CSA Update

**MCSAC Meeting**

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*December 2010*
Presentation Agenda

• Overview of CSA
  – SMS enhancements

• CSA Roll-Out Schedule

• Communication of CSA
Safety Profile of the Truck and Bus Industry

Entities Addressed By Current Process: Resource Limited

Additional Entities to be Influenced by CSA

< Majority of crashes occur here >
A New Operational Model (Op-Model)
1. **New Way to Assess Carrier Safety**
   Improved ability for earlier identification of demonstrated safety problems by specific **Behavior Analysis Safety Improvement Categories** (BASICs) from:
   a) Safety Measurement System results (on-road performance), and/or
   b) Investigation Findings

2. **New intervention process**
   Employs an array of interventions instead of the current principal option -- a labor-intensive compliance review

3. **New approach to Safety Fitness Determination (SFD)**
   SFD would be tied to current safety performance; not limited to results of acute/critical violations from a compliance review
Current System (SafeStat) vs. New CSMS

SafeStat: Safety Evaluation Areas (SEAs)

- Safety Management
- Vehicle
- Driver
- Accident

- Out-of-Service Violations
- Certain Moving Violations
- Crash Reports

CSMS: Behavior Analysis Safety Improvement Categories (BASICs)

- Controlled Substance / Alcohol
- Driver Fitness
- Cargo-Related
- Vehicle Maintenance
- Crash Indicator
- Fatigued Driving
- Unsafe Driving
- All Safety-based Violations with Risk-based Severity Weights
- Crash Reports
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
New intervention tools reach more carriers and influence safety compliance earlier

• Warning Letters
• Investigations
  – Offsite Investigations
  – Onsite Investigations - Focused
  – Onsite Investigations - Comprehensive
• Follow-on corrective actions
  – Cooperative Safety Plan (CSP)
  – Notice of Violation (NOV)
  – Notice of Claim (NOC)
  – Operations Out-of-Service Order (OOS)
Safety Fitness Determination (SFD)

SFD would:

• **Incorporate on-road safety performance** via new SMS which is updated on a monthly basis

• **Continue to include** major safety violations found as part of CSA investigations

• **Produce a Safety Fitness Determination (SFD) of**
  – Unfit *or*
  – Marginal *or*
  – Continue Operation

SFD requires rulemaking which is currently in review within DOT;
NPRM expected to be published in late 2011.
Current Rating Process in CSA

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

- Ratings are issued based on investigation findings:
  - On-site comprehensive investigations can result in Satisfactory, Conditional or Unsatisfactory ratings
  - Onsite focused investigations can result in Conditional or Unsatisfactory Ratings
  - Offsite investigations do not result in a rating
  - Carriers can request an administrative review of its safety rating(§385.17)
CSA and Drivers

• Under CSA, individual drivers will *not* be assigned safety ratings or safety fitness determinations

• The new Carrier Measurement System provides internal tools for driver sampling during carrier investigations
  – Tools allow for targeted sampling using enhanced driver information
  – Follow up on serious violations
PSP was mandated by Congress and is *not* a part of CSA

- “Driver Profiles” from FMCSA’s Driver Information Resource (DIR) are available to carriers through PSP
- Driver Profiles will only be released with driver authorization
- PSP is currently available, access and additional information can be found at [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov)
SMS Enhancements

In response to feedback received the following enhancements have been made to the SMS methodology and display:

1. Modifications to the measure of exposure for Unsafe Driving, Crash Indicator and Controlled Substance/Alcohol
   - Use combination of Power Units and, when available and reliable, VMT data for Unsafe Driving and Crash Indicator
   - Use number of relevant inspections for Controlled Substances/Alcohol

2. Updates made to severity weights based on SME review

3. More strategic approach to addressing motor carriers with a history of vehicle size and weight violations
   - Remove size and weight violations from the Cargo-Related BASIC; Inspectors will continue to cite and enforce violations at roadside
4. Modifications to the presentation of SMS BASIC results
   • Change ‘deficient’ to ‘alert’ when BASIC score is above threshold
   • Change highlight color from red to orange
   • Clarify that BASIC results signify that the carrier is prioritized for an investigation

5. Modifications to the Cargo-Related BASIC
   • Adjust Cargo Securement violation severity weightings
   • Modify public display: percentile and Alert status of BASIC will not be displayed to the public
     • Violations in this BASIC will continue to be displayed to the public
Select a BASIC below to view details

Behavior Analysis Safety Improvement Categories (BASIC)
(Based on 24-month record ending October 22, 2010)

- Unsafe Driving
  - On-Road: 79.5%
  - Investigation: Not Available
  - Status: ALERT

- Fatigued Driving (Hours-of-Service)
  - On-Road: 94.6%
  - Investigation: Not Available
  - Status: ALERT

- Driver Fitness
  - On-Road: 90.4%
  - Investigation: Not Available
  - Status: ALERT

- Controlled Substances and Alcohol
  - On-Road: All No Violations
  - Investigation: Not Available
  - Status: ALERT

- Vehicle Maintenance
  - On-Road: 63.8%
  - Investigation: Not Available
  - Status: Not Available

- Cargo Related
  - On-Road: Not Available
  - Investigation: Not Available
  - Status: Not Available

- Crash Indicator
  - On-Road: Not Applicable
  - Investigation: Not Available
  - Status: Not Available

History
CSA Program Timeline

- Development: May 2005 thru December 2005
- Operational Model Testing (9 States)
- Phased Implementation
- Operational First Full Year
- Program Review And Refinement

- 2006
- 2007
- 2008
- 2009
- 2010
- 2011
- 2012
- 2013 & Beyond
CSA Phased Implementation 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 (Op-Model) Test ended
- **July** – The four test states partially applying the CSA 2010 Operational Model will fully switch over to CSA 2010,
- **August**
  - The SMSMethodology will be modified to increase its effectiveness
  - Motor carriers will be able to see an assessment of their violations based on the new Carrier Safety Measurement System (CSMS) that will replace SafeStat later in 2010

December 2010
- SafeStat will be replaced by the CSMS, which will be available to the public, including shippers and insurance companies
- FMCSA/States will prioritize enforcement using the CSMS
- FMCSA will begin to issue warning letters to carriers with deficient BASICs
- Roadside inspectors will use the CSMS results to identify carriers for inspection
- Transitional elements will be introduced to enhance the effectiveness of the phased roll-out

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
• SafeStat will be replaced by the CSMS, which will be available to the public, including shippers and insurance companies
• FMCSA/States will prioritize enforcement using the CSMS
• FMCSA will begin to issue warning letters to carriers with deficient BASICs
• Roadside inspectors will use the CSMS results to identify carriers for inspection
• Transitional elements will be introduced to enhance the effectiveness of the phased roll-out:
  – Focused Compliance Reviews
  – DSMS sampling
  – Direct Notice of Violations
  – Red Flag Drivers
• CSA – Compliance, Safety, Accountability
• CSA 2010 Website available to the public and State and Federal Enforcement:
  • Communication materials: FAQs, Factsheets, Presentations, Public Statements, SMS Methodology and supporting documents, etc.
  • Email subscription service
  • RSS Feeds
  • Feedback/Question mechanism

• Recurring Appearances during Radio Shows (XM/Sirius)

• Driver Pocket Cards, and Tent Cards placed in Truck Stops

• Listening Sessions

• Informational Briefings, Presentations and Written Correspondence

Help us spread the word to your peers and associations!
Summary

• Flexible, open and transparent process

• Sensitive, listens to stakeholders and made valid enhancements to improve the business model

• CSA has undergone extensive testing

• Positive results, strong on safety

• Phased rollout thru 2011

• Full deployment in 2012
• Thank you for your help throughout the CSA process.

– You have provided valuable information, suggestions and feedback.

• Have you heard additional feedback from your members/peers?