

COMMERCIAL VEHICLE INFORMATION SYSTEMS AND NETWORKS (CVISN) DEPLOYMENT PROGRAM

Benefits of CVISN Level 1 Deployment

1. Background

In Transportation Equity Act for the 21st Century (TEA-21), Congress established a goal to complete Commercial Vehicle Information Systems and Networks (CVISN) deployment in a majority of states by September 30, 2003. Through the CVISN Deployment Program, Federal and State government agencies work together with the motor carrier industry to develop and deploy cost effective information systems and communication networks that provide electronic access to timely and accurate motor carrier safety and other information.

CVISN is not a new information system, but rather a collection of information systems and communication networks that together provide a framework for States, the Federal government, and private stakeholders to electronically collect, process and exchange motor carrier safety information and commercial vehicle and driver data. In some cases, this requires only modifications to the existing information systems and communication networks; in other cases, new systems, networks, or applications must be added in order to support the capture, storage, and exchange of information. In either case, increased functionality and capability is the result.

As a result, Federal and State enforcement officials are targeting high-risk motor carriers for enforcement and compliance actions and identifying high-risk and/or previously un-inspected commercial vehicles and drivers for further inspection. State government agencies are providing more efficient and responsive administrative processes for their motor carrier industry customers. Safe and legal carriers are moving freight more efficiently, as safety enforcement efforts are focused on high-risk carriers, commercial vehicles, and drivers.

2. CVISN Level 1 Deployment

Since 1997, the FMCSA has worked with States, the motor carrier industry, and the private sector to identify, develop, and deploy a specific set of organizational and technical capabilities associated with CVO-related information systems and communications networks. The CVISN Level 1 capabilities:

- Support the electronic collection and processing of motor carrier and commercial vehicle safety information to roadside enforcement officials;
- Automate the processes for interstate motor carriers to apply for, review, and pay registration fees and returns on fuel taxes with State agencies, and allows States to participate in the International Registration Plan and International Fuel Tax Agreement clearinghouses; and
- Allow transponder-equipped commercial vehicles to be electronically screened at one fixed or mobile roadside site, with the capability ready to be replicated at additional sites.

3. Benefits of Implementing CVISN Level 1 Capabilities

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The benefits of deploying technologies that support CVISN Level 1 capabilities are:

- Improved quality, timeliness, and access to safety information by commercial motor vehicle inspectors will improve commercial motor vehicle safety. The electronic exchange of more accurate and timely safety and related credentialing information will improve the effectiveness of Federal and state safety programs.
- More efficient and responsive administrative processes for motor carriers and government agencies. Automated credentialing processes can potentially yield four times the benefit for every dollar invested for medium-size carriers and twenty times for large-size carriers by saving time through more efficient credentialing.
- More efficient movement for safe and legal carriers on the nation's highways. State safety enforcement personnel have the safety and credentials information to focus its limited resources on high-risk operators. The amount of traffic congestion that surrounds a weigh or inspection station is reduced, as well as associated damages to the highway infrastructure. Safe and legal carriers save time by remaining on the road and money by reducing the amount of fuel their vehicles consume while traveling on the highways.

These activities will result in enhanced safety for drivers, trucks, and buses, and greater operating efficiencies for electronically linked government agencies and motor carriers. In turn, both the public and private sectors will realize savings in time, resources, and the cost of doing business. Initial estimates of specific benefits of implementing ITS/CVO technologies reveal:

- In a study of 40,000 inspections, safety inspectors increased the number of unsafe commercial drivers and vehicles removed from the highway from 8,000 to 12,000 by using advanced safety information systems instead of traditional methods.
- A case study sponsored by the National Governors' Association involving eight States consistently showed positive benefit to cost ratios of up to six-to-one for administering motor carrier credentials electronically. In addition, an American Trucking Associations' Foundation study of 700 medium and large-sized motor carriers showed an expected benefit-to-cost ratio of 4:1 and 19:1 respectively.
- A study by the Texas Transportation Institute estimated that it costs between \$50 and \$70 an hour to operate a commercial motor vehicle. Every minute a commercial vehicle is stopped at a weigh or an inspection station takes at least one dollar from the average fleet's bottom line.
- The State of Washington estimates that by 2008, the combined total of benefits of CVISN Level 1 deployment to tax payers and the truckers of the State are projected to be between \$26,700,000 and \$53,100,000.