**Motor Carrier Safety Advisory Committee (MCSAC)  
Task Statement 12-03: Evaluation of and Recommendations on the Compliance Safety Accountability (CSA) Program**

**Subcommittee Timeline and Discussion Points**

June 17-18,2013, Meeting

* Focus on data quality issues (under-reporting by States, standardization of the data, geographical disparities, lack of data for certain carriers).
  + Potential Presentations:
    - Information on variances in crash reporting and violations/inspections between States.
    - Commercial Vehicle Safety Alliance (CVSA) perspective on data quality and data availability.
    - Data sufficiency (e.g., lack of data for motorcoach inspections, small carriers, etc.).
      * E.g., look at passenger carriers, where they are located, how often each is inspected.
    - University of Michigan Transportation Research Institute (UMTRI) studies on effectiveness of data.
    - Common Carrier Journal (CCJ) study on data disparities re: inspections done/violations found between States.
  + Consider breaking up the data issues into more discrete topics for examination:
    - Crash reporting.
    - Road side inspections (variances in collection, performance).
    - Compliance reviews/terminal inspections (variances collection, performance).
    - Violations and severity weightings included in Behavior Analysis & Safety Improvement Categories (BASICs).
    - Focus on examining all issues specifically for the BASICs that do not correlate well with crash risk.
* Potential Presentation: Information on fatigued driving data collection, North American Fatigue Management Project.
* Points that are assigned to individual exceptions.
* Potential Presentation: Information on experience with the DataQ process, results, and any patterns (from both FMCSA and industry).
  + Carrier perspectives: Inconsistencies with States re: length for appeals, pushback experienced by carriers, violation duplicity/frequency.
* Are there some communications/messages that could lessen the adverse impact of CSA scores being used inappropriately, while highlighting the positive impact and appropriate use of CSA scores? To whom would these messages be directed? Who could best deliver such messages?
  + CVSA might play a large role.
  + Communicate to employers that they will not be put out of business if they do not fire employees that receive driver violations?
* Ask State trucking associations to identify their top three priorities or concerns regarding CSA.
  + American Transportation Research Institute (ATRI) has recently surveyed carrier community about perspective of CSA and its impact.
* Potential Presentation: Information on predictive risk modeling from a non-commercial or unbiased expert?
* Potential Presentation: Update on how CSA is going to feed into or dovetail with the Safety Fitness Determination (how one might affect the other)

Near-term (September - December 2013)

* Focus on priorities, objectives, and goals of CSA
* Ensure that data in CSA relates only to safety and crash predictability
* Define crash
* Potential Presentation: How insurance companies evaluate risk. What aspects of motor carrier operations are deemed to be important? What are the primary violations or behaviors to focus the discussion? Companies that insure shippers and brokers as well as those that insure carriers should be represented. (Jeff Tucker to provide contacts to David Parker)

Longer-Term

* Intervention levels
* Impact of court dismissal on CSA violations. FMCSA policy and guidance to States on how to handle adjudicated violations
* Concept of credit allowance, screening vs. inspections
* Explore separating motorcoaches vs. trucks
* Communication, outreach, training, and general awareness of CSA