**Motor Carrier Safety Advisory Committee (MCSAC)   
Task Statement 12-03**

**Subcommittee Timeline and Discussion Points**

December 5,2012, Meeting

* Focus on data
* Panel and discussion regarding the details of Compliance, Safety, Accountability (CSA) data that has been collected
* Studies/reports from panelists to be distributed to Subcommittee

Near-term (February-June 2013)

* Focus on priorities, objectives, and goals of CSA
* Ensure that data in CSA relates only to safety and crash predictability
* Examine regional disparities
* Define crash
* *Potential Presentations:*
  + 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)
  + Crash investigations
  + Observations from investigations of crashes
  + Crash reconstruction
  + Updates on enforcement issues. Differences among State police accident reports, such as accuracy and assigning fault.
  + Should FMCSA recommend that carrier CSA data be considered by shippers, brokers, and the public when selecting carriers?

Longer-Term

* Intervention levels
* DataQs process
* 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
* *Potential Presentations:*
  + DataQs issues – How DataQs are processed and adjudication of citations. A description of how states process their DataQs; acceptance rates/rejections. What are the DataQ challenges?
  + Provide insight into intervention levels. Where do they find common ground in the data? Is there anything there for FMCSA to evaluate?