

Request for correction

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Publication Information

Clearly identify the report, data set, or other document that contains the information you want the Department to correct.

DOT Agency: FMCSA
Publication/Report Title: Inspection Selection System Carrier Snapshot
Publication/Report Title: 6/29/02

How did you receive the information? If found on a website, please indicate the URL

Insurance Carrier

Describe how the information in question affects you (i.e., how an alleged error harms you, and/or how the correction will benefit you).

We have worked diligently since May 1998 to reduce our out of service violations and vehicular accidents, thinking those were the factor's controlling our "safer" and "SafStat" ratings. Our total number of roadside inspections have reduced 39% since 1997 a direct result of the reduction in both areas.

We were very surprised recently to find our "Inspection Value" had increased from 41 to 63 on June 29, 2002. The higher rating is a direct result of Indiana's increased activity in level three inspections and the reporting of "traffic" and "log" violations.

- (1) The higher rating increases the probability for roadside inspections.
- (2) A negative effect on our insurance renewal process, due November 1, 2002.
- (3) The higher rating disqualifies members of "PrePass" a program to reduce the recurrence of crossing scales.
- (4) Stopping equipment/drivers for inspections effects operations and can be a safety hazard.
- (5) A high rating has a negative effect on our recruiting efforts. Our fleet is 100% owner operator.
- (6) A favorable "Inspection Rating" would reduce the frequency of roadside inspections and allow the members of "PrePass" to bypass scales, saving time and wear and tear on equipment.
- (7) If the State of Indiana were to limit their level three inspections to an adequate frequency similar to the surrounding states, our rating would return to a realistic and genuine level.

Clearly identify the specific information that you believe needs correction. The distarity in the frequency of level three inspections and the reporting of "traffic" violations without convictions, effects each carrier differently depending on their operating region.

Listed below are, first the percentage of level three inspections, second the percentage of Ace Doran "traffic" violations, third the percentage of Ace Doran miles and fourth the national average for level three inspections.

Indiana =	(36.9)	(31)	(15.1)	(21.1)
Kentucky =	(40.5)	(15)	(11.8)	
Ohio =	(0.6)	(8)	(23.6)	
Michigan =	(32.8)	(9)	(1)	
Tennessee =	(5.8)	(9)	(4.4)	

Indiana's reporting of Ace Doran "traffic" violations increased from 31% for 30 months to 52% from 10/10/01 to 7/9/02.

For that same 8-month period, Tennessee, Kentucky and Michigan reported 10%, Georgia, North and South Carolina, one each and Ohio zero.

During the period of 10/10/01 and 7/9/02 in which Indiana reported 52% of our total "Traffic" violations, only one of our twenty two accidents occurred in Indiana and speed was not a factor.

Specify, in detail, why you believe the information fails to meet standards of integrity, utility, and objectivity.

Indiana's aggressive reporting creates a disparate pattern, effecting the programs integrity and objectivity. Indiana's increase in reporting from 31% to 52% compared to the surrounding states for the same period, Kentucky dropped from 15% to 10%, Ohio from 8% to 0%, Michigan and Tennessee increased from 9% to 10%.

A carrier operating outside the state of Indiana has a definite advantage over a carrier operating within.

Non-conviction "traffic" citations should not effect the inspection rating.

We certainly do not tolerate traffic violations, but we would hope information effecting carriers is enforced equally through out the industry.

Specify your recommendations for what corrections DOT should make to the information in question and reasons for believing that these recommended corrections would make the information consistent with both the DOT's and OMB's information quality guidelines.

The information provided by state for entry into the carrier profile should not effect the "Inspection Rating" if the state has exceeded the national average for any level inspection. For example, 36.9% of Indiana's inspections are level three; and the national average is 21.1. Once the carrier has reached the 21.1% plateau the information would not be used in the "Inspection Value" calculation.

"Traffic" violations is the only factor unrelated to the inspection of a driver and equipment. Having this information effecting the "Inspection Value" is surprising since it has nothing to do with the condition of the driver or the equipment.

Non-conviction traffic violations should not be included in the "Inspection Value" calculation. These are alleged violations one persons word against another.

In a case where the Department has not designated a report, data set, or document as being subject to these information quality guidelines, and you believe it should be, you should specify why the information should be subject to the guidelines; and include any documentary evidence you believe is relevant to your request (e.g., comparable data or research results on the same topic). By comparing the "moving violations" report in SafStat, (the driver SEA report), certain sections of the nation has more "speeding" violations than others. Some carriers have 100 while a larger carrier in a different area may only have 50 or 60 moving violations in 30-months. Compare Wynne Transport Service Inc, DOT # 114725 with Ace Doran #081361 and others.