

CSA Update

MCSAC Meeting

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December 2010

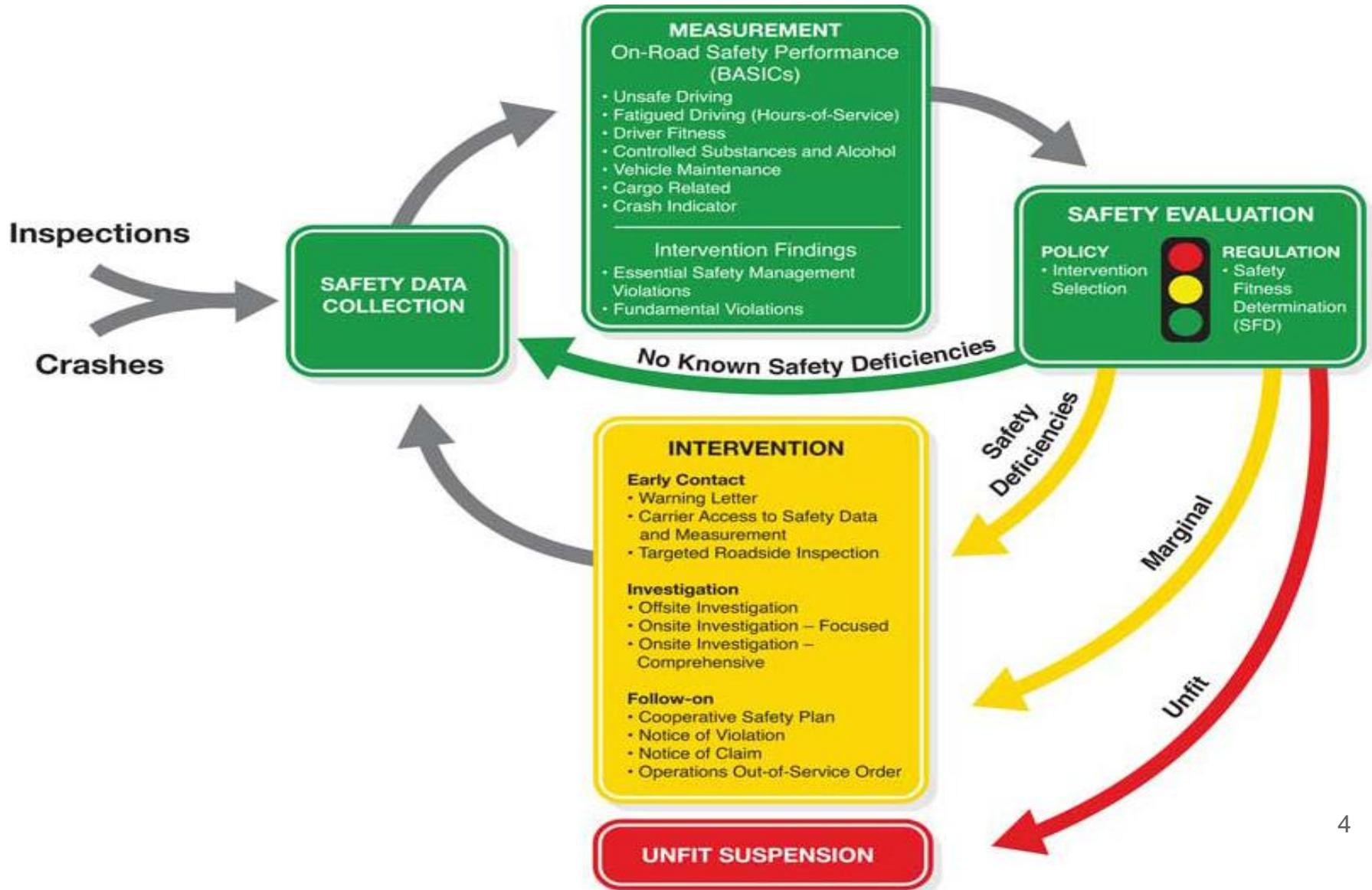
★ Presentation Agenda

- Overview of CSA
 - SMS enhancements
- CSA Roll-Out Schedule
- Communication of CSA

Safety Profile of the Truck and Bus Industry



★ A New Operational Model (Op-Model)



★ Op-Model: Three Core Components

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

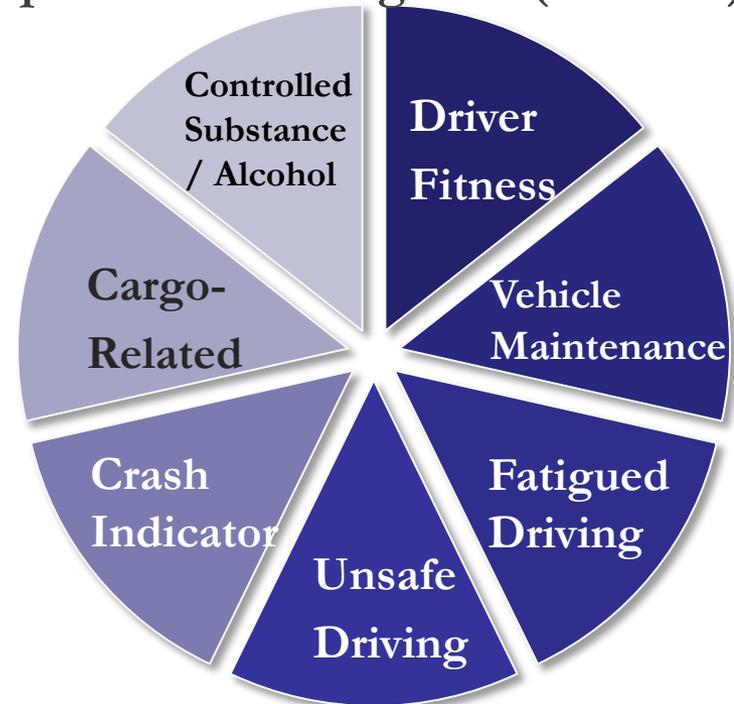
★ Current System (SafeStat) vs. New CSMS

SafeStat: Safety Evaluation Areas (SEAs)



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

CSMS: Behavior Analysis Safety Improvement Categories (BASICS)



- All Safety-based Violations with Risk-based Severity Weights
- Crash Reports

★ New Interventions Process

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

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

Pre-employment Screening Program (PSP)

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

★ 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

★ SMS Enhancements (cont'd)

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

★ SMS Screenshot

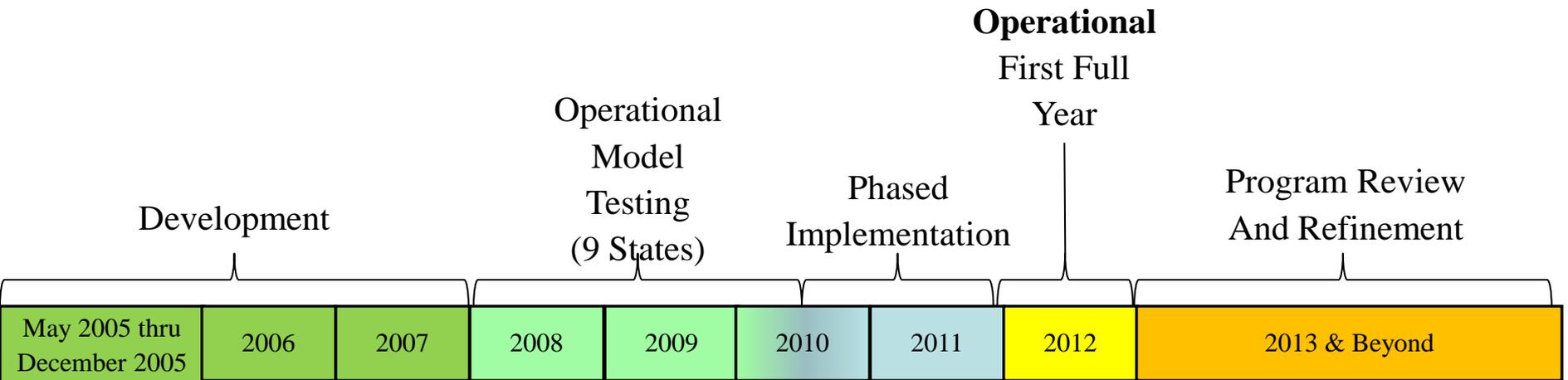


Select a BASIC below to view details

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

		PERFORMANCE		
		On-Road	Investigation	BASIC Status
	Unsafe Driving	79.5%		ALERT
	Fatigued Driving (Hours-of-Service)	94.6%		ALERT
	Driver Fitness	90.4%		ALERT
	Controlled Substances and Alcohol	No Violations		ALERT
	Vehicle Maintenance	63.8%		
	Cargo Related	Not Available	Not Available	Not Available
	Crash Indicator	Not Available	Not Applicable	Not Available
History				

★ CSA Program Timeline





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

★ December 2010

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- 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**

★ Communication Effort

- 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?

