

The CSA 2010

Dispatch

Letter from the Administrator

CSA 2010's Motor Carrier Data Preview is underway, the Operational Model Test (Op-Model Test) has successfully concluded and nine states are now fully operational. Motor carriers can now view an analysis of their violation and crash histories based on the new Safety Measurement System (SMS).

Accomplishing these milestones has taken dedication and hard work by many participants. In particular, I want to commend the Federal Motor Carrier Safety Administration's (FMCSA) field staff in the Op-Model Test States who have tested, evaluated, listened, learned, and helped to refine our improved approach to motor carrier safety. CSA 2010 was developed "from the ground up." The field staff—the Safety Investigators, Division Administrators, Field Administrators, Program Specialists—and all of our State Partners are at the heart of this important effort to improve safety on our nation's roads.

New solutions require careful testing. With that in mind, we continue to evaluate this new approach, fine-tuning it to ensure a successful nationwide rollout. FMCSA and our State Partners are working to incorporate the many lessons learned and feedback received from the agency's stakeholders, including Op-Model

Test participants, state law enforcement, industry experts, and safety advocates, among others.

FMCSA's schedule for the CSA 2010 rollout reflects my commitment to launch this program in the most effective way possible. I believe that a phased rollout will increase the understanding, acceptance and, most importantly, accountability by all parties for good safety performance.

CSA 2010 is designed to advance our safety-first mission by reducing truck- and bus-related crashes, injuries, and fatalities. After all, FMCSA is dedicated to saving lives and preventing needless tragedies. Everything we do with CSA 2010 counts towards safer drivers, safer vehicles, and safer carriers. Again, thank you for your diligent commitment to making safety the top priority.

"America's roads are the safest they've ever been, but they must be safer and we won't rest until they are."

— Transportation Secretary Ray LaHood

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U.S. Department of Transportation
Federal Motor Carrier Safety Administration

October 2010

CSA 2010 Field Rollout Schedule

2010

April – August 2010

Carrier Data Review—carriers viewed safety data organized by the Safety Measurement System's (SMS) Behavior Analysis and Safety Improvement Categories (BASICS)

July 2010

Four 50/50 Op-Model Test States (CO, GA, MO, and NJ) join five 100% Op-Model Test States (DE, KS, MD, MN, MT)

December 2010

- SMS replaces SafeStat and is available to the public, including shippers and insurance companies
- Carrier enforcement efforts prioritized based on SMS results
- FMCSA begins issuing warning letters to carriers with safety problems identified by BASICS
- Roadside inspectors use SMS results to identify carriers for inspection

June 30, 2010

Completion of Op-Model Test

August – December 2010

Carrier Data Preview—carriers can view an analysis of their safety data based on the BASICS

2011

2011

- Safety Fitness Determination Notice of Proposed Rulemaking (NPRM) scheduled to be published
- Enforcement staff trained and new interventions implemented state-by-state

BASICS Data and Analysis Available on CSA 2010 Website

ON AUGUST 16, 2010, FMCSA converted the Carrier Data Review into a Carrier Data Preview, which allows truck and bus companies to review an analysis of where they stand in each of the Behavior Analysis and Safety Improvement Categories (BASICS). The analysis is based on percentiles calculated in the SMS using 24 months of a carrier's on-road safety performance data (i.e. roadside inspection results and crashes). And, as in SafeStat, investigation findings are also considered in a carrier's performance analysis.

What does this mean?

It means that carriers have an early opportunity to identify areas for improvement and to begin addressing safety problems today. Carriers can also request reviews of potentially incorrect data before the SMS is made available to the public in December 2010.

How can carriers check their CSA 2010 data?

Carriers can check their data by:

- Visiting <http://csa2010.fmcsa.dot.gov>
- Selecting the Data Preview tab
- Logging in with a DOT# and personal identification number (PIN)

Carriers can also enter the Data Preview through the FMCSA Information Portal:

<https://portal.fmcsa.dot.gov/AccountRequest/AccountRequestForm1.jsp>

Here, carriers can obtain a Portal account.

The screenshot displays the CSA 2010 Carrier Data Preview website interface. At the top, there is a navigation bar with links for Home, About CSA 2010, Your Role, Outreach & Media, FAQs, What's New, and Data Preview. The main header features the 'CSA 2010 Carrier Data Preview' logo. Below this, a search bar prompts the user to enter a 'Carrier Name' and 'U.S. DOT #'. A navigation menu includes 'Home', 'Update Registration Info', 'Violation Summary', and 'Resources'. A prominent red alert box states: 'Attention: You are a test carrier. Please visit Comprehensive Safety Information (CSI) to view your CSA 2010 BASIC measures.' The main content area is divided into two columns. The left column, titled 'Behavior Analysis and Safety Improvement Categories (BASICS)', lists categories such as Unsafe Driving, Fatigued Driving (HOS), Driver Fitness, Drugs/Alcohol, Vehicle Maintenance, Cargo-Related, and Crash Indicator, each with a 'PERFORMANCE' table showing 'Insufficient Data' and 'Overall' scores. The right column, titled 'Carrier Registration Information', provides details for 'Carrier Company Name, Inc.', including physical and mailing addresses, phone, fax, and email. It also lists operational details like 'Operation: Interstate', 'Hazmat: No', 'HVG: No', 'New Entrant: No', and 'Passenger Carrier: No'. A 'Summary of Inspection and Crash Activity' table shows 'Total Inspections: 8', 'Vehicle Inspections: 4', 'Driver Inspections: 8', and 'Hazmat Inspections: 0'. A 'View Violation Summary' button is located at the bottom of this section. The footer contains links for Feedback, Open Government Initiative, Privacy Policy, USA.gov, Freedom of Information Act, Accessibility, and Social Media, along with the FMCSA logo and contact information.

Sample motor carrier overview from the Carrier Data Preview available at <http://csa2010.fmcsa.dot.gov>

The earlier carriers identify and address their safety compliance issues, the safer our roads will be for everyone.

Test Efficiencies and Updates to SMS

JUNE 30, 2010 marked the successful end of the CSA 2010 Op-Model Test—a 30-month field test in nine states. Initial results indicate gains in enforcement efficiency, and research has demonstrated that efficiency improvements lead to measurable safety improvements later on.

What are the efficiency gains?

- Issued more than 6,600 warning letters; 51% of recipients have logged in to review their safety data and analysis
- Conducted up to 35% more carrier investigations per Safety Investigator by employing the full array of safety investigations:
 - Onsite Investigation—Comprehensive: 30%
 - Onsite Investigation—Focused: 45%
 - Offsite Investigation: 25%
- Followed up on investigation findings with more carriers and drivers
 - Nearly 50% of investigations resulted in a Notice of Claim (NOC), Notice of Violation (NOV) or Cooperative Safety Plan (CSP), compared to approximately 35% using the existing enforcement model
 - Number of driver enforcement actions per Safety Investigator has increased

As a result of input from enforcement personnel, industry representatives, and safety experts, as well as findings from the nine-state Op-Model Test, FMCSA has updated the SMS to make it more effective in identifying high-risk and other carriers with safety compliance problems.

Specifically, the following updates were made:

• Unsafe Driving and Crash BASICS

The measure of exposure was changed from Power Units (PUs) only to a combination of PUs and Vehicle Miles Traveled (VMT) in the Unsafe Driving BASIC and Crash Indicator. In addition, those two items changed from using PUs as a safety event grouping (formerly referred to as peer grouping) to using the number of crashes for the Crash Indicator and the number of inspections with a violation for the Unsafe Driving BASIC.

• Controlled Substances/Alcohol BASIC

The measure of exposure changed from PUs to the number of relevant inspections.

• Cargo-Related BASIC

FMCSA is employing a more strategic approach to addressing motor carriers with a history of size and weight violations rather than counting these violations in the Cargo-Related BASIC. It is important to note that these violations will still be cited at roadside inspections and addressed during investigations.

• Severity Weighting

Severity weights for some roadside inspection violations were updated. These enhancements allow FMCSA to more effectively identify motor carriers with safety compliance problems, thereby raising the bar for safety on the nation's roads.

For additional details about the improvements to the SMS, visit:

<http://csa2010.fmcsa.dot.gov/Documents/SMSImprovementsFAQs.pdf>

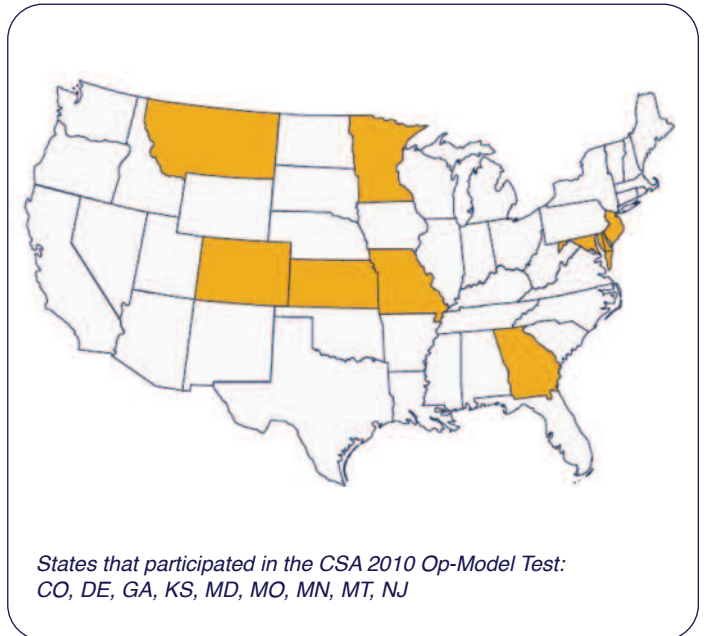


Lessons Learned from the Op-Model Test

IN THE WINTER OF 2010, FMCSA will introduce four key concepts adopted from the CSA 2010 Op-Model Test that are aimed at achieving additional efficiency and effectiveness while the Agency transitions to the full array of new interventions. These transitional elements are outlined below.

1. Conduct Focused Compliance Reviews on appropriate carriers to center investigations on demonstrated safety problems as identified by the new SMS
2. Issue NOVs for specific inspection violations that are immediately identifiable and correctable without conducting an investigation
3. Use the new SMS to identify drivers to sample during carrier investigations
4. Use the “Red Flag Violation” process during carrier investigations to highlight drivers with violations that require further examination as identified in the new SMS

FMCSA field staff and State Partners will receive in-depth training on these concepts in the fall of 2010, prior to implementation.



Look Ahead: December 2010 CSA 2010 Rollout

FMCSA IS COMMITTED to the effective rollout of CSA 2010. Here is a look at what will happen in December.

- **New SMS.** SMS will replace SafeStat.
 - SMS’s Behavior Analysis and Safety Improvement Categories (BASICS) will replace SafeStat’s Safety Evaluation Areas (SEAs) as the information used to prioritize FMCSA and State Partner enforcement and roadside inspection resources. The information will be available to motor carriers and the public.
 - SMS will evaluate carriers in each of the seven BASICS using the last 24 months of roadside violation and crash data. Additionally, if a Safety Investigator finds a “serious violation” during a compliance review or investigation, SMS will flag the relevant BASIC for 12 months. See the table of serious violations at:

http://csa2010.fmcsa.dot.gov/Documents/Serious_Violations.xls

- **BASICs to Roadside.** BASIC data will be sent to roadside inspectors to assist in determining which carriers to inspect and the appropriate inspection level.
- **Warning Letters.** Carriers with signs of safety problems in SMS will receive warning letters so that they can immediately address safety issues.
- **Key Concepts.** Key concepts learned from the Op-Model Test will be incorporated into FMCSA’s compliance and enforcement program to increase efficiency and effectiveness during the transition to full use of the new CSA interventions in 2011.

FMCSA is working to ensure that its field staff and State Partners have a full understanding of CSA 2010 and its various components. A peer mentoring program between Op-Model Test States and non-Test States is underway. Formal training is planned to make sure that everyone has the information they need about CSA 2010 before the program is rolled out nationwide in December.