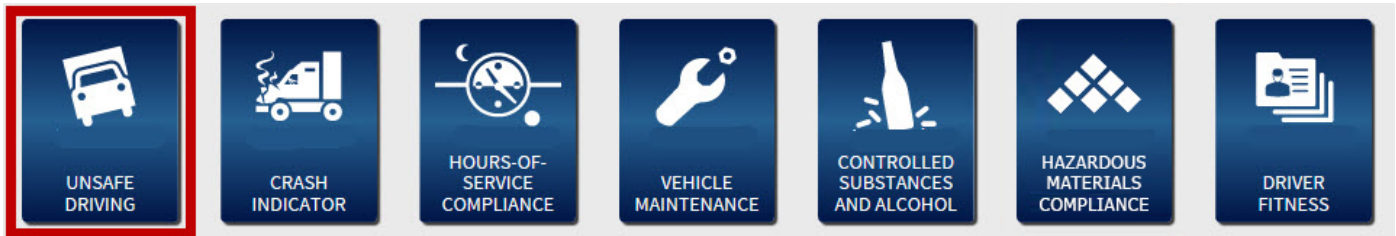




# Safety Measurement System – Unsafe Driving BASICS



The Federal Motor Carrier Safety Administration's (FMCSA) new Safety Measurement System (SMS) contains seven Behavior Analysis and Safety Improvement Categories (BASICS). The **Unsafe Driving BASIC** is defined as **“Operation of commercial motor vehicles in a dangerous or careless manner.”** It covers violations of regulations found primarily in Parts 392 and 397 of the Federal Motor Carrier Safety Regulations (FMCSR).

The SMS assesses the Unsafe Driving BASIC using relevant violations recorded during roadside inspections to calculate a measure for individual motor carriers. Violations are severity and time weighted. These measures are used to generate

percentile ranks that reflect each carrier's position relative to carriers with similar numbers of relevant inspections.

Unsafe driving percentiles above 65% (60% for hazmat and 50% for passenger carriers) generate an alert and may prompt interventions by the FMCSA. **Organizations can keep their percentiles low by ensuring controls are in place to reduce relevant violations, particularly those with a high severity weight.** There are 36 relevant violations for this BASIC. The following are summarized examples of the violations with a severity weighting of four (4) or more.

Group	Examples of violations	Severity weight*
Texting/Phone	• Operating a CMV while texting/phone	10
Reckless driving	• Reckless driving	10
Speeding	• Speeding—Construction zone	10
Seat belt	• Speeding—15 or more mph over	10
	• Speeding—11-14 mph over	7
	• CMV equipped with radar detector	5
	• Speeding—6-10 mph over	4
Dangerous driving	• Failing to use seat belt	7
	• Failure to yield right of way	5
	• Improper turns	
	• Following too closely	
	• Improper lane change or passing	
	• Failure to obey traffic control device	
	• Railroad grade crossing violations	

\* A severity weight is assigned to each violation ranging from 1 to 10 (10 being most severe). Out-of-service violations are given an additional 2 point weight. A time weight of 3 (0-6 mo.), 2 (6-12 mo.) or 1 (12-24 mo.) is also assessed based on how long ago the violation occurred. The severity weight is multiplied by its time weight. The FMCSA may periodically adjust the violations used and severity weights.

## \*Pre-Employment Screening Program Record (PSP)

Beginning in 2010, prospective employers can obtain Pre-Employment Screening Program records (PSPs) on drivers with the driver's consent, and drivers can obtain their own PSP (\$10). A PSP contains five years of crash data and three years of roadside inspection data on a driver.

A driver's past violation history may be a good indication of how likely he or she will be to have violations in the future. Organizations should establish guidelines for the acceptability of drivers with poor PSP histories. As with any hiring procedure, use of PSPs should be reviewed by legal counsel.

Drivers with poor PSPs may have difficulty finding jobs. Organizations are encouraged to educate drivers about PSPs. Drivers who are aware of the impact violations have on their driving career may do a better job of staying in compliance with FMCSRs, which is beneficial to your organization.

For more information on PSPs, visit FMCSA's Pre-employment Screening Program at: [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov).



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## Best practices for keeping your Unsafe Driving BASIC low

	Do not exist	Need improvement	Are adequate
<b>New driver hiring:</b>			
1. Motor vehicle records (MVRs) and Pre-Employment Screening Program records* (PSPs) are pulled on prospective drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Driver hiring standards and driver policies stipulate acceptable number of violations on MVRs and PSPs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Written driver policy/rules:</b>			
1. Policy exists and has been reviewed by management within the last year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Policy is reviewed by each driver during new hire orientation and at least annually thereafter.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Rules prohibit texting/ phone, speeding, use of radar detectors, unsafe driving, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Driver training and awareness:</b>			
1. New hire orientation and periodic refresher training includes defensive driving techniques and time management/route planning (prevent speeding).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. "Seat belts required" and "drive safely" signs posted where trucks exit facility.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Drivers are educated about the impact violations have on their careers, and drivers have been encouraged to obtain a PSP on themselves and have been instructed on how to obtain a PSP.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Driver monitoring:</b>			
1. Vehicles are governed to prevent speeding.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Vehicle monitoring systems (telematics) are set to alert safety and dispatch personnel when aggressive driving, such as speeding and hard brakes, are detected.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Engine reports are evaluated for indications of aggressive driving, such as speeding and hard brakes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Vehicle repairs and maintenance are reviewed for indications of aggressive driving such as premature brake wear.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Motor vehicle records (MVRs) are pulled at least annually.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. 1-800 "How's My Driving" system used.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Dispatchers:</b>			
1. Ensure assigned loads do not have unrealistic timelines and drivers have adequate available hours so speeding/aggressive driving is not required to make delivery.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Work with customers when driver is behind schedule to ensure driver does not have to speed to make original delivery window.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Driver accountability:</b>			
1. Formal corrective action program in place to address drivers who receive violations or obtain an unacceptable number of violations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Formal incentive program in place to reward drivers for violation-free inspections and clean MVRs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>