

**U. S. Department of Transportation  
Federal Motor Carrier Safety Administration  
Docket Management Facility  
400 Seventh Street, SW, Nassif Building  
Room PL-401  
Washington, DC 20590-0001**

**Annette M. Sandberg  
Administrator**

RE: Docket No. FMCSA-2004-18898 and FMCSA-1998-3639

Subject: **Comprehensive Safety Analysis 2010 Initiative**

Coachusa/ CUSA would like to thank you for the opportunity to comment on the above initiative. The Federal Motor Carrier Safety Administration (FMCSA) has a significant task to conduct compliance reviews as currently structured and keep our highways safe. Coachusa/CUSA is a leader in the charter and tour industry and can help the FMCSA improve the bus industry's safety compliance in several ways.

We have reviewed the request to provide answers or suggestions to the questions posed in the federal register.

The following suggestions of which are incorporated into our answers will help to improve the overall intercity bus industry.

## **Questions:**

### **1. How effective is FMCSA's current compliance review process? What is working now? Not Working?**

Several aspects are working such as on site inspections of the carriers' compliance files, however, the carriers' overall safety program is not reviewed. We suggest resources be directed to address unrated carriers rather than repeatedly reviewing carriers with a proven safety record, unless they are subject to a specific safety-related complaint. In reviewing several companies Safety profile it is noted that most carriers have not been reviewed or are shown as unrated. This has to be a top priority to review these carriers. All carriers should be reviewed at least every 5 years.

### **2. What alternative methods should FMCSA consider for determining carrier safety fitness and for addressing unsafe behaviors?**

Several States such as California has what is call a drivers "Pull Notice Program". The State tracks the drivers motor vehicle record and reports any activity against the driver to the carrier. When the driver reaches a certain number of points the drivers license is revoked. If a carrier has a high count collectively, then this would trigger a compliance review. In addition the FMCSA should review a new-entrants' safety program before issuing operating authority.

### **3. What should be the focus of FMCSA's Safety analysis process? Motor carriers? Drivers? Owners? Other people or entities associated with safety?**

All the above must be reviewed, owners, carriers and most of all drivers. Of course the carriers vehicles must be involved as well, however ,the drivers' should be the main

focus. A carrier may have the best owners and vehicles, but the drivers behaviors are of utmost concern.

**4. Should FMCSA present its safety evaluations to the public? How?**

The new website has improved considerably and helps the customers select a carrier that has a safe rating. Tour operators and travel group coordinators are aware of the website, however most people not in the industry are not. More effort needs to be made through press releases to the public so they can understand what is involved in a carriers operation.

**5. What should be the key attributes of a program to assess motor carrier safety?**

Several companies have reviews conducted by DOD Audits, MTMC ( Military Traffic Management Command). This data should be reviewed and incorporated into the compliance review and used to eliminate duplication. It seems the industry has several agencies doing the same process. The FMCSA should control the reviews using key attributes of MTMC as well as what is currently used by FMCSA.

**6. How should safety be measured?**

The rating process should be reviewed and we suggest that it be changed to a numeric system such as 1-5 using the same structure as MTMC. In addition accident per million miles operated along with vehicle and driver out of service numbers are excellent measures.

**7. What compliance and enforcement tools are most effective?**

Operating authority should be cancelled with carriers that pose an immediate threat to the safety of the motoring public. FMCSA needs to track carriers and flag carriers who lose their insurance and operating authority due to poor safety operations by starting over and reincorporating and obtaining new operating authority. Several states have special divisions of law enforcement that monitor commercial carriers. FMCSA should work with these states to vigorously enforce traffic laws on commercial carriers.

Again Coachusa/ CUSA thanks the FMCSA for setting up these listening sessions to hear direct from the carriers that operate safely every day.