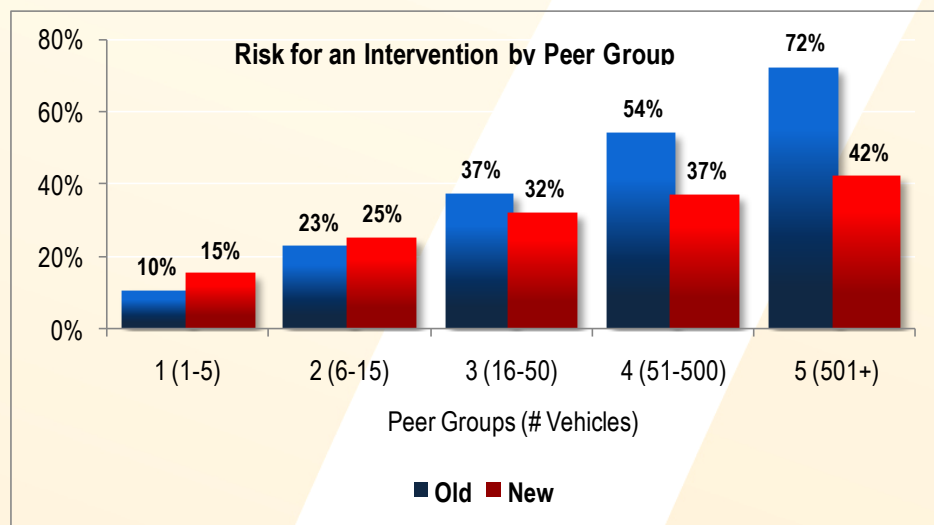




The new CSA 2010 methodology: How does it affect your fleet's intervention risk?

The FMCSA has introduced a new methodology for calculating safety measures under CSA 2010. We updated our recent analysis of more than 60,000 US-based fleets to determine how the new methodology will affect carriers' risk of intervention. Our analysis revealed some surprising changes, but one fact remains the same: one in every five carriers is at risk of intervention. The surprise came when we examined the risk of intervention by fleet size. The smallest fleets (1-5 vehicles) saw their risk of intervention increase by half. It rose from 10% to 15%. At the same time, the intervention risk for the largest fleets (501+) fell by 30 percentile points — from 72% to 42%.



*Based on analysis of data from SafeStat and the CSA 2010 methodology published by FMCSA.

About intervention risk

Under CSA 2010, "intervention" is the FMCSA's series of corrective actions for carriers with poor safety performance. Intervention consists of several increasingly severe steps, which ultimately may result in the suspension of a carrier's operations. The risk of intervention is tied to carriers' peer percentile rank. The FMCSA has set a safety threshold for each BASIC, and a carrier is considered deficient in a BASIC if its peer percentile rank is above that BASIC's threshold. Carriers are at risk for intervention if they are deficient in two or more BASICs or in just one of the stand-alone BASICs (Unsafe Driving or Fatigued Driving).

To learn more, call 888-444-7010, email info@rair.com, or visit us at RAIR.com.