# Defensive Driving Tips for CMV Drivers: An Internet-Based Approach

## Task Order # 2: Project Final Briefing

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# Acknowledgements

- Research was funded by the Federal Motor Carrier Safety Administration under Contract # DTMC75-07-D-00006 (Task Order #2)

- **Dr. Martin Walker** was the Task Order Manager

- **Ed Miller** and **Joon Song** of Wyle Information Systems implemented the web content

- **Vern Moore**, **Tom DiSalvi**, **Jerry Waddell**, **Scott Manthey**, and **Del Lisk** served as the subject matter experts

- Drivers providing consent to use their videos made this project possible

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# Presentation Overview

- Driver Error
- Defensive Driving
- Background summary and key points
- Project objectives
- Project tasks
- Deliverables
- Webpage Overview

# Driver as Critical Reason

- In 2004, large trucks accounted for 12% of all fatal crashes (FMCSA, 2004)

- LTCCS study (2002) reports that large trucks were assigned the <u>critical reason</u> in 55% of cases; driver reasons accounted for 87% of cases

- DDWS FOT study (2005) reports that large trucks were assigned the <u>critical reason</u> in 71% of safety-critical events; driver reasons accounted for 57.9% of cases

- Use the LTCCS critical reason framework and add specific examples from the naturalistic studies

# Defensive Driver Training/Courses

- Several organizations offer training and courses on defensive driving tips for truck and bus drivers

    - **National Safety Council, DDC-PTD**
      ([www.nsc.org](http://www.nsc.org))

    - **Safety and Health Council**
      ([www.safetync.org](http://www.safetync.org))

    - **FMCSA's "Share the Road Safely"**
      ([www.nozone.org](http://www.nozone.org))

    - **Smith System**
      ([www.smith-system.com](http://www.smith-system.com))
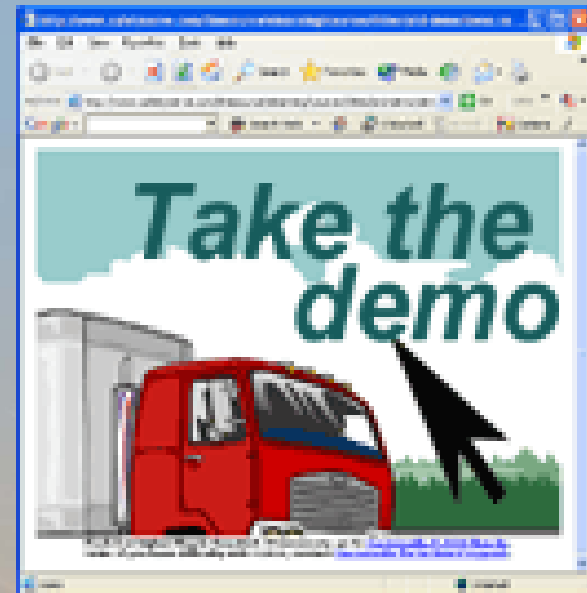
# Summary and Key Points

- "Driver Error" is the primary contributing factor in crashes

- There are several studies, including many conducted by FMCSA-VTTI, that have identified specific driver behavior and performance errors ("error categories")

- Driver training and defensive driving programs are in place to improve driving skill and reduce driver errors
    - The goal of the current project was to supplement these programs, not replace them

- To underline the driver training message, this project used video recordings, collected from naturalistic driving studies, to demonstrate key driver errors

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# Project Objectives

- Develop defensive driving safety information

- Generate video examples of driving behavior "do's" and "don'ts"

- Design webpage content on defensive driving techniques

- Via webpage, provide ideas and tips to fleet safety managers and CMV drivers

- Webpage to be included on FMCSA's website

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# Project Tasks

- Literature review
  - Web design, usability
  - Driver error, defensive driving, truck driver safety

- Input from Fleet Safety Managers
  - JB Hunt (Vern Moore)
  - Schneider (Tom DiSalvi)
  - Cargo Transporters (Jerry Waddell)
  - Gordon Trucking (Scott Manthey)
  - DriveCam (Del Lisk, formerly of Smith System)

- Webinar held with experts to outline first draft of content and second review of near-final draft

# Webpage Development

- Developed content around key/priority Commercial Vehicle Driving "Do's" and "Don'ts"

- Worked with Wyle Information Systems and FMCSA to format content and ensure it matched FMCSA's website existing look & feel

- For the Driving Tips ("Don'ts") that were identified, found matching video from a naturalistic driving study

- Asked drivers in the videos for their permission to use for the webpage

# Final Deliverables

- Final Report that includes the literature review and describes the web content development process (submitted)

- Website

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