



U.S. Department of Transportation

Federal Highway Administration

Memorandum

SP-98-006-RR

Subject ACTION: Concurrence on Method of Reporting Out of Service Rates

Date July 1998 (stamped)

From Director of Motor Carriers Information Analysis

Reply to
Attn of HIA-20

To Office of Directors
Mr. George L Reagle, Associate Administrator for Office of Motor Carriers

The Office of Information Analysis is responsible for ensuring that statistics, such as those that appear in publications and answers to Congressional inquiries, are accurate and consistent. OMC is often asked, "What are the vehicle and driver out-of-service rates?" Although this question may appear straight forward, it is answered differently depending on who is asked the question. Staff from HIA, HSA and HFO have met to discuss the best way to answer this question and the results of their discussions are attached.

We would like your concurrence on this reporting method before any more rates are published. If you have any questions, please feel free to discuss these issues with me.

	CONCUR	NON-CONCUR	DATE
George Reagle	<u> </u>	<u> </u>	6/30/98
Paul Brennan	<u> </u>	<u> </u>	6/30/98
John Grimm	<u> </u>	<u> </u>	6/30/98
Jill Hochman	<u> </u>	<u> </u>	6/30/98
Clint Magby	<u> </u>	<u> </u>	6/30/98
Rose McMurray	<u> </u>	<u> </u>	6-30-98

John F. Grimm

Attachment

MEETING ON UNIFORM COMPUTATION OF INSPECTION RATES

SUMMARY OF DISCUSSION

How to compute ,inspection out-of-service (OOS) rates for drivers, vehicles, HM and total was the topic of discussion at a meeting on 1/23/98 between HIA- 10, HIA-20, HSA-20 and HSA-30 and a subsequent meeting on 3/25/98 that included HFO. Consideration was given to the different uses, levels of inspection (1 thru 5) as well as the use of interstate versus total (interstate plus intrastate) inspection data when computing such rates.

Different Uses of OOS Rates

In these discussions, the various routine uses of these statistics were detailed, including algorithms (SAFESTAT, SFRM, SAFER), reports such as MCSAP Quarterly and annual inspection reports and public and ad-hoc requests (e g., Qs and As). Some of these uses are at the individual carrier level (e g., the algorithms) and some are aggregate statistics (e.g., overall OOS rates for the Nation). It was agreed that there are many different inspection-related statistics depending on the user and intended use. However, for the most basic measures of out-of-service rates, consistent computation is a necessity to ensure that year-to-year, carrier-to-carrier and other comparisons can be made accurately.

Levels of Inspections

A 1992 memo was discussed that described an agreement between HIA and HFO (there was no HSA then) about how to compute these statistics. In that memo, vehicle OOS rates were to be based on Levels 1 and 2 inspections only and driver OOS rates were to be based on Level 1, 2 and 3 inspections.

The major discussion point centered around the value of including Level 5 inspections in the OOS rate calculations, which are included in all the current algorithms for vehicle OOS rates. HAS pointed out that Level 5 inspections include those that are performed as a part of a CR and those that are requested by the carrier. In addition, a high proportion of bus inspections done at terminal (or destination) points are Level 5. However, Level 5 inspections, are a very small proportion of inspections, about 1% (see table below). These inspections will not affect any aggregate statistics noticeably but may be very important at the individual carrier level because they may be the only inspections a carrier has.

Inspections by Level and OOS Rates (FY1997)

<u>Level</u>	<u>Number of Inspections</u>	<u>Percent of Inspections</u>	<u>Percent Vehicle OOS</u>	<u>Percent Driver OOS</u>
1	886,124	43%	31%	6%
2	626,174	31%	19%	8%
3	499,024	24%	3%	11%
4	10,741	1%	12%	5%
5	24,278	1%	14%	---

Source: MCSAP Quarterly Report File

Given the pros and cons considered, the group agreed that Level 5 inspections should be included in the computation of vehicle OOS rates, except those done at the request of a carrier. HSA-30 will reiterate to the field the current policy that inspections performed solely at the request of the carrier are not MCSAP eligible and should not be sent to MCMIS

CONCLUSIONS

1. Out-of-Service Rate Computations

The following algorithm should be used to calculate OOS rates. This algorithm conforms to the formulas used in SAFESTAT, SFRM and SAFER.

$$\text{VEHICLE OOS RATE} = \frac{\# \text{ of Level 1 + 2 + 5 Inspections with Vehicle Put OOS}}{\# \text{ of Level 1 + 2 + 5 Inspections}}$$

$$\text{DRIVER OOS RATE} = \frac{\# \text{ of Level 1 + 2 + 5 Inspections with Driver Put OOS}}{\# \text{ of Level 1 + 2 + 5 Inspections}}$$

$$\text{HM OOS RATE} = \frac{\# \text{ of Inspections with Driver or Vehicle Put OOS}}{\# \text{ of Inspections (All Levels) with HM Present}}$$

The TOTAL OOS RATE, which has been used in the past, is a poor statistic, since it varies greatly with the mix of different levels of inspection. Unless specifically requested, this rate will not be reported.

2. Interstate versus Total Inspections

To avoid confusion, statistics for general consumption should include both interstate and intrastate inspections unless specified differently.

Until very recently, MCMIS has received only interstate carrier inspections, while the MCSAP Quarterly reports have included both interstate and intrastate inspections. MCMIS began getting intrastate inspections last year, but not all states are participating at this time. Since the MCMIS intrastate inspection file is not yet complete, OOS rates for the public should come from the MCSAP Quarterly data. When the MCMIS inspection file contains all intrastate inspections, then MCMIS will be the source for these statistics. In the meantime, if a user requests OOS data requiring a breakdown that only MCMIS can provide, then the issue of incomplete intrastate data will be discussed with the requestor relative to their needs for the data. Regardless of the outcome, it will be made clear to recipients whether interstate and/or intrastate data are being represented.

3. National Fleet Safety Survey

Statistics from the National Fleet Safety Survey (NFSS) should be used to track the “true” driver and vehicle OOS rates in the U.S. The NFSS was conducted in 1996 and will be conducted again this summer. Vehicles are chosen at random compared to the targeted inspections in MCSAP. Since the NFSS is limited to Level 1 inspections though, comparisons can only be made between this survey and the MCSAP Level 1 inspection OOS results.