

FMCSA Beyond Compliance Survey

Consent

1. Title of Research Study

Beyond Compliance Program

Investigator

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Christopher Lindsey – Cambridge Systematics, Inc.

Supported By

This research is supported by the Federal Motor Carrier Safety Administration.

Key Information about this research study

The following is a short summary of this study to help you decide whether to be a part of this study.

The purpose of this study is to gauge the relative importance of various motor carrier safety program elements that lead to safe operations. This information will help FMCSA to determine those safety program tools, policies, and practices that lead to operations that go beyond compliance.

You will be asked to complete a survey as part of this research effort. We expect that you will be in this research study for 30 minutes. There is no risk to participating in this research. The main benefit of participation is that you are helping FMCSA to guide the development of a Beyond Compliance program which will provide incentives to motor carriers that do more than the basic requirements for transportation safety.

Why am I being asked to take part in this research study?

You are being asked to take part in this research study because you were identified as a motor carrier with operations that are among the safest in the industry.

Whether or not you take part is up to you. You can choose not to take part. You can agree to take part and later change your mind. Your decision will not be held against you.

You can decide not to participate in this research or you can start and then decide to leave the research at any time and it will not be held against you. To do so, simply exit the survey.

What happens to the information collected for the research?

Efforts will be made to limit the use and disclosure of your personal information to people who have a need to review this information. We cannot promise complete secrecy.

This survey is being hosted by Alchemer and involves a secure connection. Terms of service, addressing confidentiality, may be viewed at <https://www.alchemer.com/privacy/>. Upon receiving results of your survey, you will be identified only by a unique subject number. The results of the research study may be published, but your name will not be used.

Who can I talk to?

If you have questions, concerns, or complaints talk to Nicole Michel (nicole.michel@dot.gov; 202-366-4354), Gene Bergoffen (bergoffen@roadrunner.com; 207-935-7948), or Christopher Lindsey (clindsey@camsys.com; 404-460-2602).

Public Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0070. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are voluntary.

Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.

Consent

If you want a copy of this consent for your records, you can print it from the screen.

If you wish to participate, please click the "I Agree" button and you will be taken to the survey.

If you do not wish to participate in this study, please select "I Disagree" or select X in the corner of your browser.

*

- I Agree
- I Disagree

Overall Criteria

2. Advanced Safety Equipment is ... than Fatigue Management. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Fatigue Management

Overall Criteria

3. Advanced Safety Equipment is ... than Driver Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Driver Training

Overall Criteria

4. Advanced Safety Equipment is ... than Hiring Practices. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Hiring Practices

Overall Criteria

5. Advanced Safety Equipment is ... than Data Analytics. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Data Analytics

Overall Criteria

6. Advanced Safety Equipment is ... than Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Culture

Overall Criteria

7. Advanced Safety Equipment is ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Advanced Safety Equipment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Overall Criteria

8. Fatigue Management is ... than Driver Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Fatigue Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Driver Training

Overall Criteria

9. Fatigue Management is ... than Hiring Practices. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Fatigue Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Hiring Practices

Overall Criteria

10. Fatigue Management is ... than Data Analytics. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Fatigue Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Data Analytics

Overall Criteria

11. Fatigue Management is ... than Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Fatigue Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Culture

Overall Criteria

12. Fatigue Management is ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Fatigue Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Overall Criteria

13. Driver Training is ... than Hiring Practices. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Driver Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Hiring Practices

Overall Criteria

14. Driver Training is ... than Data Analytics. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Driver Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Data Analytics

Overall Criteria

15. Driver Training is ... than Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Driver Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Culture

Overall Criteria

16. Driver Training is ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Driver Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Overall Criteria

17. Hiring Practices are ... than Data Analytics. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Hiring Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Data Analytics

Overall Criteria

18. Hiring Practices are ... than Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Hiring Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Culture

Overall Criteria

19. Hiring Practices are ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Hiring Practices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Overall Criteria

20. Data Analytics is ... than Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Data Analytics	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Culture

Overall Criteria

21. Data Analytics is ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Data Analytics	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Overall Criteria

22. Safety Culture is ... than Safety Incentives/ Discipline. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Safety Culture	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Safety Incentives/ Discipline

Advanced Safety Equipment

23. Rollover Stability is ... than Collision Avoidance. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Rollover Stability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Collision Avoidance

Advanced Safety Equipment

24. Rollover Stability is ... than Lane Departure Warning. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Rollover Stability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Lane Departure Warning

Advanced Safety Equipment

25. Rollover Stability is ... than Video-Based Safety. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Rollover Stability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Video- Based Safety

Advanced Safety Equipment

26. Rollover Stability is ... than Blind Spot Monitoring. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Rollover Stability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Blind Spot Monitoring

Advanced Safety Equipment

27. Lane Departure Warning is ... than Video-Based Safety. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Lane Departure Warning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Video- Based Safety

Advanced Safety Equipment

28. Lane Departure Warning is ... than Blind Spot Monitoring. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Lane Departure Warning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Blind Spot Monitoring

Advanced Safety Equipment

29. Lane Departure Warning is ... than Collision Avoidance. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Collision Avoidance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Lane Departure Warning

Advanced Safety Equipment

30. Collision Avoidance is ... than Video-Based Safety. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Collision Avoidance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Video-Based Safety

Advanced Safety Equipment

31. Collision Avoidance is ... than Blind Spot Monitoring. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Collision Avoidance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Blind Spot Monitoring

Advanced Safety Equipment

32. Video-Based Safety is ... than Blind Spot Monitoring. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Video-Based Safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Blind Spot Monitoring

Fatigue Management

33. Sleep Disorder Screening is ... than Sleep Disorder Compliance Monitoring. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Sleep Disorder Screening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Sleep Disorder Compliance Monitoring

Fatigue Management

34. Sleep Disorder Screening is ... than Active Sleep Disorder Program. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Sleep Disorder Screening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Active Sleep Disorder Program

Fatigue Management

35. Sleep Disorder Screening is ... than Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving. *

Absolutely more important Strongly more important More important Slightly more important Equally important Slightly less important Less important Strongly less important Absolutely less important

Sleep Disorder Screening

Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving

Fatigue Management

36. Sleep Disorder Compliance Monitoring is ... than Active Sleep Disorder Program. *

Absolutely more important Strongly more important More important Slightly more important Equally important Slightly less important Less important Strongly less important Absolutely less important

Sleep Disorder Compliance Monitoring

Active Sleep Disorder Program

Fatigue Management

37. Sleep Disorder Compliance Monitoring is ... than Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving. *

Absolutely more important Strongly more important More important Slightly more important Equally important Slightly less important Less important Strongly less important Absolutely less important

Sleep Disorder Compliance Monitoring

Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving

Fatigue Management

38. Active Sleep Disorder Program is ... than Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Active Sleep Disorder Program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving

Driver Training

39. Finishing Training is ... than Sustainment Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Finishing Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Sustainment Training

Driver Training

40. Finishing Training is ... than Post-Crash/ Incident Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Finishing Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Post-Crash/ Incident Training.

Driver Training

41. Finishing Training is ... than Simulation-Based Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Finishing Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Simulation-Based Training

Driver Training

42. Sustainment Training is ... than Post-Crash Incident Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Sustainment Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Post- Crash Incident Training

Driver Training

43. Sustainment Training is ... than Simulation-Based Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Sustainment Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Simulation- Based Training

Driver Training

44. Post-Crash/ Incident Training is ... than Simulation-Based Training. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Post- Crash/ Incident Training	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Simulation- Based Training

Hiring Practices

45. Pre-Employment Screening is ... than Drug Testing. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Pre- Employment Screening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Drug Testing

Hiring Practices

46. Pre-Employment Screening is ... than Physical Functions Testing. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Pre- Employment Screening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Physical Functions Testing

Hiring Practices

47. Pre-Employment Screening is ... than Qualifying Road Test. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Pre- Employment Screening	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Qualifying Road Test

Hiring Practices

48. Drug Testing is ... than Physical Functions Testing. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Drug Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Physical Functions Testing

Hiring Practices

49. Drug Testing is ... than Qualifying Road Test. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Drug Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Qualifying Road Test

Hiring Practices

50. Physical Functions Testing is ... than Qualifying Road Test. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Physical Functions Testing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Qualifying Road Test

Data Analytics

51. Predictive Analytics for Safety Performance are ... than Data Driven Risk Assessment. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Predictive Analytics for Safety Performance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Data Driven Risk Assessment

Safety Culture

52. Safety as a Core Corporate Value is ... than Attempts to Measure Safety Culture. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Safety as a Core Corporate Value	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Attempt to Measure Safety Culture

Safety Incentives/ Discipline

53. Rewards for Safe Driving are ... than Discipline for Unsafe Driving. *

	Absolutely more important	Strongly more important	More important	Slightly more important	Equally important	Slightly less important	Less important	Strongly less important	Absolutely less important	
Rewards for Safe Driving	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	Discipline for Unsafe Driving

Measures of Effectiveness and Technology/Business Practices Screens

54. What safety measures of effectiveness do you track (check all that apply): *

- Driver retention rates
- Preventable crash rates
- DOT Reportable crash rates
- Non-DOT Reportable crash rates
- Critical events (e.g., hard braking, aggressive driving, speeding, motorist complaint calls, etc.)
- Other (please specify)
- None

*

Measures of Effectiveness and Technology/Business Practices Screens

55. What regulatory compliance measures of effectiveness do you track (check all that apply): *

- Hours-of-service violations
- Driver log falsifications
- Out-of-service rates at roadside
- Other (please specify)
- None

*

Measures of Effectiveness and Technology/Business Practices Screens

56. When developing crash or out-of-service rates, what normalizing variable(s) do you use (check all that apply): *

- Miles
- Total number of drivers
- Total number of loads
- Total number of power units
- Other (please specify)

*

Measures of Effectiveness and Technology/Business Practices Screens

57. Do you segment safety performance data to analyze specific types of crashes? *

- Yes
- No

Measures of Effectiveness and Technology/Business Practices Screens

58. What crash types do you use for safety performance data? (check all that apply) *

- Rear-end collision
- Hit fixed object moving forward
- Hit fixed object while backing
- Hit moving vehicle
- Lane change
- Ran off road
- Rollover/jackknife
- Hit pedestrian
- Roll away
- Stuck, need tow
- Property damage
- Spill/product release
- Hit by others
- Other (please specify)

*

Measures of Effectiveness and Technology/Business Practices Screens

59. Do you analyze causal factors for crashes ? *

- Yes
- No

Measures of Effectiveness and Technology/Business Practices Screens

60. What causal factors for crashes do you analyze? (check all that apply) *

- Speed management
- Space management
- Fatigue
- Distraction
- Driver skill or knowledge
- Medical event (with driver)
- Other (please specify)

*

Measures of Effectiveness and Technology/Business Practices Screens

61. What technology investments have you made and/or business practices implemented to improve performance as reflected by **preventable crash rates (including preventable DOT recordable crash)** (check all that apply) *

Advanced Safety Equipment - includes those tools and technologies installed on trucks that help to prevent crashes and unsafe driving behaviors. *

- Rollover Stability
- Collision Avoidance
- Lane Departure Warning
- Video-Based Safety System
- Blind Spot Monitoring
- None

Other

*

Fatigue Management - includes those policies and practices that help to prevent crashes and unsafe driving behaviors that may result from a driver being fatigued. *

- Sleep Disorder Screening
- Sleep Disorder Compliance Monitoring
- Active Sleep Disorder Program
- Internally Modified Hours-of-Service Rules for Daytime and Nighttime Driving
- None

Other

*

Driver Training - includes those policies and practices that help to prevent crashes and unsafe driving behaviors that may result from a driver lacking the skills and knowledge to operate safely. *

- Post-Crash/Incident Training
- Sustainment Training
- Simulation-based Training
- None

Other

*

Data Analytics - includes those tools, technologies, and practices that help to prevent crashes and unsafe driving behaviors by analyzing data on driver operations. *

- Predictive Analytics for Safety Performance
- Data Driven Risk Assessment
- Other

*

None

Safety Incentives/Discipline - includes those policies and practices that help to prevent crashes that may result from a driver engaging in unsafe driving behaviors. *

- Rewards for Safe Driving
- Discipline for Unsafe Driving

Other

*

None

Other Technology Investments or Business Practices *

Other

*

None

Measures of Effectiveness and Technology/Business Practices Screens

62. What technology investments have you made and/or business practices implemented to improve performance as reflected by **measures of regulatory compliance (i.e., hours-of-service violations, driver log falsifications, or out-of-service rates at roadside)** (check all that apply): *

Safety Culture - includes those policies and practices that help to prevent crashes and unsafe driving behaviors by establishing an expectation of safety in all aspects of a carrier's business. *

- Safety as a Core Corporate Value
- Attempt to Measure Safety Culture
- None
- Other

*

Safety Incentives/ Discipline - includes those policies and practices that help to prevent crashes that may result from a driver engaging in unsafe driving behaviors. *

- Rewards for Safe Driving
- Discipline for Unsafe Driving
- Discipline for Driver Log Violations/ Falsifications
- None
- Other

*

Regulatory Compliance Monitoring - includes those policies and practices that help to ensure compliance with federal regulations on hours-of-service and equipment serviceability *

- Carrier-Performed Routine Inspections of Equipment Serviceability
- Detailed Process for Driver Pre-Trip Inspections
- RFID-Verified Driver Pre-Trip Inspections (RFID = Radio Frequency Identification)
- None
- Other

*

Other Technology Investments or Business Practices *

- Other

*

- None