



Federal Motor Carrier Safety Administration

# Introduction to the Comprehensive Safety Analysis CSA 2010: Industry Briefing

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Steven Mattioli  
Division Administrator  
Springfield, IL



# Today's Presentation

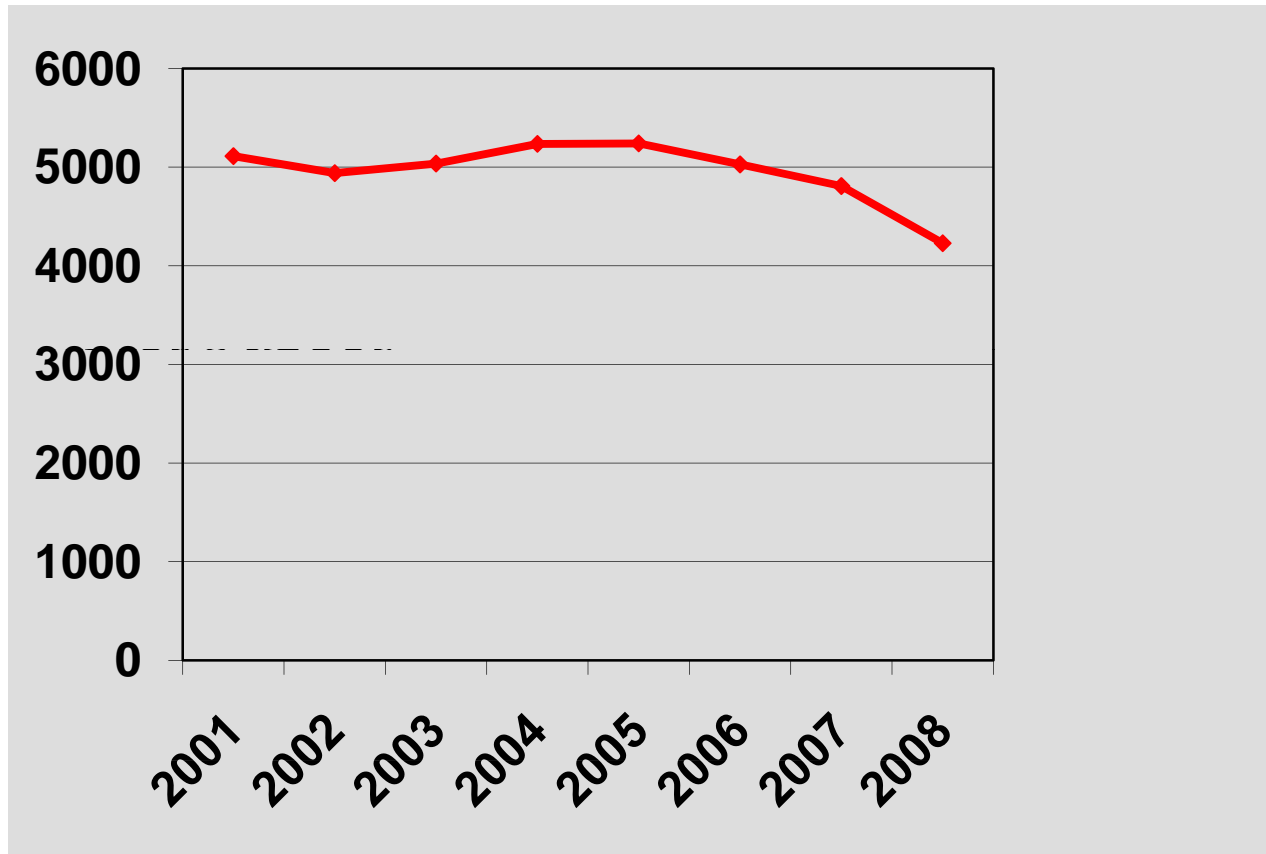
- What is CSA 2010
- How will it affect your business
- Things you should do
- Implementation
- Summary & Discussion



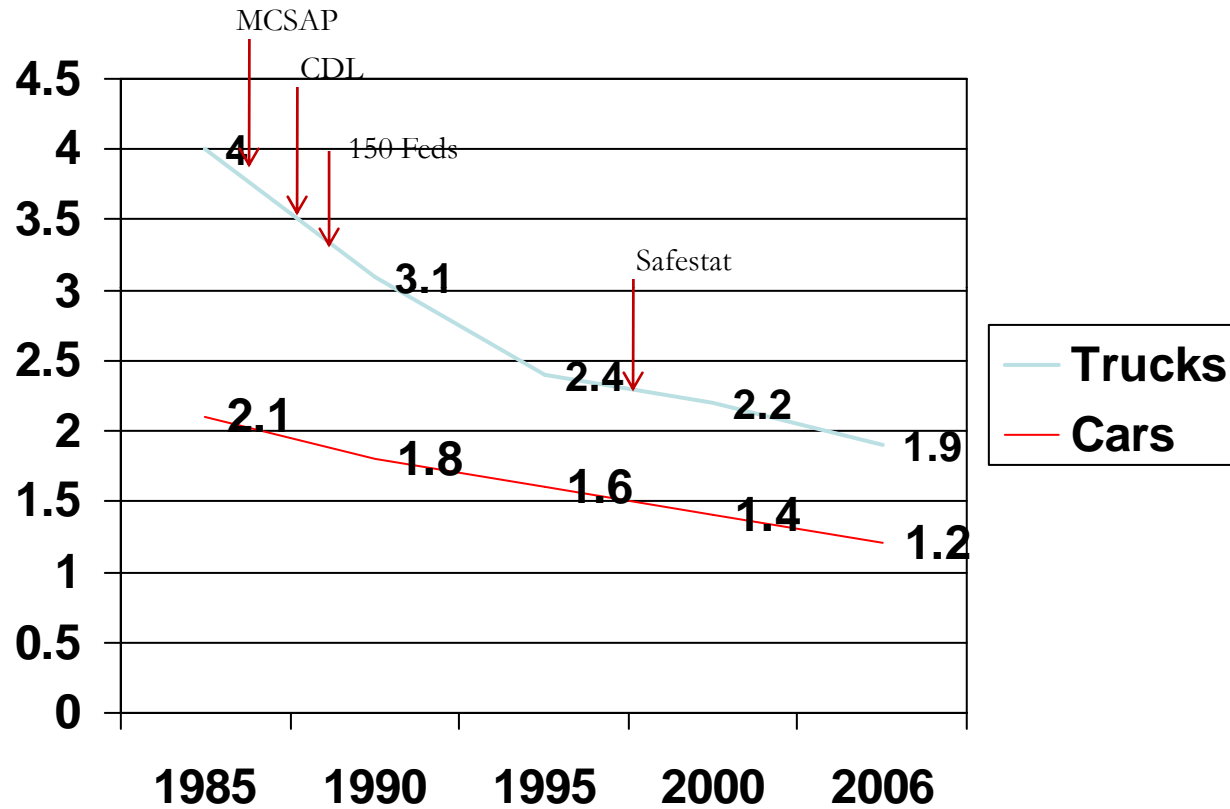
# CSA 2010 will NOT??

- New Regulation
- Impose new safety requirements
- Eliminate on-site reviews
- Diminish enforcement

# Why the Change



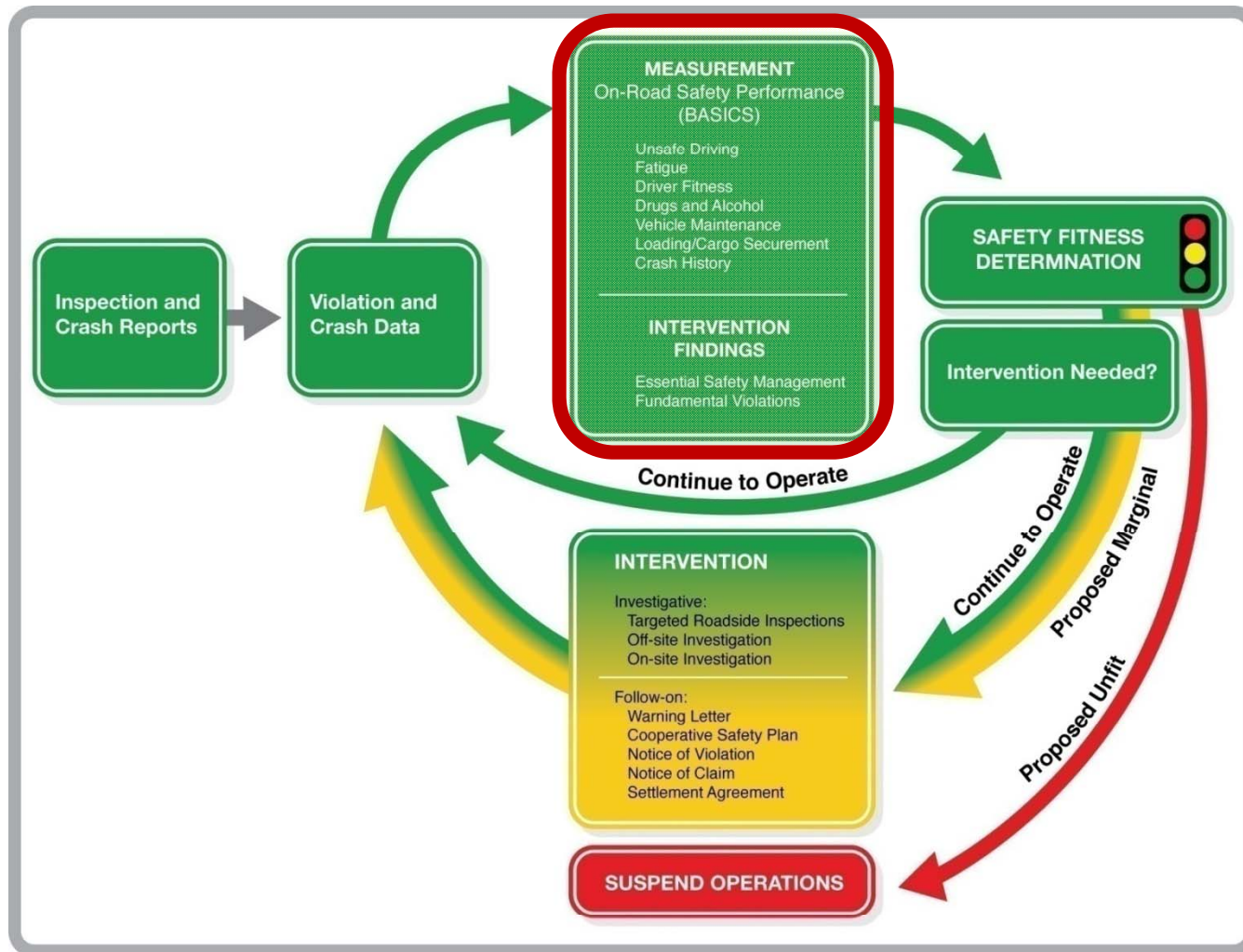
# Large Truck fatality rate



# Three things to know :CSA 2010

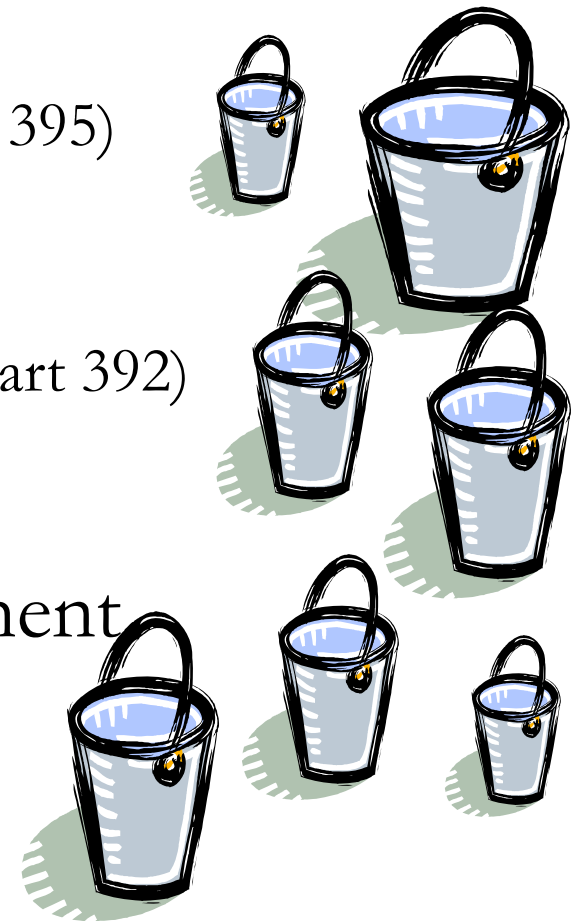
- Safety Measurement System (SMS)
- Intervention Process
- Safety Fitness Determination

# CSA 2010 Proposed Operational Model



# Behavior Analysis & Safety Improvement Categories (BASICs)

- Unsafe Driving (Parts 392 & 397)
- Fatigued Driving (HOS) (Parts 392 & 395)
- Driver Fitness (Parts 383 & 391)
- Controlled Substances/Alcohol (Part 392)
- Vehicle Maintenance (Parts 393 & 396)
- Improper Loading/Cargo Securement (Parts 392, 393, 397 & HM)
- Crash Indicator



# CSA 2010 Safety Measurement System (SMS)

- Data – system uses ALL data.
  - Time weighted: 0-6, 6-12, 12-24
- Pattern of multiple inspections is what most affects the BASIC score.
- Data sufficiency
- Single inspection cap
- Assigns Score in 7 Behavior Areas (**BASICs**)

# Fatigued (HOS) Driving Violation Examples

**Table 3. Fatigued Driving<sup>8</sup>**

<b>Section</b>	<b>Violation Description Shown on Driver/Vehicle Examination Report Given to CMV Driver after Roadside Inspection</b>	<b>Violation Group Description</b>	<b>Violation Severity Weight<sup>9</sup></b>	<b>Driver Responsible (Y/N)</b>
Citations marked with an asterisk (*) will be shown on the Driver/Vehicle Examination Report provided to the driver after a roadside inspection.				
395.8(e)	False report of drivers record of duty status	False Log	7	Y
395.8(f)(1)	Drivers record of duty status not current	Incomplete/ Wrong Log	5	Y
395.8(f)(2)	For duty status records made by drivers, failure to be legible and in the driver's own handwriting	Other Log/Form & Manner	2	Y
395.8(f)(3)	Failure to include start date for the beginning of 24-hour period in duty status records	Other Log/Form & Manner	2	Y
395.8(f)(4)	Failure to include total mileage driven during the 24-hour period in duty status records	Other Log/Form & Manner	2	Y
395.8(f)(5)	Failure to include CMV identification number assigned by the motor carrier in duty status records	Other Log/Form & Manner	2	Y

# Comprehensive Safety Information (CSI)

<http://ai.fmcsa.dot.gov/csi>

- This is the Seven Basics of this carrier

CARRIER SAFETY MEASUREMENT					
BASIC		ON-ROAD PERFORMANCE *		INVESTIGATION DEFICIENT DATE*	SAFETY ASSESSMENT
<a href="#">Unsafe Driving</a>		97.7	AND/ OR	N/A	<b>DEFICIENT</b>
<a href="#">Fatigued Driving</a>		94.0		8/20/2009	<b>DEFICIENT</b>
<a href="#">Driver Fitness</a>		Insufficient		8/20/2009	<b>DEFICIENT</b>
<a href="#">Controlled Substances and Alcohol</a>		Insufficient		8/20/2009	<b>DEFICIENT</b>
<a href="#">Vehicle Maintenance</a>		90.5		N/A	<b>DEFICIENT</b>
<a href="#">Improper Loading/Cargo Securement</a>		Insufficient		N/A	<input checked="" type="checkbox"/>
<a href="#">Crash Indicator</a> †		96.4			<b>DEFICIENT</b>
<a href="#">Liability</a>				N/A	<input checked="" type="checkbox"/>

\* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

† The Crash Indicator measure/percentile represents carrier accident involvement only and is not intended as a means to assess fault. [Explanation](#)

🚩 This carrier has 1 red-flag drivers. Click [here](#) to view the details.

CARRIER SAFETY MEASUREMENT				
	BASIC	Measure	Percentile <sup>*</sup>	inspections resulting in violation of BASIC
1	<a href="#">Unsafe Driving</a>	23.50	79.7	4
2	<a href="#">Fatigued Driving</a>	1.86	67.7	11
3	<a href="#">Driver Fitness</a>	0.09	Insufficient	2
4	<a href="#">Controlled Substances and Alcohol</a>	0.00	Insufficient	0
5	<a href="#">Vehicle Maintenance</a>	5.40	48.3	12
6	<a href="#">Improper Loading/Cargo Securement</a>	2.02	Insufficient	4
INDICATOR				# crashes
7	<a href="#">Crash Indicator</a> †	N/A	Insufficient	0
<small>* The percentile is shaded in yellow when the <a href="#">intervention threshold</a> is exceeded, red when the percentile is greater than or equal to 97% (except for Controlled Substances and Alcohol and Crash Indicator), otherwise there is no shading.</small>				

# Benefits of CSA 2010's SMS

Today's Measurement System	CSA 2010 SMS
Organized by broad Safety Evaluation Areas (SEA)	Organized by specific Behavior Analysis Safety Improvement Categories
Identifies carrier for one-size-fits-all compliance review (CR) regardless of area to be improved	Identifies carriers for different level investigations based on specific safety issues
Weights all Out-of-Service (OOS) and acute/critical violations equally	Uses <u>risk-based</u> weightings to incorporate link to crash causation
Assesses carriers only	Assesses carriers <u>and</u> drivers
Uses only OOS and acute/critical violations	Uses <u>all</u> roadside data

# Fatigued (HOS) Driving ISS Roadside

The image shows two overlapping windows from a software application. The top window is titled "CSA 2010 Alert: USDOT # [redacted]". It features a warning icon (a triangle with an exclamation mark) and the text: "CSA 2010 Information: This carrier is deficient in the Fatigued Driving BASIC. An inspection with focus in this area is requested." Below the text is an "OK" button.

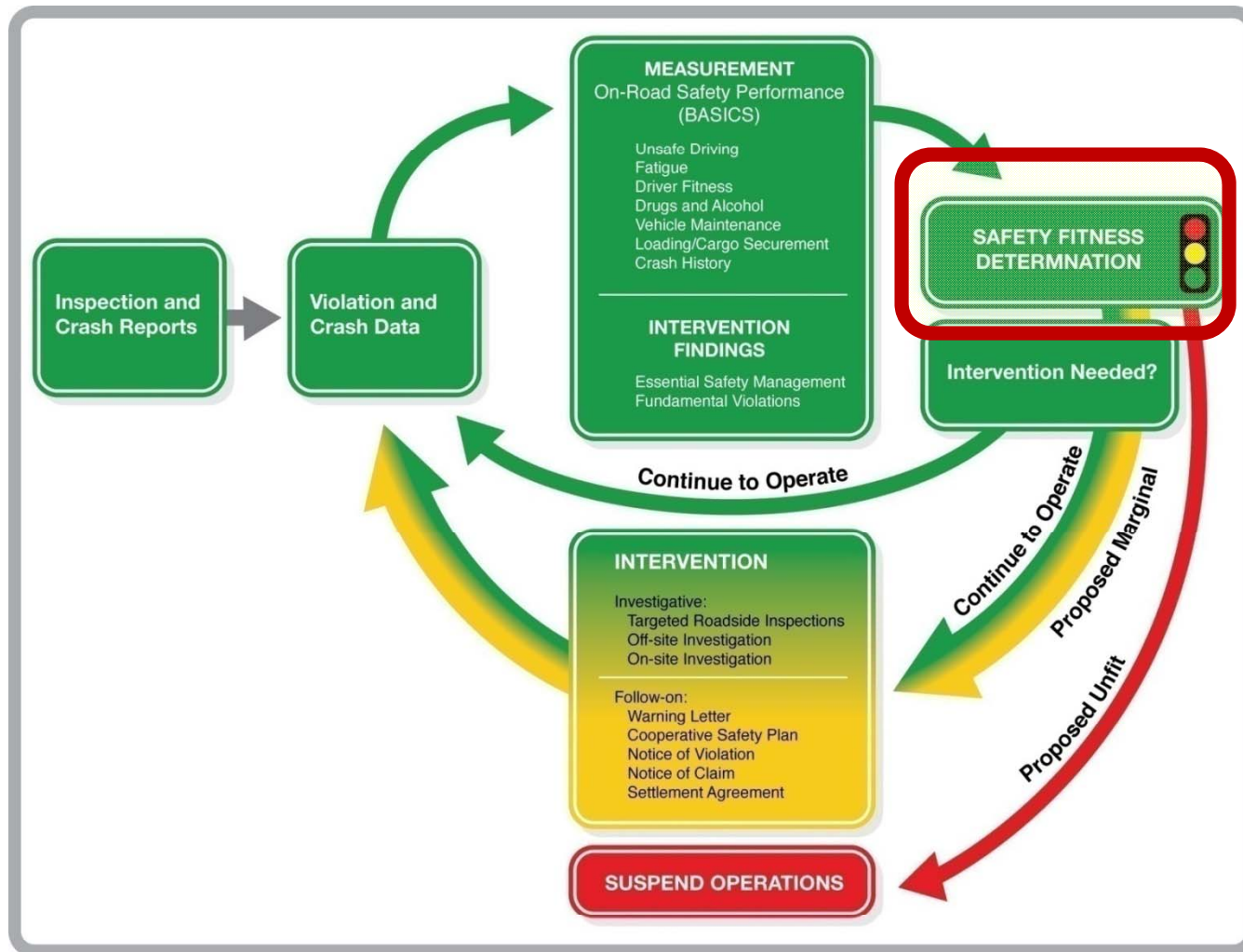
The bottom window is titled "Inspection Selection System v2.12.3 - USDOT # [redacted]". It has a menu bar with "File", "Actions", and "Help". Below the menu bar is a toolbar with several icons. The main area has four tabs: "Main", "Details", "Violation Details", and "History". The "Main" tab is active.

Under the "Main" tab, there is a "Carrier Search" section with a "Search Type" dropdown set to "USDOT#", a "Number" input field containing "[redacted]", and a "Search by Name" button. Below this is a "Carrier Information" section with fields for Name, DBA, Street, City, Phone, State (MN), Zip (55917), and Country of Domicile (UNITED STATES).

At the bottom left of the main area is an "Inspection Value" section showing a traffic light icon with the red light lit, the number "53", and the word "Optional". To the right is an "Expert" section containing the same CSA 2010 information as the top window and a "History of Violations Involving:" list with "Brakes" as the only item.

At the bottom of the window, there are two status bars: "Inspection Value is based on SafeStat data." on the left and "Data current as of 06/03/2009" on the right.

# CSA 2010 Proposed Operational Model



# Safety Fitness Determination (SFD): Challenge

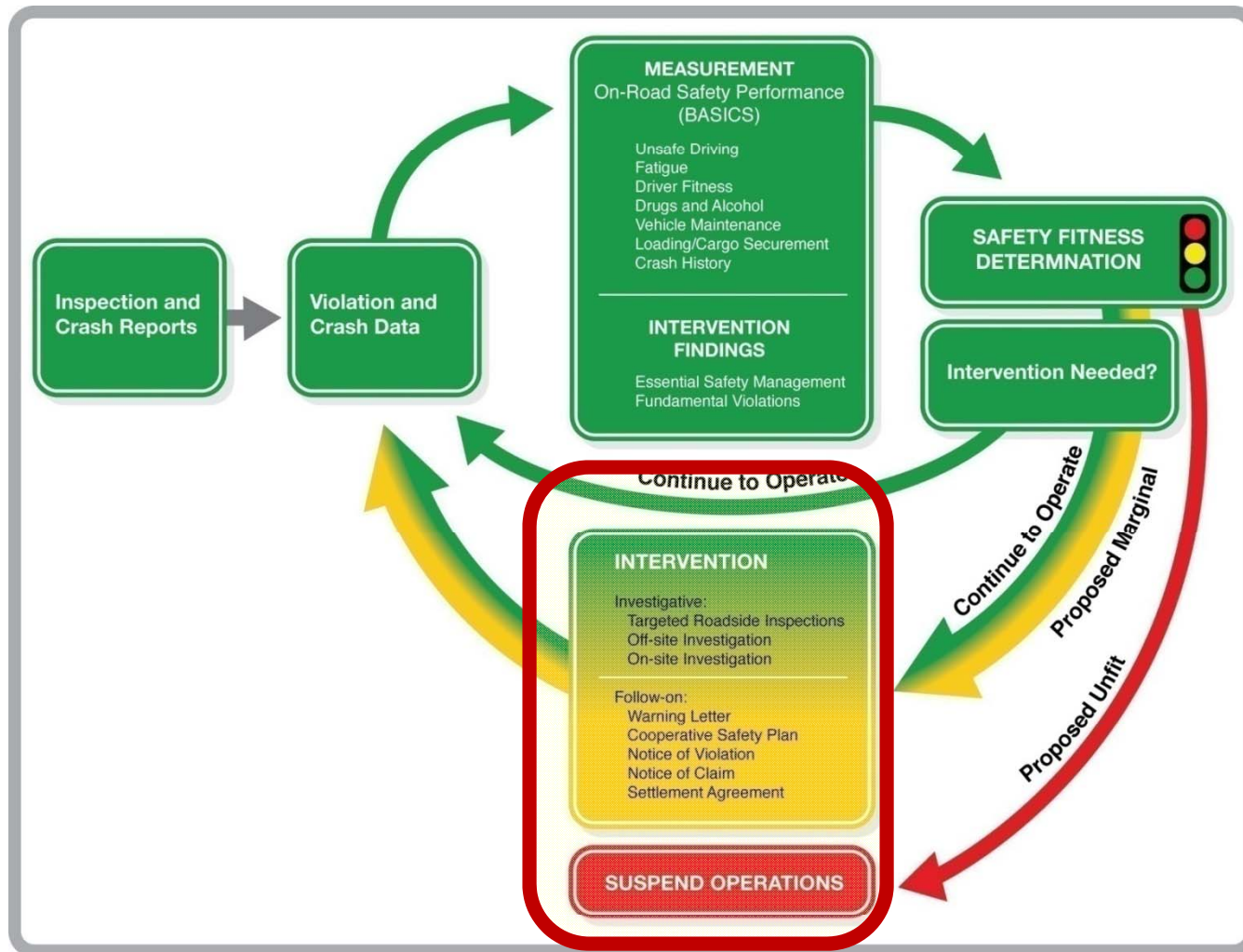
## Current Rating Process:

- Static
- Driver roadside performance
- Critical or acute and vehicle OOS based
- Issued to small portion of carrier population
- On site review required
- Interlinked with on-site review process

# New Safety Fitness Determination

- More Performance based
- Not tied to on-site review
- Timely / frequent
- More coverage
- Better representation of safety status

# CSA 2010 Proposed Operational Model



# CSA 2010 Interventions

- Warning Letters
- Investigations
  - On-site comprehensive investigations (enhanced compliance review)
  - On-site focused investigations
  - Off-site investigations
- Follow-on corrective actions
  - Out-of-Service (OOS) orders
  - Notice of Violation
  - Notice of Claim



# Benefits of CSA 2010's Intervention Toolbox

Today's Model	CSA 2010 Interventions
One tool; one-size-fits-all	Set of tools to use based on carriers' safety problems
Broad examination of carrier; audit approach	Ability to focus on carrier's specific safety problems
Very resource intensive	Less resource intensive for agency and less time consuming for carrier
One-size-fits-all approach regardless of level of safety deficiency	New approach to investigating and contacting carriers
Less carriers contacted	More carriers contacted

# CSA 2010 Model In Summary

- **New Safety Measurement System**
  - More comprehensive
  - Better able to pinpoint specific violations
  - Better identifies high crash-risk behavior
- **New Interventions**
  - More efficient/effective enforcement process
  - Wider range of interventions to compel compliance earlier
  - Match intervention with level of safety performance
- **New Safety Fitness Determination rulemaking**
  - Assess safety performance of larger segment of industry
  - Based on roadside performance and intervention results

# How to prepare for CSA 2010

- Maintain good compliance
- View your CSI (Preview coming)
- Involve your drivers
- Keep your data current.
- Check safety data / dataq
- Respond to warnings
- Clean inspections / reviews

# Pre-Employment Screening

- Electronically access driver safety inspections and crashes.
- Part of the hiring process (391.23, not CSA 2010)
- Pre-registration and fees required
- Drivers written consent for release of information
- Visit: [www.psp.fmcsa.dot.gov](http://www.psp.fmcsa.dot.gov)

# On-Line Resources

- **CSA 2010 at**

- [csa2010.fmcsa.dot.gov](http://csa2010.fmcsa.dot.gov)



- **Dataq**

- <https://dataqs.fmcsa.dot.gov>

- **Your CSA 2010 Info (future)**

- <http://ai.fmcsa.dot.gov/csi>

# Questions??

**Steven Mattioli**

**(217)-492-4606**

