

CSA – Compliance, Safety, Accountability for CMV Drivers

December 2010



Presentation Agenda

Background

CSA: The New Approach

Today's Status and Next Steps

What CSA Means for Drivers

Frequently Asked Questions

CSA Background

★ FMCSA's Previous Enforcement Program

- SafeStat – previous measurement system used to determine the safety performance of motor carriers
- Compliance Review (CR) Process – onsite review of a motor carrier's operations
- Safety Ratings – result of the CR, Satisfactory, Conditional, or Unsatisfactory

★ Limitations of Previous Model

- Approximately 5,000 people killed per year
- More carriers than Federal/State Investigators
 - FMCSA regulates ~725,000 interstate and foreign-based truck and bus companies
- CR is effective, but it is labor-intensive
 - Only able to reach < 2% (~12,000) of total carrier population annually

CSA

The New Approach

★ CSA – Compliance, Safety, Accountability

What is CSA?

- Improves the efficiency and effectiveness of FMCSA
- Reduces commercial motor vehicle (CMV) crashes, fatalities, and injuries.





Why Change?



★ Where does it all start...



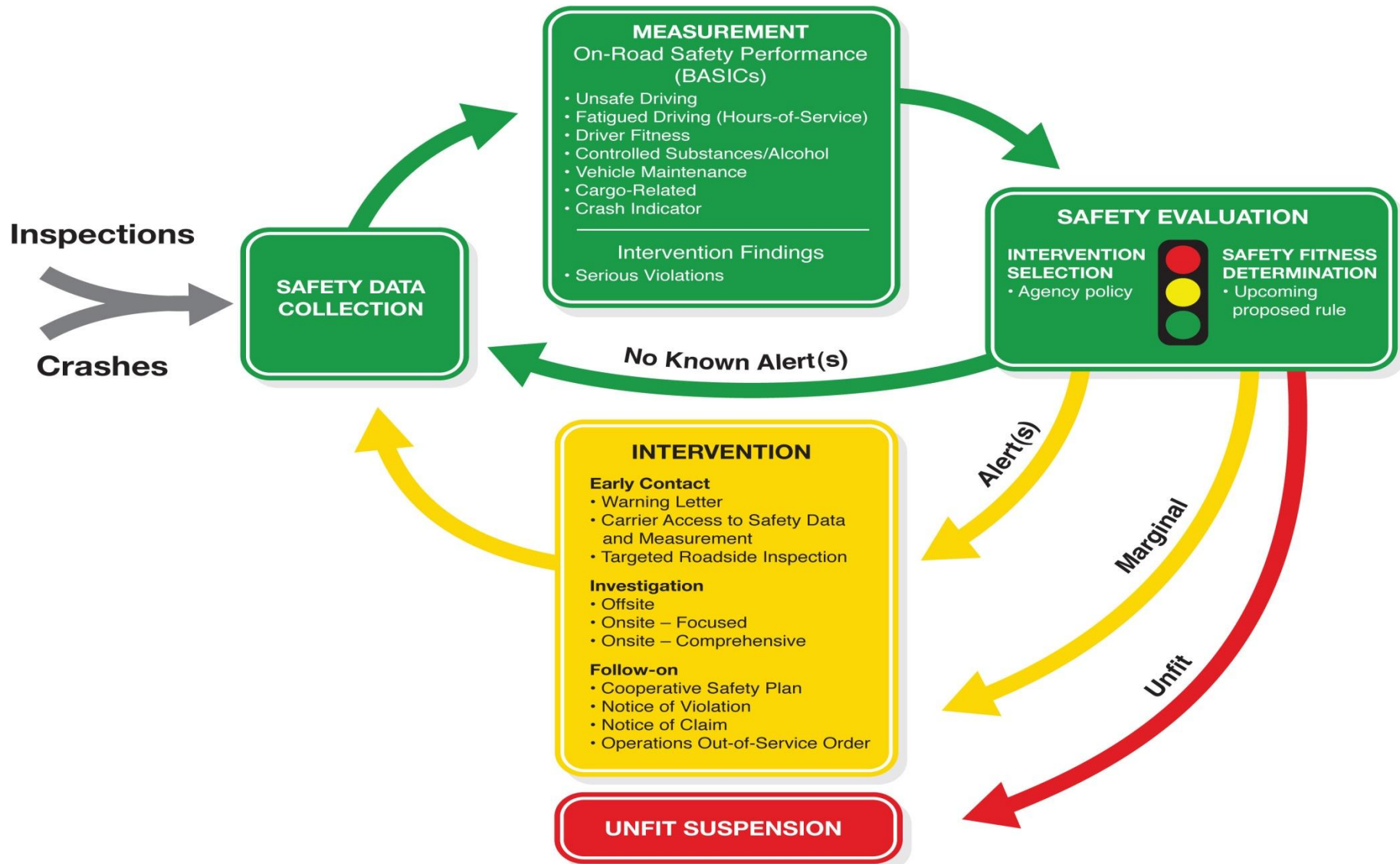
★ The New Model

CSA introduces three new components to FMCSA's enforcement and compliance model:

- **The Safety Measurement System (SMS) replaces SafeStat**
- **The intervention process augments CRs**
- **New approach to the Safety Fitness Determination (SFD)**



A New Operational Model





Measurement System



- Evaluates safety of carriers and CMV drivers based on unsafe behaviors that lead to crashes
 - Calculates safety performance based on seven Behavior Analysis and Safety Improvement Categories (BASICS)
 - Weights time and severity of violations based on relation to crash risk
 - Uses crash records and all safety-based violations found at roadside
- Measures carrier safety performance
 - Includes a new tool for use by Safety Investigators to assess driver safety performance
- In the future, measurement results will support future Safety Fitness Determinations
 - Now in rulemaking; success of CSA not dependent on rule



SMS BASICs

Unsafe Driving
(Parts **392** & **397**)

Fatigued Driving
(Parts **392** & **395**)

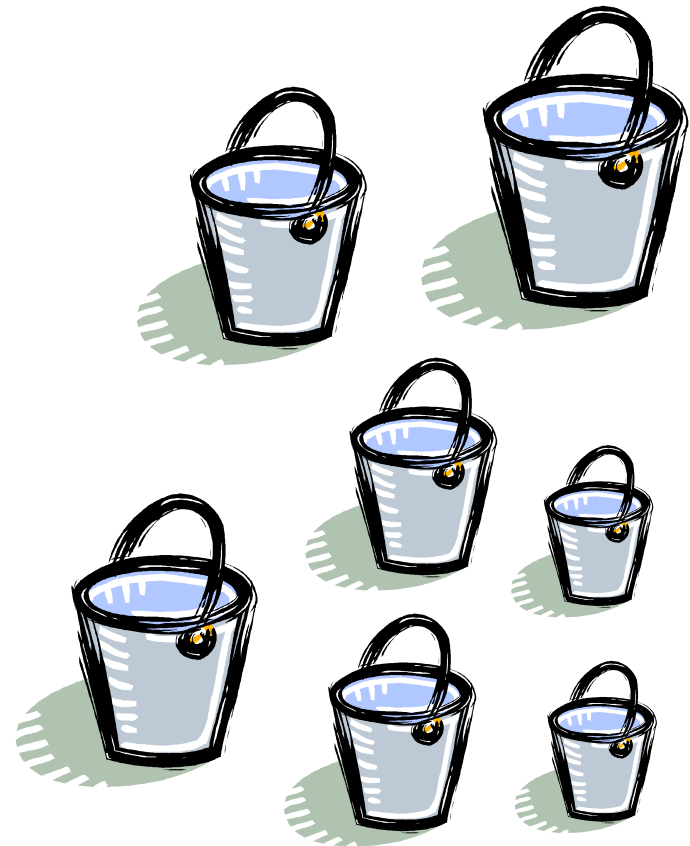
Driver Fitness
(Parts **383** & **391**)

Drugs/Alcohol
(Part **392**)

Vehicle Maintenance
(Parts **393** & **396**)

Improper Loading/Cargo Issues
(Parts **392, 393, 397** & **HM Violations**)

Crash Indicator





New Measurement System – Driver Information

- All violations count toward a carrier's score
 - If received while driving for *that* carrier
- Only violations within the control of the driver (as deemed by the agency) count toward a driver's safety profile
 - For example: speeding, Hours-of-Service violations, etc.
- Carriers cannot see the historic driver safety profile
 - Carriers can only see the violations received while the driver was employed by the driver's current company



New Measurement System –Driver Information (cont'd)

- Individual driver safety profiles are used by investigators during carrier investigations only
 - To identify drivers with safety problems
 - To prioritize driver sample during carrier investigation
 - To issue Notice of Violations (NOVs)/Notice of Claims (NOCs) to individual drivers based on this driver investigation as appropriate
- The SMS BASICS replace SafeStat Safety Evaluation Areas (SEAs) data sent to roadside inspectors
 - Assist in determining level of inspection
 - North American Standard (NAS) Inspection procedure does not change

★ New Interventions Process

The New Interventions Process addresses the...

- WHAT
 - Discovering violations and defining the problem
- WHY
 - Identifying the cause or where the processes broke down
- HOW
 - Determining how to fix it/prevent it through use of **Safety Management Cycle** and **Safety Improvement Resources**



★ Safety Fitness Determination (SFD)

SFD would:

- **Incorporate on-road safety performance** via new the SMS, which is updated on a monthly basis
- **Continue to include** major safety violations found as part of CSA investigations
- Produce a carrier **Safety Fitness Determination (SFD)** of
 - Unfit *or*
 - Marginal *or*
 - Continue Operation

Draft rulemaking is currently in review within USDOT;
NPRM expected to be forthcoming

★ Current Rating Process in CSA

CSA incorporates the existing safety rating process and will continue to do so until SFD would go into effect:

- Drivers are not rated
- Drivers do not face any more suspension risk under CSA

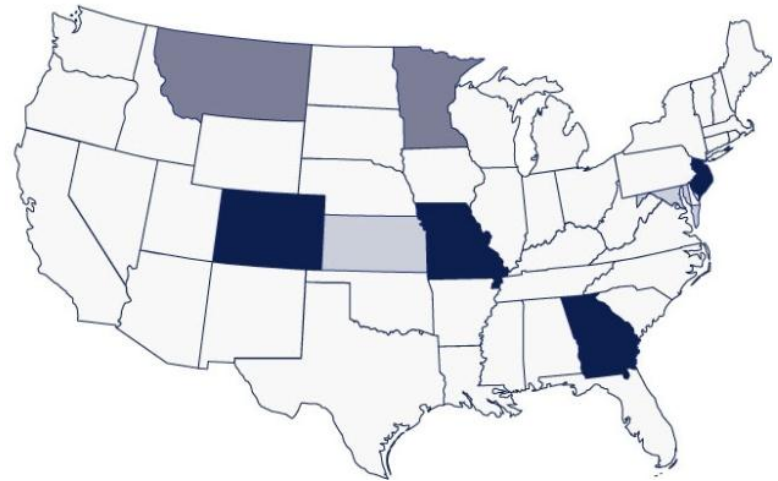
CSA

Today's Status and Next Steps

★ CSA Operational Model Test

Operational Model Test in nine states:

- **Began February 2008**
- **Completed June 2010**
- **Designed to test validity, efficiency, and effectiveness of new model**



★ Preliminary Test Results

So far, CSA is:

- Reaching its goal of contacting more carriers
 - Research shows more contacts equals improved safety performance
- Resulting in strong enforcement; similar to current model
- Employing the full array of investigations
 - Investigations in test states have been done in the following proportions
 - Onsite Comprehensive Investigations (~30%)
 - Onsite Focused Investigations (~45%)
 - Offsite Investigations (~25%)



★ Preliminary Test Results

So far, CSA is:

- Following up with carriers: Over 50% of investigations result in one of following:
 - Notice of Claim or Violation
 - Cooperative Safety Plan
 - Driver-Specific follow-on activities
 - Notice of Violation
 - Notice of Claim





More Preliminary Results

Warning letters are having a positive impact:

- Over 8,500* sent
- Almost 50% of recipients logged in to view their data and safety assessments
- Feedback from test states indicate that some carriers appreciate the early alert



Rollout Schedule Guiding Principles

- Integrate lessons-learned from nine-state test and feedback from national stakeholder outreach
- Create a phased approach to methodically step stakeholders into new measurement system (SMS):
 - Drive industry to information on how they will be measured; urge immediate safety improvements
 - Build a foundation for enforcement staff to understand and effectively utilize SMS by internalizing concepts of behaviors and BASICS
- Maximize resources
 - Respond to industry information needs
 - Use new measurement system to identify and prioritize carriers with safety problems
 - Train field staff in new intervention process

★ CSA Rollout Schedule

April 12 – November 30, 2010

- Motor carriers can preview their own data by seeing their roadside inspections/violations and crash events organized by BASIC

Summer 2010

- **June 30th** –The Operational Model Test (Op-Model Test) ended
- **July** –The four test states partially applying the CSA 2010 Operational Model fully switched to CSA
- **August**
 - The SMS Methodology was modified to increase its effectiveness
 - Motor carriers were able to see an assessment of their violations based on the new Carrier Safety Measurement System (CSMS) that replaced SafeStat

December 2010

- SafeStat was replaced by the CSMS, available to the public, including shippers and insurance companies
- FMCSA/States prioritize enforcement using the CSMS
- FMCSA began issuing warning letters to carriers with BASICs flagged as “alert” in the CSMS
- Roadside inspectors use the CSMS results to identify carriers for inspection
- Transitional elements were introduced to enhance the effectiveness of the phased rollout

Coming in 2011

- Safety Fitness Determination Notice of Proposed Rulemaking (NPRM) is scheduled to be released
- Enforcement staff will be trained and new interventions will be implemented state-by-state



What CSA Means to Drivers

★ How Does This Impact Drivers?

CSA puts more emphasis on drivers than the previous enforcement model:

- **ALL** violations found during roadside inspections count toward carrier and driver safety measurement according to vehicle or driver violation type.
- BASIC information/scores are sent to roadside inspectors as a tool in the decision of whether to inspect and what level to inspect a specific CMV
 - Roadside inspectors see carrier information/scores
 - Roadside inspectors do not see driver measurement information

★ How Does This Impact Drivers? (cont'd)

Safety Investigators will be able to see the safety performance history of drivers when they are conducting a carrier investigation

- This information is **not** available to carriers
- Safety profile includes the entire history of the driver
- Safety profile is a tool for investigators to use in **sampling** and to issue NOCs/NOVs to drivers based on performance
- Drivers **are not rated** (i.e. unfit) under CSA

★ Pre-employment Screening Program (PSP)

PSP was mandated by Congress under SAFETEA-LU

- PSP is not a part of CSA
- “Driver Profiles” from FMCSA’s Driver Information Resource (DIR) are available to carriers through PSP
- Driver Profiles are only released with driver authorization
- Drivers are able to obtain their own driver information record
- PSP is currently available, access and additional information can be found at www.psp.fmcsa.dot.gov



What Can Drivers Do Now?

- **Know and follow safety rules and regulations**

- CMV web-based driving tips can be found at

<http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm>

The screenshot shows the Federal Motor Carrier Safety Administration (FMCSA) website. At the top, there is a navigation bar with links: FORMS | CONTACT US | SITE INDEX | EN ESPAÑOL | FMCSA PORTAL | DOT.GOV. Below this is a search bar labeled "Search All FMCSA Sites" with a "Go" button. The main navigation menu includes: HOME | RULES & REGULATIONS | REGISTRATION & LICENSING | SAFETY & SECURITY | FACTS & RESEARCH | ABOUT FMCSA. The breadcrumb trail reads: Home > About FMCSA > CMV Web-Based Driving Tips. The left sidebar has a section "Outreach & Education" with a sub-section "CMV Driving Tips" containing links: Project Background, Failure to Buckle Up, Too Fast for Conditions, Unfamiliar Roadway, Inadequate Surveillance, Driver Fatigue, Driver Distraction, Following Too Closely, Inadequate Evasive Action, Documents, and References. The main content area is titled "CMV Web-Based Driving Tips" and includes a "Print" icon. The text on the page states: "Even the most well-trained, safety-conscious Commercial Motor Vehicle (CMV) driver is at risk of engaging in driving behaviors that could lead to a crash on today's crowded highways. Weather conditions or road conditions change and suddenly 'driving too fast for conditions' becomes a risk factor. Failing to look or looking and not seeing, impaired performance because of fatigue, inattention or daydreaming or an unexpected external distraction can all lead to a truck crash." It also mentions that the website was developed to raise awareness and provide training, and that it includes video clips and training exercises.



What Can Drivers Do Now?

- **Become knowledgeable about the new BASICs and how FMCSA evaluates safety under CSA**
 - Review the SMS Methodology at <http://csa.fmcsa.dot.gov/outreach.aspx>
- **Advocate for safety among all professional drivers**



The screenshot shows the FMCSA Outreach & Media page. At the top, there's a header with the U.S. Department of Transportation logo, the text "Federal Motor Carrier Safety Administration", and "CSA - Compliance, Safety, Accountability". Navigation links include "Home", "About CSA", "Your Role", "Outreach & Media", "FAQs", "What's New", and "SMS Results". A search bar is also present. Below the header is a large banner with the CSA logo and the text "Compliance * Safety * Accountability". The main content area is titled "Outreach & Media" and contains text explaining the CSA program and providing links to "Factsheets & Brochures", "Newsletters & Articles", and "Briefings & Listening Sessions". A video player is embedded on the right, showing "Administrator Ferro's Testimony" with a play button overlay. Below the video, there are links to "Administrator Ferro's full written statement" and "Subcommittee's website with complete video of the hearing".

U.S. Department of Transportation
Federal Motor Carrier Safety Administration
CSA - Compliance, Safety, Accountability

Home | About CSA | Your Role | Outreach & Media | FAQs | What's New | SMS Results

Search All FMCSA Sites Go

Home > Outreach & Media

Outreach & Media

The Federal Motor Carrier Safety Administration's (FMCSA's) Compliance, Safety, Accountability (CSA) is a national safety program to more effectively identify and quickly intervene with large truck and bus drivers and carriers who are not complying with safety rules in order to make the roads safer for everyone.

This page offers materials to help inform motor carriers and drivers, the industry, and the public about CSA. Please help us spread the word. Together, we can help save lives!

If you have questions or concerns or would like to request additional information, please [contact us](#).

[Factsheets & Brochures](#) [Newsletters & Articles](#) [Briefings & Listening Sessions](#)

Factsheets and Brochures

- [Just the Facts \(PDF, 307 KB\)](#)

Administrator Ferro's Testimony

[Administrator Ferro Testimony, June 23, 2010](#)

- [Administrator Ferro's full written statement](#)
- [Subcommittee's website with complete video of the hearing](#)



What Can Drivers Do Now?

- **Spread the word about CSA and encourage fellow drivers to:**
 - Check the CSA Website for more information and updates at <http://csa.fmcsa.dot.gov>
 - Maintain copies of inspection reports
 - Become knowledgeable about employers' safety records by checking carrier safety information online (<http://ai.fmcsa.dot.gov/>)



Frequently Asked Questions

★ Frequently Asked Questions (FAQs)

- **Does CSA give FMCSA the authority to put drivers out of work?**
 - **No.** CSA does NOT give the agency the authority to remove drivers from their jobs. A change of that magnitude would require rulemaking and no such effort is underway.
- **Does CSA give FMCSA the authority and processes to rate drivers and revoke their CDLs?**
 - **No.** Driver safety profiles are available to investigators but these ***are not used to rate drivers*** and/or revoke CDLs; State licensing agencies perform that function.

★ FAQs (cont'd)

- **Do tickets or warnings that drivers receive while operating their personal vehicles impact the Safety Measurement System?**
 - **No.**
- **Does the SMS hold carriers responsible for drivers' errors, such as speeding?**
 - **Yes.** Carriers are held accountable for drivers' errors because they are responsible for the job performance of those who work for them.

★ FAQs (cont'd)

- **Do carriers and drivers need to register for CSA and fulfill mandatory training?**
 - **No.** CSA is primarily focused on helping FMCSA improve its enforcement operations. Carriers and drivers do not need to register for CSA nor is there a mandatory training requirement.
- **Is there a way to request a data review of potentially erroneous or improper violations on carrier and/or driver records?**
 - **Yes.** The DataQs program (<https://dataqs.fmcsa.dot.gov>) allows carriers **and drivers** to request a data review of information that resides in FMCSA databases such as crash and inspection reports.

★ FAQs (cont'd)

- **Is it considered an inspection every time I talk to an inspector at a weigh station?**
 - **Not necessarily.** Law enforcement perform two types of actions at the roadside: a screening and an inspection. A screening evaluates a CMV to determine if that driver and/or vehicle warrants an inspection. Screening methods may vary by jurisdiction. A screening does not constitute an inspection and an inspection report would not be generated.

For more information, visit
csa.fmcsa.dot.gov