

# TRUCK TALK

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## FMCSA Strategic 5 Year Plan 2011 – 2016



United States  
Department of Transportation

The mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving commercial motor vehicles. While there have been many successes since the FMCSA was created in 2000, there is much more to be done. The FMCSA's 2011-2016 Strategic Plan is the road map that charts their course for the next 5 years.

The plan is based on establishing a framework in which safety is the highest Agency priority. That framework is shaped by 3 Core Principles:

1. Raise the bar to enter the motor carrier industry
2. Maintain high safety standards to remain in the industry
3. Remove high-risk carriers, drivers and service providers from the industry.

The Agency's goals and strategies are grouped into 4 strategic focus areas:

- **CMV Safety 1st Culture:** Deliver safety programs and promote standards focused on having safety as the highest point in the commercial motor vehicle (CMV) transportation lifecycle.
- **Exponential Safety Power (SafetyX Power):** Build a coordinated network of safety partners to advance a common safety agenda.
- **Using Comprehensive Data and Leveraging Technology:** Improve systems and standards to provide real-time performance data.
- **One FMCSA:** Improve the management of people and programs and develop innovative solutions to the transportation challenges of today and tomorrow.

In order to accomplish the above, FMCSA has adopted 10 goals they hope to achieve. The first three are already in effect or will soon be:

1. CSA 2010 and the Safety Management System
2. A National Registry of Certified Medical Examiners
3. A drug and alcohol testing result clearinghouse

The remaining goals will be vetted over the coming 5 years:

4. Develop a new credentialing standard to make sure everyone covered by the rules understands the rules. This would also prevent motor carriers with poor safety records from starting a new operation under the old management.

5. Use safety and risk analysis to create a system of enforcement priorities that covers the entire transportation community, including shippers, cargo tank manufacturers or repair facilities and intermodal equipment providers as well as bus and truck operators and drivers. All entities in the CMV transportation lifecycle need to be aware of their impact on roadway safety and take responsibility for that impact.
6. Emphasize expanded traffic enforcement for car as well as truck and bus drivers.
7. Expand the range of its partnerships beyond the enforcement, carrier, medical and safety advocacy communities to include judicial, education, insurance and shipping communities. FMCSA should seek legal authority to take action against entities other than motor carriers or drivers that cause or contribute to safety violations.
8. Continue looking for incentives to push the use of safety technologies such as collision warning and stability control.
9. FMCSA wants to become the authoritative source of safety data, and to assemble all that data in a single system that all can enter.
10. Continuation and expansion of the effort to research driver risk factors to support rulemakings and promote health, wellness and a culture of safety.

For itself, FMCSA wants to clean up its regulatory closet by getting rid of obsolete or conflicting rules, and get better at hiring new people. Among its goals: get onto the Top 10 of the Best Places to Work in the Federal Government.

To view the entire Strategic 5 year Plan, go to:

**<http://www.fmcsa.dot.gov/about/what-we-do/strategy/strategic-plan.htm>**

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