



House Concurrent Resolutions 20
House Transportation and Public Safety Committee
February 21, 2018

Chairman Green, Vice-Chairman Greenspan, Ranking Member Sheehy, and members of the House Transportation and Public Safety Committee, my name is Tom Balzer, President & CEO of the Ohio Trucking Association and the Ohio Association of Movers. Collectively, we represent over 1,000 trucking, moving, logistics, and warehouse companies and allied vendor members. I would like to thank you for this opportunity to allow me to present my testimony in support of House Concurrent Resolution 20, which would urge the Federal Motor Carrier Safety Administration to apply only crashes which are the fault of the driver in calculating scores for Compliance, Safety, Accountability.

Compliance, Safety, Accountability or CSA is a program developed by the Federal Motor Carrier Safety Administration in 2010 to track the safety performance of motor carriers in seven areas or BASICS. Those seven BASICS are:

- Unsafe Driving
- Crash Indicator
- Hours-of-Service Compliance
- Vehicle Maintenance
- Controlled Substances/Alcohol
- Hazardous Materials Compliance
- Driver Fitness

It is the Crash Indicator BASICS that has been one of the areas that is problematic to the industry. So problematic that the Federal Motor Carrier Safety Administration removed the BASIC from public view. The problem was that this BASIC is calculated on all crashes regardless of fault. Someone rear ends you while you are at a stop light, a drunk driver broad sides you, someone jumps in front of your truck in a suicide by truck are all real life examples that negative impacts a trucking company's Crash Indicator BASIC, eventhough each has nothing to do with the actual safety record of the trucking company or driver.

The most dramatic example of this happened in 2015 in Cincinnati when the Hopple Street bridge collapsed onto Interstate 75. A bridge literally fell out of the sky onto a truck, and FMCSA penalized that trucking company's CSA score.

Mr. Chairman, this concludes my testimony, and I would be happy to answer any questions.