

CSA-2010 – the new US-DoT carrier rating system!

CSA stands for **Comprehensive Safety Analysis**. Its purpose is to improve the way motor carriers and their drivers are being monitored for compliance and to reduce crashes, injuries and fatalities on the nation's highways.

- While carriers are used to being monitored by the FMCSA through the monthly SAFESTAT results, one of the new parts of this program is that it now also tracks driver performance.

By tracking both carriers and drivers, the FMCSA believes that it can create a more complete picture of compliance.

The CSA-2010 system consists of four major components:

- I) Data Collection
- II) Safety Measurement
- III) Safety Evaluation
- IV) Intervention

I) Data Collection

Under the previous system (SAFESTATS) only crashes, moving violations and/or 'out-of-service' roadside inspections would count towards the rating of a motor carrier.

- However, within CSA-2010, **ALL** violations detected during roadside inspections – whether or not a citation is issued – will count towards the rating of both, the carrier and the driver.

These violations are organized into 7 **BASICs** (Behavioral Analysis and Safety Improvement Categories), namely:

1. **Unsafe Driving** – i.e. moving violations
2. **Fatigued Driving** – i.e. log-book and hours-of-service violations
3. **Driver Fitness** – i.e. valid driver license, endorsements and/or medical card
4. **Controlled Substances and Alcohol** – which includes being in possession of alcohol purchased at a duty-free store
5. **Vehicle Maintenance** – i.e. vehicle defects
6. **Cargo Related** – i.e. load securement issues
7. **Crash Indicator** – which includes all DoT recordable collisions

II) Safety Measurement

After the violation has been assigned to the correct BASIC, it will receive **demerit points**, the severity of which is based on that violation's association with crash causation. This process is called "**severity weighting**" the violation, and ranges from 1 to 10.

Low values are assigned to violations which are not often related to crashes, i.e. an expired medical certificate (1 point). However, violations that have a more severe association to potential crashes are assigned higher values. Examples of '10-pointers' would include:

- ♦ Reckless driving;
- ♦ Driving after being declared 'out-of-service';
- ♦ Operating CMV with more than one license;
- ♦ No flag on projecting load

A violation resulting in an "**out-of-service**" order increases the demerit value by **2 points**!

Safety-related violations are also “**time-weighted**”, which means more recent events count more than violations which occurred some time ago. The following ratio is applied:

<u>Time-weight Ratio:</u>	<u>Carriers:</u>	<u>Drivers:</u>
3:1 for points accumulated from	0 to 6 months	0 to 12 months
2:1 for points accumulated from	7 to 12 months ago	13 to 24 months ago
1:1 for points accumulated from	13 to 24 months ago...	25 to 36 months ago...
	...after which time they drop-off the respective record.	

CSA-2010 counts all violations in its rating system. In that environment even a carrier with currently excellent SAFESTAT driver and vehicle compliance percentages would have incurred a number of violations over the performance period.

Case in point:

The motor carrier with the absolute best SAFESTAT Driver Safety Evaluation rating (0.27%) of all motor carriers in New York State as at March 2010. (With 275 Drivers):

During their 256 inspections in the past 24 months, inspectors identified 28 violations that would have generated **118** driver-related **demerit points** under CSA-2010, which multiplied by the time-weight factors, would result in

- ◆ 60 points for 0 to 6 months
- ◆ 104 points from 7 to 12 months
- ◆ 46 points from 13 to 24 months

It must be noted, that while a carrier’s “clean” inspections, i.e. the 154 ‘no violations discovered’ inspections in the above example, are taken into consideration for the *overall* carrier percentile ranking, only the ‘relevant’ inspections – that is those where at least one violation is detected – count toward the new CSMS rating (Carrier Safety Measurement System).

- That said, all carriers and drivers will have their current SAFESTAT results transferred to the new CSA-2010 system, which essentially means: no one will start with a ‘clean slate’.

Once a month, the FMCSA then tabulates the accumulated DSMS & CSMS points and divides them by a “normalizing factor” to create a level comparison with other carriers and other drivers. This is a peer comparison of the normalized data, which means that drivers and carriers are compared to their peers. (Large carriers are compared to each other, whereas companies with a limited number of trucks/drivers are compared to other small entities).

III) Safety Evaluation

This peer comparison generates a “**percentile ranking**”, which is the actual monthly **BASIC Score**, i.e. a BASIC ranking of 85% means that the carrier – or the driver, as the case may be – is worse than 85% of its peers.

The BASIC Score is then compared to pre-determined thresholds in each of the seven BASICS. If a carrier is over the **intervention threshold** in any BASIC, one of several interventions will take place. Currently, the intervention thresholds for a Drive-Away/Tow-Away carrier are:

BASICS 1, 2 & 7	Unsafe Driving; Fatigued Driving (HoS); Crash Indicator.....	72%
BASICS 3, 4, 5 & 6	Driver Fitness; Controlled Substances and Alcohol; Vehicle Maintenance; Cargo Related.....	77%

IV) Interventions

Under the program, carriers are subject to a variety of interventions depending on their respective safety measurement scores and enforcement history. These interventions include:

Early Contact	Warning Letters Targeted Roadside Inspections
Investigation	Offsite investigations On-site “focused” investigations (zeroing into identified weaknesses) On-site “comprehensive” investigations (full-fledged facility audit)
Follow-up	Demand for a Cooperative Safety Plan Notice of Violations Notice of Claims (Fines/Penalties) Operations “out-of-service” Order Unfit Suspension (DoT number revoked)

- Do note that if a carrier is found to have **exceeded** the **failing threshold** in on of the two “stand-alone” BASICs, (Unsafe Driving and Fatigued Driving), the interventions will be the most severe available to the FMCSA!
- Also, if a carrier is over the failing threshold in any two of the other five BASICs, the carrier will be subject to the most severe interventions as well.

Conclusion

Like the current, publicly accessible SAFESTAT Carrier abstracts (<http://ai.volpe.dot.gov/>), the monthly updated CSA-2010 carrier results will be available to the public effective November 2010 by visiting the FMCSA website and following the appropriate links.

Lastly, drivers will now be tracked – across all employers for a period of 36 months – and rated under CSA-2010 as well. With a few exceptions, drivers will also be assigned demerit points under the DSMS (Driver Safety Measurements System) part of the carrier rating. These results will however be confidential and accessible to FMCSA Safety Investigators only.

Delinquent, non-compliant drivers may however expect to receive DoT Notices of Violations and/or Notices of Claims.

Carriers will be able to obtain ‘Driver Profiles’, which contain roadside inspection and crash histories, through FMCSA’s Commercial Driver Pre-employment Screening Program (PSP), upon receipt of a duly signed authorization by a potential driver applicant.

For more detailed information on the CSA-2010 program, visit <http://csa2010.fmcsa.dot.gov>



To review Drive Star’s own “Driver Monitoring Program” – please click <http://www.drive-star.com/Driver-Monitoring.pdf>

Updated as at April 22/2010