**Why I appreciate the Changes to the FMCSA Crash Preventability Determination Program (CPDP)**

The Federal Motor Carrier Safety Administration (FMCSA) Crash Preventability Determination Program (CPDP) has undergone significant changes since its initial roll-out in 2017 and I believe the 2024 updates have had a positive impact on the trucking industry. As someone who cares deeply about fairness, accountability, and efficiency in our transportation systems, here are the reasons why I appreciate these improvements:

**1. Promoting Fairness for Drivers and Motor Carriers**

One of the most commendable aspects of the updated program is its commitment to fairness. Previously, motor carriers and drivers often faced unfair consequences for crashes that were clearly non-preventable, such as being struck by a drunk driver or involved in incidents caused by extreme weather conditions. These crashes would remain on the Motor Carrier’s accident register for three (3) years and would negatively affect their Compliance, Safety, and Accountability (CSA) Crash Indicator BASIC. The revised program allows these crashes to be reviewed and properly categorized as non-preventable, ensuring that drivers and carriers are not penalized for circumstances beyond their control.

**2. Transparency and Accountability**

The FMCSA has taken steps to enhance transparency by offering a clear and accessible process for contesting crash determinations. The 2017 introduction of the online DataQs portal made it easier for carriers to submit accident documentation and evidence for review. This transparency not only builds trust in the system but also holds all parties accountable for accurate and fair evaluations.

**3. Improvement of Compliance, Safety, and Accountability (CSA)**

For years, the CSA violation point system , and time-weight numbers have been a critical measure of a carrier's safety performance, influencing everything from insurance premiums to customer trust. Now that FMCSA is allowing non-preventable crashes to be removed from these calculations, the updated program ensures a more accurate reflection of a carrier's safety record. This change is particularly important for smaller motor carriers, who might otherwise struggle with the reputational and financial damage caused by an unfairly tarnished record.

**4. Expansion of Eligible Crash Types**

The decision to expand the list of crash types eligible for review from seventeen (17) to twenty-one (21) is a significant step forward. The inclusion of scenarios such as collisions with another motorist losing control, rear-end strikes while stopped, and incidents caused by other vehicles crossing into a driver's lane provides broader opportunities to correct the record. These additions acknowledge the ever-changing range of challenges faced by drivers and create a more comprehensive system for addressing non-preventable crashes. I would like to see a periodic review of all crash types and additions to the current list.

**5. Streamlined and Accessible Process**

The FMCSA’s efforts to make the review process more accessible cannot be overstated. By simplifying the steps required to submit a review request through the DataQs portal, the agency has reduced administrative burdens for motor carriers. This efficiency allows carriers to focus on their core operations while ensuring that their records are accurate and up to date.

**6. Incentivizing Safer Practices**

By focusing on preventability rather than simply recording all crashes, the updated program encourages carriers to adopt initiative-taking safety measures. While non-preventable crashes can now be excluded from the CSA calculations, and FMCSA audits, the program’s continued emphasis on accountability ensures that carriers remain committed to minimizing risks and maintaining safe operations.

**7. Industry Input Recognized**

One of the most encouraging aspects of the updated program is the way it reflects feedback from industry stakeholders. The FMCSA’s willingness to listen to drivers, motor carriers, and trade organizations demonstrates a genuine commitment to collaboration and improvement. This responsiveness not only benefits the industry but also strengthens the relationship between regulators and the people they serve.

**Conclusion**

The changes to the FMCSA Crash Preventability Determination Program represent a significant step forward for the trucking industry. By prioritizing fairness, transparency, and efficiency, the updated program ensures that drivers and motor carriers are treated fairly while maintaining high safety standards. These improvements are a win-win for everyone involved, fostering a safe and more just transportation system. I applaud the FMCSA for its efforts and look forward to seeing the continued positive impact of these changes.

Warm regards,

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