

CCMTA

**Towards a strategy to address human errors
in the motor carrier industry in Canada.**

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Chair of CCMTA's Human Factors and Motor Carrier Safety Task Force

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Overview

- Background:
 - RSV 2010
 - Human Factors and Motor Carrier Safety Task Force;
- Phase 1: Human factors in CMV crashes;
- Phase 2: Looking at the situation in Canada;
- Phase 3: Suggested strategy;
- Next steps.



RSV 2010

- National program, aimed for the safest roads in the world by 2010;
- 30% reduction in fatalities and serious injuries 2008-2010 vs. 1996-2001;
- Seven targets, several task forces;
- CMV target: 20% reduction in fatalities and serious injuries.



RSV 2010 (cont'd)

- **2003-2005 mid-term : CMV related fatalities stable, serious injuries increased by 11.6%;**
 - **2005-2007: fatalities: – 1.8%, serious injuries – 3.9%;**
- **Discussions: what should we do?**
- **Driver error is where most progress is to be achieved;**
- **Discussion paper: interventions not risk-based, need a global strategy targeting human factors, driver errors.**



Human Factors and Motor Carrier Safety Task Force

- **20 members (government & industry stakeholders);**
- **Work to be conducted in 36 months window (February 2008 – February 2011);**
- **Chair wrote the report, periodically provided chapters to task force members for inputs;**
- **Provided by-annual updates to CCMTA.**



Human Factors and Motor Carrier Safety Task Force

1. **Review crash-causation science, identify problems, identify intervention leads in scientific literature;**
2. **Review current situation in Canada;**
3. **Generate basic strategy;**
 - Purely scientific, evidence-based & theory-driven report, no policy considerations;
 - Starting point, open, ongoing, long-term process.



Phase 1: Evidence-based problem assessment

- Reviewed CMV crash causation and naturalistic driving studies;
- Reviewed NCDB data for 2003-2007;
- Reviewed scientific papers on driver errors and interventions, for both LV and CMV drivers;
- More than 525 references overall.

Phase 1- summing up:

- **Studies, data confirm role of driver errors in 80-90% of CMV crashes;**
- **RE and DE are the main problems;**
 - **RE: inattention (fatigue and distraction);**
 - **DE: Whole spectrum of high-risk behaviors;**
- **Reviewed science for contributing factors and intervention leads, drafted first recommendations.**

Phase II: Looking at the situation in Canada

- **Conducted three online surveys:**
 - Carrier survey (56 carriers from 6 provinces);
 - Industry association survey (6);
 - Government survey (CRA members).
- **Conducted analysis of NSC;**
- **Phase 1 draft recommendations stand, reinforced.**

Phase III: Strategy

- **Issued 44 recommendations:**
 - Fatigue: 16;
 - Distraction: 17;
 - Risky driving: 11.
- **R & D is central to most of them;**
- **Marginal regulatory impacts;**
- **Working closely with industry.**

Next steps

- **Stakeholders to take winter months to review report and reconvene in the spring to discuss future steps:**
 - Reactions to suggested actions;
 - Fit with RSS-2015 framework, initiatives prioritization;
 - How projects could be conducted, by whom, and with what resources.
- **Chair to develop these issues further and provide suggestions to stakeholders prior to spring meeting.**

Questions?

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Task force members

TC - P. Thiffault (Chair)

QC – P. Gobeil (Vice-chair)

TC - P. Boase/A.

TC - Chouinard/S. Peddie

YT – T. Erman

PE – G. Miner

ON – C. Brant/G. Stewart

QC – E. Morasse

BC – G. Gilks

FMCSA – M. Walker

CBA – D. Haire

CTA – G. Wood

Teamsters – P. Benson

MCC – B. Crow/D. Carroll

OBAC – J. Ritchie

PMTTC – B. Richards

PSAC – P. Delaney

HSRT – J. Goss

CCMTA - V. Todd

