

Motor Carrier Safety Advisory Committee (MCSAC)
Task Statement
Task 11-02

I. TASK TITLE

Roadside violation severity weightings in the Carrier Safety Measurement System

II. BACKGROUND

In December 2010, FMCSA introduced a new compliance and enforcement program called Compliance, Safety, Accountability (CSA). This program includes a new measurement system to assess carriers' safety performance called the Carrier Safety Measurement System (CSMS). One of the core purposes of CSA's CSMS is to identify poor motor carrier safety behavior. CSMS builds upon the FMCSA's previous Safety Status Measurement System (SafeStat) by quantifying the on-road safety performance of carriers to identify candidates for interventions, determining the specific safety problems exhibited by a carrier and its drivers, and monitoring whether safety problems are improving or getting worse. These assessments enable the CSA intervention process to address safety problems in a more efficient and effective manner.

CSMS incorporates *all* safety-related violations recorded during roadside inspections as opposed to SafeStat which was limited to only Out-of-Service (OOS) and select traffic enforcement violations from roadside inspections. In the CSMS, violations are placed into one of the seven Behavioral Analysis Safety Improvement Categories (BASICS). The BASICS are: Unsafe Driving, Fatigued Driving (HOS), Driver Fitness, Controlled Substances and Alcohol, Vehicle Maintenance, Cargo-Related and Crash.

FMCSA recognizes that the wide variety of violations within each BASIC poses different levels of crash risk. Consequently, the CSMS assigns a severity weight to each individual violation to account for these differences in crash risk. Given the large number of potential violations associated with most BASICS, violations are arranged in "violation groups" based on their attributes (e.g., tires, lighting, coupling devices, fuel systems, etc.), so that similar violations can be assigned the same severity weight. Severity weighting of violations allows CSMS to capture the relative importance of each type of violation within the BASIC as it relates to crash risk. Hence, the stronger the relationship between a violation and crash risk within a BASIC, the higher the severity weight the CSMS assigns to the violation.

Further information concerning CSA and CSMS is available at <http://csa.fmcsa.dot.gov>

III. TASK

FMCSA requests that the MCSAC provide the CSA team with its observations and recommendations regarding the violation groups and their associated crash risk by reviewing the tables of violation groups and:

- A. Determine whether the individual roadside violations are in the correct violation grouping.
- B. Within each BASIC, rank each violation group in priority of crash risk (considering both the cause and consequence of crashes)

- C. Using the priority ranking in step B, evaluate the likely crash risk associated with each violation group using “high”, “medium”, or “low” ratings.

As part of its recommendations, the Committee should include justifications and explanations for any changes or suggestions made to the groupings and priority rankings.

IV. ESTIMATED TIME TO COMPLETE TASK

The Committee should submit a final, written report following its June 2011 meeting.

V. FMCSA TECHNICAL REPRESENTATIVES

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