

CSA 2010: HOW IT WORKS

Inspections

Crashes

DATA COLLECTION

SAFETY MEASUREMENT SYSTEM

On-Road Safety Performance (BASICS)

- Unsafe driving
- Fatigued driving
- Driver fitness
- Controlled substances/alcohol
- Vehicle maintenance
- Cargo-related
- Crash indicator

VIOLATION WEIGHTING

For a look at the points assigned to violations, visit csa2010.fmcsa.dot.gov/about/basics.aspx, click "Safety Measurement System" in first paragraph and see Appendix A.

SAFETY EVALUATION

Safety Fitness Determination

- Unfit
- Marginal
- Continue to operate

INTERVENTION

Early contact

- Carrier access to safety data and measurement
 - Warning letter
 - Targeted roadside inspection

Investigation

- Offsite investigation
- Onsite investigation – Focused
- Onsite investigation – Comprehensive

Follow-on

- Cooperative safety plan
 - Notice of violation
 - Notice of claim
- Operations out-of-service order

CSA 2010 uses crash data and inspection reports collected at roadside from each carrier's last two years. The data will be collected and computed monthly. Violation data from each driver's last three years will likewise be computed monthly in FMCSA's internal driver safety measurement system, which will function like the carrier measurement system described in this chart, minus the interventions. The driver portion will only be used to assist in carrier investigations.



Violations are grouped in seven Behavior Analysis and Safety Improvement Categories (BASICS). Carriers are measured against a peer group of other carriers with similar numbers of power units or relevant inspections. More recent violations and crash-risk-associated violations are weighted more heavily in the SMS.



Unsafe driving:* Speeding reckless driving, improper lane changes and other unsafe behavior.

Fatigued driving:* Hours-of-service violations are included here.



Driver fitness: Infractions related to CDL credentials, including medical certifications.

Controlled substances: Drug and alcohol credentials and violations.



Vehicle maintenance: Problems due to improper or inadequate maintenance.

Cargo maintenance: Improper securement and other violations relating to loads.



Crash indicator:* Crash likelihood, based on history of crash severity and frequency.

*This is a "standalone BASIC", meaning a marginal score in this category can trigger an intervention.

SFD: Proposed rulemaking would enable FMCSA to use the CSA 2010's Safety Measurement System to assign a rating to a carrier. If the rulemaking doesn't succeed, carriers with unsatisfactory safety ratings after intervention efforts will undergo a compliance review under the old enforcement model and be rated.

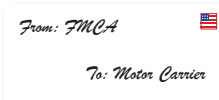


Unfit: Carriers whose stats are low enough in one of the standalone BASICS or two or more other BASICS will have to make immediate corrections or cease operations.

Marginal: Carriers with unacceptable safety levels will receive some level of intervening action from FMCSA.

Continue to operate: Carriers with acceptable safety levels are left alone.

CARRIER ACCESS: Because carriers can check their own status, they can make corrections early to minimize agency involvement.



Warning letter:

These will give carriers notice of a borderline score in one of the BASICS, indicating a potential problem in need of action.

Targeted roadside: Trucks operated by carriers with bad safety records will be more likely to be inspected. FMCSA officials say they are still ironing out how exactly this will take place.

Offsite investigation: This new tool allows investigators to use gathered data to cooperate with carriers to focus on specific problems.



ONSITE INVESTIGATION – FOCUSED: A "surgical" look at a problem in a BASIC when it merits more attention.



Onsite investigation – Comprehensive: This most closely resembles the current on-site audit procedures, but with an updated, broader menu of follow-on options.

Safety plan: Commitment by a carrier to address deficiencies without penalty.

Notice of violation: Formal agreement that requires a carrier to provide proof that it's fixed the problem by a deadline.

Notice of claim: A fine is levied if deficiencies aren't fixed within time frame.

Out-of-service order: Carrier may be required to surrender authority and/or cease operations until problems are fixed.