safety Federal Motor Carrier Safety Regulations Administration Lacks Core Elements for a Successful Acquisition Function

The need to understand and follow applicable government regulations is critical to providing safety for everyone affected by the transportation industry. Motor Carrier Safety simplifies the many complexities of legal compliance for the transportation of goods by

highway. It provides you with the tools and focus required to achieve full regulatory compliance. The author examines current regulations to determine what issues and requirements pertain to such issues as hazardous materials, drugs and alcohol, employee safety and health. Bulleted lists present the regulations in a clear, easy-to-use format. You will understand the issues and be able to determine the specific regulations that affect your place of business. In addition to regulations and standards, this book covers points of training, record keeping, and suggestions for annual audits. Case studies relating to various regulations help you realize how either violating or complying will impact your business. These features combine to make Motor Carrier Safety the perfect vehicle for launching your in-house training program. The laws governing the transportation of goods by truck vary from agency to agency. Motor Carrier Safety makes clear the regulations and provides the you with a practical source for complying with them. This book helps you to understand your regulatory exposure for non-compliance and guides you through the steps to becoming compliant. Contains information about the Federal Motor Carrier Safety Administration (FMCSA) and

its programs. Offers full text access to its publications, including the Federal Motor Carrier Safety Regulations, and the FMCSA's interpretations of the Regulations. Contains statistics and numeric data on safety issues and crash ratings. Provides links to other related government agencies, organizations and publications. "The Federal Motor Carrier Safety Administration's (FMCSA) mission is to ensure motor carriers operate safely in interstate commerce. FMCSA partners with state agencies to conduct a variety of motor carrier oversight activities, which are carried out by certified auditors, inspectors, and investigators. Some motor carriers have registered under a new identity and begun to operate in interstate commerce, violating federal law in an effort to disguise their former identity and evade detection by FMCSA. Such carriers are known as chameleon carriers. GAO's objectives were to examine (1) the prevalence of chameleon carriers; (2) how well FMCSA's investigative programs are designed to identify suspected chameleon carriers; and (3) what constraints, if any, FMCSA faces in pursuing enforcement actions against suspected chameleon carriers. To address these objectives, GAO analyzed data on new applicants; reviewed investigative program guidance, federal motor carrier laws and regulations, GAO and other reports, and selected state corporate successor liability laws; observed two new entrant safety audits; and

interviewed FMCSA headquarters and field officials, state officials-including law enforcement agencies-and motor carrier stakeholders." Every year roughly 100,000 fatal and injury crashes occur in the United States involving large trucks and buses. The Federal Motor Carrier Safety Administration (FMCSA) in the U.S. Department of Transportation works to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA uses information that is collected on the frequency of approximately 900 different violations of safety regulations discovered during (mainly) roadside inspections to assess motor carriers' compliance with Federal Motor Carrier Safety Regulations, as well as to evaluate their compliance in comparison with their peers. Through use of this information, FMCSA's Safety Measurement System (SMS) identifies carriers to receive its available interventions in order to reduce the risk of crashes across all carriers. Improving Motor Carrier Safety Measurement 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, this 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. TRB's Commercial Truck and Bus Safety Synthesis Program (CTBSSP) Synthesis 12: Commercial Motor Vehicle Carrier Safety Management Certification examines information on existing commercial motor vehicle safety certification, selfevaluation, benchmarking, and best practices programs; identifies major common elements and protocols; and explores the crash-reduction effectiveness of the programs. "Over 3,600 people in this country died in 2009 as a result of crashes involving large commercial trucks and buses. Until recently the Federal Motor Carrier Safety Administration (FMCSA) and its state partners tracked the safety of motor carriers-companies that own these vehicles-by conducting resource-intensive compliance reviews of a small percentage of carriers. In 2004, FMCSA began its Compliance, Safety, and Accountability (CSA) program. CSA is intended to identify and evaluate carriers and drivers posing high safety risks. FMCSA has focused on three key CSA oversight activities to evaluate carriers: a new Safety Measurement System (SMS) using more roadside inspection and other data to identify at-risk carriers; a wider range of "interventions" to reach more at-risk carriers; and using SMS data to suspend unfit carriers. FMCSA expected to fully implement CSA by late 2010. FMCSA also plans to separately use data to rate drivers'

fitness. In this report, GAO assessed: (1) the status of the CSA rollout and issues that could affect it and (2) CSA's potential to improve safety. GAO reviewed CSA plans and data, visited eight states, and interviewed FMCSA, state, and industry officials. " Federal Motor Carrier Safety Administration lacks core elements for a successful acquisition function : Federal Motor Carrier Safety Administration. There are approximately 4,000 fatalities in crashes involving trucks and buses in the United States each year. Though estimates are wide-ranging, possibly 10 to 20 percent of these crashes might have involved fatigued drivers. The stresses associated with their particular jobs (irregular schedules, etc.) and the lifestyle that many truck and bus drivers lead, puts them at substantial risk for insufficient sleep and for developing short- and long-term health problems. Commercial Motor Vehicle Driver Fatigue, Long-Term Health and Highway Safety assesses the state of knowledge about the relationship of such factors as hours of driving, hours on duty, and periods of rest to the fatigue experienced by truck and bus drivers while driving and the implications for the safe operation of their vehicles. This report evaluates the relationship of these factors to drivers' health over the longer term, and identifies improvements in data and research methods that can lead to better understanding in both areas. In 2008, the Fed. Motor Carrier Safety Admin. (FMCSA) reports that there were about

300 fatalities from bus crashes in the U.S. Although bus crashes are relatively rare, they are particularly deadly since many individuals may be involved. FMCSA tries to identify unsafe motor coach carriers and take them off the road. This report determines: (1) the number of motor coach carriers registered with FMCSA as new entrants in FY 2007 and 2008 that are substantially related to or in essence the same carriers the agency previously ordered out of service; and (2) what tools FMCSA uses to identify reincarnated carriers. The report analyzed FMCSA data to find matches on key fields (e.g., ownership, phone numbers, etc.). Charts and tables. The Federal Motor Carrier Safety Administration (FMCSA) has the primary federal responsibility for reducing crashes involving large trucks and buses. FMCSA uses its "SafeStat" tool to select carriers for reviews for compliance with its safety regulations based on the carriers' crash rates and prior safety violations. FMCSA then conducts these compliance reviews and can place carriers out of service if they are found to be operating unsafely. This statement is based on a recent report (GAO-07-585) and other nearly completed work. GAO assessed (1) the extent to which FMCSA identifies carriers that subsequently have high crash rates, (2) how FMCSA ensures that its compliance reviews are conducted thoroughly and consistently, and (3) the extent to which FMCSA follows up

with carriers with serious safety violations. GAO's work was based on a review of laws, program guidance, and analyses of data from 2004 through early 2006.

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