



**CSA 2010:  
WHAT DRIVERS  
NEED TO KNOW**



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# INTRODUCTION

Comprehensive Safety Analysis (CSA) 2010 is the FMCSA's new approach to preventing large truck and bus crashes. The program was built on the idea that carriers and drivers can control many of the behaviors that cause crashes.

CSA 2010 introduces a new system for evaluating carrier and driver safety. Individual drivers' safety will be tracked and evaluated independent of carriers. This new system can have a serious impact on a driver's career, so every driver should understand how the system works.



# HOW IT WORKS

The CSA 2010 safety evaluation system has four steps:

1. **Data collection** – recording violations and crashes
2. **Measurement** – attaching numbers to the violations and crashes
3. **Evaluation** – comparing drivers against each other
4. **Intervention** – addressing poor safety measures

## Data Collection

### Where does the data come from?

CSA 2010 tracks violation and crash information for carriers and drivers. Data will come from:

- 1) Roadside inspections.
- 2) State-reported crashes
- 3) Enforcement data
- 4) Motor carrier census data

### **What kinds of data matter?**

Right now, only some types of violations count toward safety evaluations—certain moving violations and the non-moving violations that put a vehicle out-of-service (OOS). The new system will track from **ALL** safety-based violations – moving and non-moving violations, regardless of whether they put vehicles OOS.

### **What are the BASICS?**

Violations and crash data are sorted into seven buckets called BASICS (Behavior Analysis and Safety Improvement Categories). Each bucket represents a group of behaviors that are tied to crashes. Carriers will receive a safety ranking for each BASIC but drivers will not.

#### **Unsafe Driving**

Traffic violations, speeding, reckless driving, improper lane change, inattention, etc.

#### **Fatigued Driving**

Hours of service violations found during off-site or on-site investigations, roadside inspections, or post-crash inspections.

#### **Driver Fitness**

Operation of a CMV by drivers who are unfit due to lack of training, experience, medical qualification, etc.

### **Controlled substances/alcohol**

Operation of a CMV while impaired by alcohol, illegal drugs or misused medications.

### **Vehicle maintenance**

Making appropriate repairs, performing pre-trip inspections, maintaining appropriate repair records, etc.

### **Cargo-related**

Failure to properly prevent shifting loads, spilled or dropped cargo, unsafe handling of hazardous materials, etc.

### **Crash Indicator**

Crash frequency and severity over time.

## Measurement

### How are violations and crashes measured?

SMS is the Safety Measurement System, and it replaces SafeStat under CSA 2010. SMS measures the safety violations and crashes in each BASIC bucket. Points are attached to every violation and crash. The points are "weighted" based on time and severity.

### What is the time weight?

More recent crashes count more toward driver and carrier evaluations:

<i>Time event occurred</i>	<i>Weight</i>
0-6 months ago	3
7-12 months ago	2
13-24 months ago	1

### What is the crash weight?

More severe crashes count more toward driver and carrier evaluations:

<i>Type of Crash</i>	<i>Weight</i>
Involves tow-away but no injury or fatality	1
Involves injury or fatality	2
Involves hazardous materials	3

### What is the severity weight?

Violations have different weights based on how closely they are tied to crash risk. Violations that place a driver out of service have an additional two points added.

Here are some examples of weights:

<i>Violation</i>	<i>Weight</i>
Failing to use seat belt while operating CMV	1
Hood not securely fastened	2
Tire under-inflated	3
No pre-trip inspection	4
Improper lane change	5
Interstate driver under 21 years of age	6
Parking brake not set while loading/unloading	7
Tire-flat and/or audible air leak	8
Operating a CMV while ill/fatigued	10

### How are points for a violation calculated?

Consider the example of a driver who is pulled over due to an improper lane change. The officer performs an inspection and determines that the vehicle's tires are underinflated.

The improper lane change violation is placed in the Unsafe Driving BASIC bucket. Five points are assigned to the violation. The five points are multiplied by a time weight of three, since this is a most recent violation.

The underinflated tires violation is placed in the Vehicle Maintenance BASIC bucket. Three points are assigned to the violations, and those three points are multiplied by three for the time weight.

*Improper lane change:*

5 points x 3 points = 15 points

*Underinflated tires:*

3 points x 3 points = 9 points

### How is a driver's BASIC measurement determined?

All of the violations in a BASIC bucket are added together. Then they are divided by the number of relevant inspections. (A relevant inspection is any inspection that identifies a BASIC violation.)

$$\text{BASIC Measure} = \frac{\text{Violations}}{\text{Relevant Inspections}}$$

## Evaluation

### How are drivers evaluated?

Drivers are divided into three peer groups for each BASIC. Peer groups are determined by the number of relevant inspections a driver has for a given BASIC.

Then drivers are assigned a percentage rank—a number from 0 to 100—to show how they measure up against the others in their group. The lower a driver's BASIC measure, the lower (better) his rank will be.

Take the example of a driver with a percentile rank of 70. This means 70 percent of drivers in his or her peer group have better Fatigued Driving measures than he does.

### **How are carriers evaluated?**

Carriers are also divided into peer groups and then evaluated against their peers. For some of the BASICs, peer groups are determined by the number of relevant inspections. For other BASICs, the groups are determined by the number of power units.

### **How is the evaluation used?**

Peer rankings are used to identify carriers for interventions, which are described on the following page.

## Intervention



Early Contact	Warning letter
	Carrier access to safety data and measurement
	Targeted roadside inspection
Investigation	Off-site inspection
	On-site inspection-focused
	On-site inspection-comprehensive
Follow-On	Cooperative safety plan
	Notice of violation
	Notice of claim
	Operations out-of-service order

### **What is an intervention?**

Interventions replace compliance reviews under CSA 2010. Compliance reviews are a time-consuming, one-size-fits-all approach to addressing carriers' safety problems. Interventions are more flexible. They offer a range of tools for working with carriers, allowing investigators to target specific safety problems.

### **Are drivers subject to interventions?**

Individual drivers are not directly subject to interventions. Drivers are investigated during carrier investigations.

## WHAT IT MEANS FOR ME

### **Everything counts.**

Every one of your violations and crashes is recorded and counts toward your safety evaluation. All moving violations and all violations found during a roadside inspection (whether they put you out-of-service or not) count against you. Even inspections that find no violations also count – in your favor.

### **Your history will follow you.**

Twenty-four months of violations and crashes are attached to you as an individual driver. If you are terminated by a carrier, or if you leave on your own, your history will follow you. You cannot go to a new carrier and start with a clean slate.

### **Law enforcement personnel have access to your safety history.**

When you are subject to an inspection, the inspector will have access to your safety history. This can affect the intensity and focus of the inspection. An inspector may choose to perform a Level I inspection for a driver with a high peer ranking and a walk-around for a driver with a low peer ranking. The inspector may also choose to focus his inspection on an area where you have a poor track record.

**Carriers can access up to five years of your history.**

The Pre-employment Screening Program (PSP) will allow carriers to view three years of your violations history and give years of your crash history. (Learn more about PSP in following pages.)

**CSA 2010 may have a direct impact on your livelihood.**

Drivers with a poor safety history can become less employable. Because they can view drivers' violations and crash history, carriers can choose to hire those drivers with the safest record. Owner-operators with a poor safety history may become less desirable and have a harder time finding contracts.

# WHAT TO DO NEXT

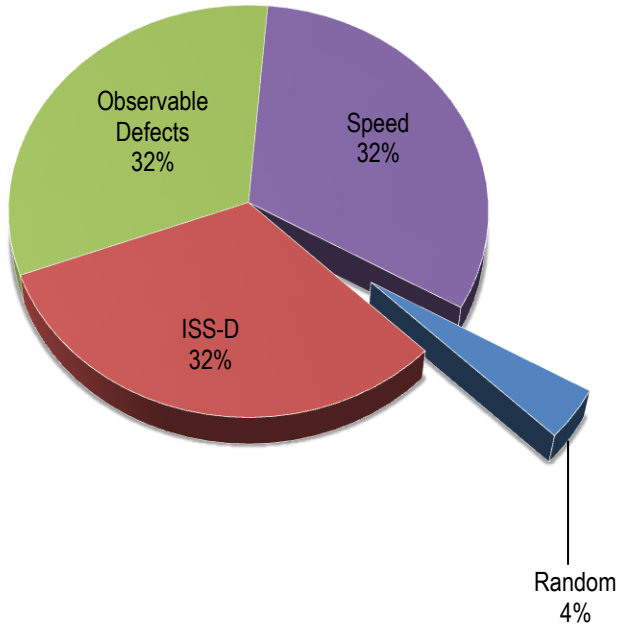
## **Be a compliant driver.**

Drivers can take action today to protect themselves as CSA 2010 is implemented. The best way to succeed is to comply with FMCSRs and to avoid crashes.

Safety measures are based on the most recent 24 months of your violations and crash history. Because violations and crashes are time-weighted, their impact lessens over time. You have an opportunity to improve your record with every month that passes.

### Avoid triggering inspections.

According to the Truckload Carriers Association, only 4 percent of roadside inspections are random. The rest are triggered by behaviors that you can control. Take care to control your speed. Perform careful pre-trip inspections to eliminate observable defects.



### **Avoid serious driver violations.**

Drivers should make every effort to avoid the "red flag" violations identified by the FMCSA. A driver's red flag violations will always be investigated if the driver's carrier is being investigated.

<b>BASIC</b>	<b>Part</b>	<b>Violation</b>
Fatigued Driving (HOS)	395.13(d)	Violating Part 395 Out-of-Service (OOS) Order
Controlled Substances/ Alcohol	392.4(a)	Possessing, using or being under the influence of a controlled substance
Controlled Substances/Alcohol	392.5(a)	Possessing, being under the influence of, or using alcohol within 4 hours of going on duty
Driver Fitness	383.37(b)	Allowing driver to operate with more than one CDL

<b>BASIC</b>	<b>Part</b>	<b>Violation</b>
Driver Fitness	383.21	Operating a commercial motor vehicle (CMV) with more than one CDL
Driver Fitness	383.23(a)	Operating without a valid CDL
Driver Fitness	383.51(a)	Driving while disqualified
Driver Fitness	391.11(b)(5)	Driving without a valid operator's license
Driver Fitness	391.15(a)	Driving while disqualified
Driver Fitness	391.45	False entry on medical examiner's certificate
Vehicle Maintenance	396.9(c)	Operating an OOS vehicle before making repairs

## **Check your history through the Pre-Employment Screening Program.**

The Pre-Employment Screening Program (PSP) allows motor carriers to look at the safety history of drivers they are considering for employment. The driver's history covers three years of inspections and five years of crashes.

A driver must give his or her written permission before a carrier can check a driver's information through the PSP. Drivers can view their own history through the PSP for \$10. To learn more visit [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov).

### **Keep track of clean inspections.**

Drivers can improve their safety measures by ensuring that clean inspections are recorded. BASICs measures depend on the number of relevant inspections, and safety measures drop with more clean inspections.

The same number of violations is spread over a larger number of inspections:

$$\text{BASIC Measure} = \frac{\text{Violations}}{\text{Relevant Inspections}}$$

*Request an inspection report even if the inspector finds no violations.* Be sure to turn the clean report in to your safety manager. This will allow him or her to confirm that the clean inspection appears in the FMCSA's database.

# GLOSSARY

BASIC	Behavior Analysis and Safety Improvement Categories
CMV	Commercial Motor Vehicle
CR	Compliance Review
CSA 2010	Comprehensive Safety Analysis 2010
CSI	Comprehensive Safety Information
CSMS	Carrier Safety Measurement System
DOT	Department of Transportation
DSMS	Driver Safety Measurement System
FMCSA	Federal Motor Carrier Safety Administration
FMCSR	Federal Motor Carrier Safety Regulations
HOS	Hours of Service
MCMIS	Motor Carrier Management Information System
OOS	Out of Service
PSP	Pre-Employment Screening Program
PU	Power Units
SafeStat	Motor Carrier Safety Measurement System
SMS	Safety Measurement System

## SUMMARY

CSA 2010 aims to improve truck and bus safety by focusing on the behaviors that cause crashes. The new system attaches safety ranks directly to individual drivers. And, both carriers and investigators have access to the drivers' violations and crash history.

As a result, this new system can have a serious effect on drivers. To succeed in this new environment, drivers must understand the system and be aware of how their behaviors affect their safety ranking. Then they can make changes to protect themselves and lead to success under CSA 2010.

# RESOURCES

Comprehensive Safety Analysis 2010

<http://csa2010.fmcsa.dot.gov>

Electronic Code of Federal Regulations

<http://ecfr.gpoaccess.gov>

Pre-Employment Screening Program

<http://psp.fmcsa.dot.gov>

SafeStat

<http://ai.fmcsa.dot.gov/safestat/safestatmain.asp>



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