



# FMCSA Data – Information for Safety Stakeholders

## Background

Industry stakeholders have asked questions about the sources of the Federal Motor Carrier Safety Administration's (FMCSA) publicly available data. This factsheet explains FMCSA's different systems.

### Access to FMCSA Data

FMCSA has three safety and compliance data sources available to the public. These sources are the Safety and Fitness Electronic Records (SAFER) system, the Licensing and Insurance (L&I) Website, and the Safety Measurement System (SMS).

### SAFER System

The SAFER Website (<http://www.safersys.org>) provides a motor carrier's safety rating, which can be Satisfactory, Conditional, or Unsatisfactory. Safety ratings are based on an evaluation of six safety factors following an Onsite Investigation: General (for example, insurance), Driver, Operational, Vehicle, Hazardous Materials (HM), and Accident Factor.

### L&I

The L&I system contains FMCSA licensing and insurance data. The L&I Website (<http://li-public.fmcsa.dot.gov>) allows users to confirm that a motor carrier has active operating authority and adequate insurance.

### SMS

The SMS analyzes carrier roadside inspection and crash data, which is currently used by FMCSA to prioritize enforcement resources. The SMS examines a motor carrier's on-road performance (crashes and roadside inspections) and investigation results over the last 24 months.

SMS data are grouped into seven categories called the "BASICS," or the Behavior Analysis and Safety Improvement Categories. The BASICS are Unsafe Driving, Hours-of-Service Compliance, Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, HM Compliance, and Crash Indicator. Carriers are placed in safety event groups for each BASIC (e.g., other carriers with similar numbers of inspections) and percentiles from 0 to 100 are determined by comparing carrier performance in that peer group. A percentile of 100 indicates the worst performance. BASIC assessments are publicly available, except for the HM Compliance and Crash Indicator BASICS.

SMS data are not safety ratings. Currently, safety ratings are assigned following an Onsite Comprehensive Investigation and under the standards and procedures identified in 49 CFR Part 385. Unless a properly registered carrier has received an Unsatisfactory safety rating, or has otherwise been ordered to discontinue operations, it is authorized to operate on the nation's roadways.

