



NEW COMPREHENSIVE SAFETY ANALYSIS PROCESS TO IDENTIFY HIGH-RISK CARRIER AND OPERATOR BEHAVIORS

The Federal Motor Carrier Safety Administration (FMCSA) has begun rolling out an initiative that will increase the efficiency and effectiveness of its motor carrier compliance enforcement program. This initiative, the Comprehensive Safety Analysis (CSA) 2010, is designed to reach a greater segment of the motor carrier industry, thereby achieving a reduction in large truck and bus crashes, injuries and fatalities.

Currently, the FMCSA uses the compliance review (CR) method to determine if a carrier is fit to operate. A CR is generally conducted at the carrier's place of business, is labor intensive, is not designed to address comprehensive safety problems, and reaches only a small fraction of the motor carrier industry. The new CSA 2010 addresses these deficiencies by being more flexible, focusing on specific safety concerns, providing guidance on corrective actions, and reaching more carriers, earlier in the process.

SAFETY MEASUREMENT SYSTEMS FOR BOTH DRIVERS AND CARRIERS

When CSA 2010 is fully implemented, its two Safety Measurement Systems (SMS) will rate both carriers (CSMS) and drivers (DSMS) and will replace the current SafeStat system, which only rates carriers. Every month, SMS will measure the previous two years of roadside violation and crash data and calculate a score based on seven Behavior Analysis Safety Improvement Categories (BASICS), with recent roadside violations and violations that correlate with crashes being weighted more heavily than others. The SMS will then rank the scores to determine which drivers and carriers have specific safety problems.

INTERVENTION

Once the measurement system signals the need to intervene, CSA 2010 will draw upon a broad array of progressive interventions that are designed to advise the motor carrier or driver that their safety performance has come to the government's attention. These steps are meant to improve unsafe behavior early. These include:

- Warning letter
- Targeted roadside inspection
- Off-site investigation
- On-site investigation—focused
- Cooperative safety plan
- Notice of violation
- On-site investigation—comprehensive
- Notice of claim/settlement agreement
- Unfit—suspension

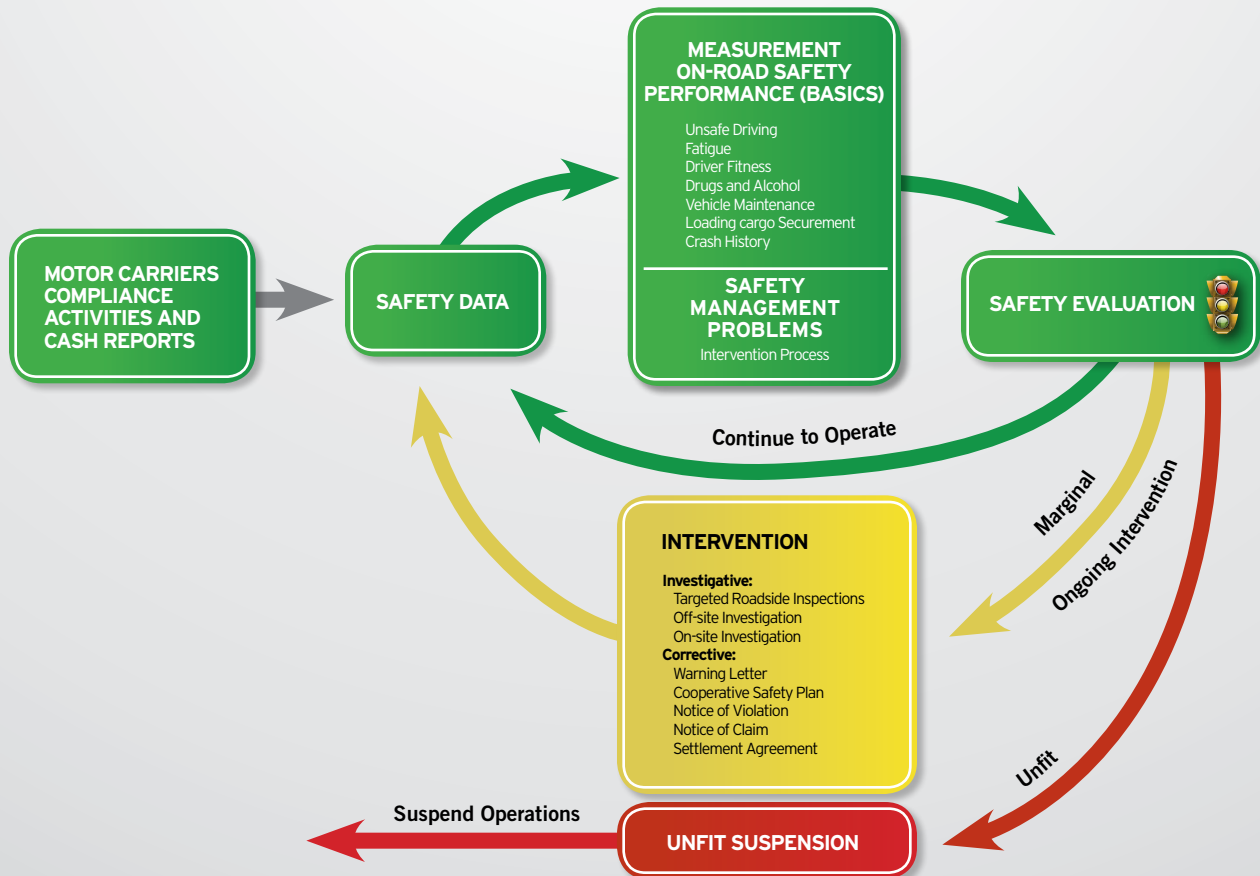
BASICS: BEHAVIOR ANALYSIS SAFETY IMPROVEMENT CATEGORIES

Drivers and carriers will be ranked according to their scores in the following seven categories:

- Unsafe driving
- Fatigued driving
- Driver fitness
- Controlled substances and alcohol
- Vehicle maintenance
- Loading/cargo securement
- Crash history

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THE CSA 2010 OPERATIONAL MODEL



CSA 2010 ROLLOUT

When the CSA 2010 Operational Model test is completed in mid-2010, the FMCSA will begin the implementation and rollout of the complete program. As the CSA 2010 reaches more drivers and carriers, the FMCSA hopes to identify and change dangerous behaviors early and reduce the number of crashes and incidents on the roadways.

For more information visit: www.fmcsa.dot.gov/safety-security

Source: FMCSA