Comprehensive Safety Analysis (CSA) 2010 for CMV Drivers

April 2010
Presentation Agenda

Background

CSA 2010: The New Approach

Today’s Status and Next Steps

What CSA 2010 Means for Drivers

Frequently Asked Questions
CSA 2010

Background
FMCSA’s Current Enforcement Program

- **SafeStat** – measurement system used today to determine the safety performance of motor carriers

- **Compliance Review Process** – onsite review of a motor carrier’s operations

- **Safety Ratings** – result of the Compliance Review, Satisfactory, Conditional, or Unsatisfactory
Limitations of Current Model

- Approximately 5,000 people killed per year

- More carriers than Federal/State Investigators
  - FMCSA regulates ~725,000 interstate and foreign-based truck and bus companies

- Compliance Review (CR) is effective, but it is labor intensive
  - Only able to reach < 2% (~12,000) of total carrier population annually
CSA 2010
The New Approach
What is CSA 2010?

• Improves the efficiency and effectiveness of FMCSA

• Reduces commercial motor vehicle (CMV) crashes, fatalities, and injuries.
Why Change?
Where does it all start...
The New Model

CSA 2010 introduces three new components to FMCSA’s enforcement and compliance model:

• New Safety Measurement System (SMS) to replace SafeStat
• New intervention process to augment compliance reviews
• New approach to the Safety Fitness Determination (SFD)
A New Operational Model (Op-Model)

- Data
- Measurement 7 BASICs
- Evaluation
- Interventions
- Unfit Suspension

Flow:
- Inspections → Data → Measurement 7 BASICs
- Crashes
- Evaluation → No Known Safety Deficiencies
- Safety Deficiencies
- Marginal
- Unfit
New Measurement System

- Assesses safety of carriers and CMV drivers based on unsafe behaviors that lead to crashes
  - Calculates safety performance based on 7 Behavior Analysis and Safety Improvement Categories (BASICs)
  - Weights time and severity of violations based on relation to crash risk
  - Uses crash records and all safety-based violations found at roadside

- Measures carrier safety performance
  - Includes a new tool for use by Safety Investigators to assess driver safety performance

- In the future, measurement results will support future Safety Fitness Determinations
  - Now in rulemaking; success of CSA 2010 not dependent on rule
SMS BASICSs

- Unsafe Driving (Parts 392 & 397)
- Fatigued Driving (Parts 392 & 395)
- Driver Fitness (Parts 383 & 391)
- Drugs/Alcohol (Part 392)
- Vehicle Maintenance (Parts 393 & 396)
- Improper Loading/Cargo Issues (Parts 392, 393, 397 & HM Violations)
- Crash Indicator
New Measurement System – Driver Information

• All violations count toward a carrier’s score
  – If received while driving for that carrier

• Only violations within the control of the driver (as deemed by the Agency) count toward a driver’s assessment
  – For example: speeding, hours-of-service violations, etc.

• Carriers cannot see historic driver assessments
  – Carriers can only see the violations received while the driver was employed by the driver’s current company
New Measurement System – Driver Information (cont’d)

• Individual driver assessments are used by investigators during carrier investigations only
  – To identify drivers with safety problems
  – To prioritize driver sample during carrier investigation
  – To issue Notice of Violations/Notice of Claims to individual drivers based on this driver investigation as appropriate

• SMS BASICs will replace SafeStat Safety Evaluation Areas (SEAs) data sent to Roadside Inspectors
  – Assist in determining level of inspection
  – North American Standard (NAS) Inspection procedure does not change
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
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 2010 investigations

- Produce a carrier **Safety Fitness Determination (SFD)** of
  - Unfit or
  - Marginal or
  - Continue Operation

Draft rulemaking is currently in review within DOT; NPRM expected to be published in late 2010.
CSA 2010 incorporates the existing safety rating process and will continue to do so until SFD would go into effect:

- Drivers will **not** be rated
- Drivers will not face any more suspension risk in the future than exists today
CSA 2010
Today’s Status and Next Steps
Operational Model Test in 9 states:

- Began February 2008
- Completion June 2010

- Designed to test validity, efficiency and effectiveness of new model
Preliminary Test Results

So far, CSA 2010 is:

• Reaching its goal of contacting more carriers
  – Research shows more contacts equals improved safety performance

• Resulting in strong enforcement; similar to current model

• Employing the full array of investigations
  – Investigations in test states have been done in the following proportions
    • Onsite Investigations – Comprehensive (~25%)
    • Onsite Investigations – Focused (~45%)
    • Offsite Investigations (~30%)
Preliminary Test Results

So far, CSA 2010 is:

- Following up with carriers: 50% of investigations result in one of following:
  - Notice of Claim or Violation
  - Cooperative Safety Plan
  - Driver-Specific follow-on activities
    - Notice of Violation
    - Notice of Claim
More Preliminary Results

Warning letters are having a positive impact:

- Almost 5,000 sent
- Almost 50% of recipients logged in to view their data and safety assessments
- Feedback from test states indicate that some carriers appreciate the early alert
Roll-Out Schedule Guiding Principles

- Integrate lessons-learned from 9-state test and feedback from national stakeholder outreach
- Create a phased approach to methodically step stakeholders into new measurement system (SMS):
  - Drive industry to information on how they will be measured; urge immediate safety improvements
  - Build a foundation for enforcement staff to understand and effectively utilize SMS by internalizing concepts of behaviors and BASICs
- Maximize resources
  - Respond to industry information needs
  - Use new measurement system to identify and prioritize carriers with safety problems
  - Train field staff in new intervention process
CSA 2010 Roll-out Schedule

Spring through Fall 2010: National Data Review
• Carrier review of violations by BASIC and crash data (April)
• Carrier preview of SMS results and safety assessment in BASICs (Summer)

Fall through Winter 2010: SMS Replaces SafeStat
• FMCSA/States prioritize enforcement with SMS
• SMS results are available to industry/public
• Warning Letters are issued to carriers with deficient BASICs
• Roadside inspectors use SMS results to identify carriers for inspection
• Apply key concepts from the operational model
• Safety Fitness Determination Rulemaking (NPRM-Winter 2010)

2011: Interventions Implemented State-by-State
• Systematic introduction of new interventions
• National training program to support new interventions process
What CSA 2010 Means to Drivers
How Does This Impact Drivers?

CSA 2010 puts more emphasis on drivers than the previous enforcement model:

- **ALL** violations found during Roadside Inspections count toward carrier and driver safety measurement according to vehicle or driver violation type.

- **BASIC** information/scores will be sent to roadside inspectors as a tool in the decision of whether to inspect and what level to inspect a specific CMV
  - Roadside Inspectors will see carrier information/scores
  - Roadside Inspectors will **not** see driver measurement information
How Does This Impact Drivers? (cont’d)

Safety Investigators will be able to see the safety performance history of drivers when they are conducting a carrier investigation:

- This information is **not** available to carriers.
- Assessment includes the entire history of the driver.
- Assessment is a tool for investigators to use in **sampling** and to issue NOCs/NOVs to drivers based on performance.
- Drivers **will not be rated** (i.e. unfit) under CSA 2010.
Pre-employment Screening Program (PSP)

PSP was mandated by Congress under SAFETEA-LU

- PSP is not a part of CSA 2010
- “Driver Profiles” from FMCSA’s Driver Information Resource (DIR) will be available to carriers through PSP
- Driver Profiles will only be released with driver authorization
- Drivers will be able to obtain their own driver information record
- PSP is under development, more information can be found at www.psp.fmcsa.dot.gov
What Can Drivers Do Now to Prepare?

- Know and follow safety rules and regulations
  - CMV web-based driving tips can be found at http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm

**CMV Web-Based Driving Tips**

Even the most well-trained, safety-conscious Commercial Motor Vehicle (CMV) driver is at risk of engaging in driving behaviors that could lead to a crash on today's crowded highways. Weather conditions, road conditions, or rapidly "driving too fast for conditions" becomes a risk factor. Failing to look, not observing, or failing to see, impaired performance because of fatigue, inattention, or daydreaming or an unexpected external distraction can all lead to a truck crash.

This Web site was developed to raise the consciousness of CMV drivers about common driving errors and to provide valuable driving tips through an easily accessible tool, the Internet. Fleet safety managers can also use this Web site for their driver training programs. The tips offer preventive measures that CMV drivers can take to help avoid crashes.

The driving tips, ideas, and suggestions on this Web site are supported with real-world video clips (25- to 30-second video clips) recorded in a naturalistic open roadway, non-test track driving study conducted by the Virginia Tech Transportation Institute (VTTI). The video clips show examples of driver errors that will serve to motivate CMV drivers to become safer drivers and thereby avoid dangerous driving situations. Also, as a training exercise, each video clip is followed by a set of questions to help encourage you to think about and examine the driver's behavior.

Please click on any of the error categories (left navigation bar under the "Driving Tips" section. Under each category you will find driving tips, interesting facts, video clips, a video description, and the training exercise questions.

http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm
What Can Drivers Do Now to Prepare?

• Become knowledgeable about the new BASICs and how FMCSA will assess safety under CSA 2010
• Advocate for safety among all professional drivers
What Can Drivers Do Now to Prepare?

- Spread the word about CSA 2010 and encourage fellow drivers to:
  - Maintain copies of inspection reports
  - Become knowledgeable about employers’ safety records by checking carrier safety information at SafeStat on line ([http://ai.fmcsa.dot.gov/](http://ai.fmcsa.dot.gov/))
Frequently Asked Questions
• Does CSA 2010 give FMCSA the authority to put drivers out of work?
  – No. CSA 2010 does NOT give the agency the authority to remove drivers from their jobs. A change of that magnitude would require rulemaking and no such effort is underway.

• Does CSA 2010 give FMCSA the authority and processes to rate drivers and revoke their CDLs?
  – No. Driver assessments are available to investigators but these are not used to rate drivers and/or revoke CDLs; State licensing agencies perform that function.
FAQs (cont’d)

• Do tickets or warnings that drivers receive while operating their personal vehicles impact the new Safety Measurement System?
  – No.

• Does the Safety Measurement System hold carriers responsible for drivers’ errors, such as speeding?
  – Yes. Carriers are held accountable for drivers’ errors because they are responsible for the job performance of those who work for them.
FAQs (cont’d)

• Do carriers and drivers need to register for CSA 2010 and fulfill mandatory training?
  – No. CSA 2010 is primarily focused on helping FMCSA improve its enforcement operations. Carriers and drivers do not need to register for CSA 2010 nor is there a mandatory training requirement.

• Is there a way to challenge potentially erroneous or improper violations on carrier and/or driver records?
  – Yes. The DataQs program ([https://dataqs.fmcsa.dot.gov](https://dataqs.fmcsa.dot.gov)) allows carriers and drivers to challenge information that resides in FMCSA databases such as crash and inspection reports.
• Is it considered an inspection every time I talk to an inspector at a weigh station?
  
  – Not necessarily. Law enforcement perform two types of actions at the roadside: a screening and an inspection. A screening evaluates a CMV to determine if that driver and/or vehicle warrants an inspection. Screening methods may vary by jurisdiction. A screening does not constitute an inspection and an inspection report would not be generated.
For more information, visit csa2010.fmcsa.dot.gov