

CSA 2010

What Drivers Need to Know

CSA ★ 2010

Comprehensive Safety Analysis

VERSION 2.0



2277 Highway 36 West #302 | Roseville, MN 55113 | www.mntruck.org | Ph: (651) 646-7351 | Fax: (651) 641-8995

3 Key Points to Remember



- The FMCSA is changing the way it does business and it will affect YOU
- Drivers roadside inspection history will be recorded, monitored and drivers can be penalized just like motor carriers
- Everything counts now, not just out-of-service violations (OOS), crashes, and in some cases, moving violations

CSA ★ 2010

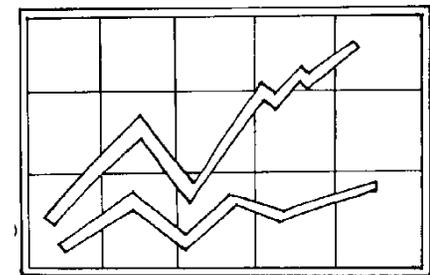
Comprehensive Safety Analysis



What Are We Talking About?

How the government tracks and enforces safety and regulatory compliance

- The old system was based on SafeStat
- The new system is based on CSA 2010



CSA★2010

Comprehensive Safety Analysis



Same Feel But Different Outcome

- What you experience day to day under CSA 2010 will feel similar to what you knew under Safestat
- However, the data they use and how they apply it will have a dramatically different impact on you as **an individual driver** and the motor carrier you work for



CSA ★ 2010

Comprehensive Safety Analysis



Same Feel But Different Outcome

- You will still go through scales, but now overweight tickets will count



CSA★2010

Comprehensive Safety Analysis

Same Feel But Different Outcome

- You will still apply to drive for a motor carrier, but now your roadside data will follow you and be publicly available (or available to potential employers)



Same Feel But Different Outcome

- State roadside enforcement will still issue fines and put you out of service, FMCSA will now take a more active role in tracking bad drivers.

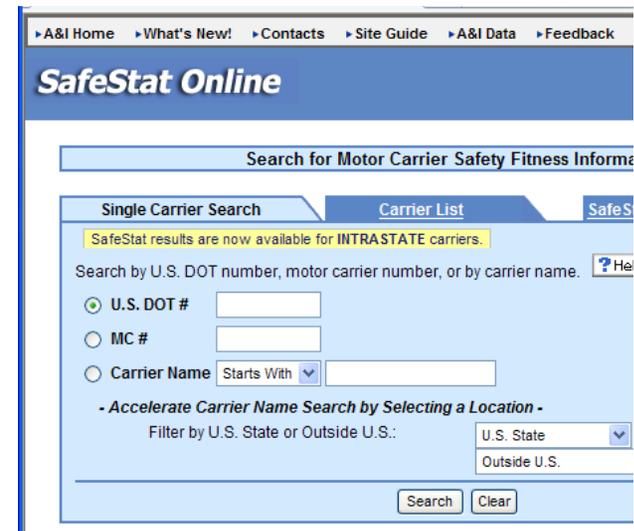


CSA ★ 2010

Comprehensive Safety Analysis

How It Worked Before

- The “old” system (pre-May 2009) was driven by the SafeStat system
- SafeStat evaluates motor carriers in broad categories called Safety Evaluation Areas (SEAs)
 - Accident SEA
 - Driver SEA
 - Vehicle SEA
 - Safety Management



The screenshot shows the 'SafeStat Online' search interface. At the top, there are navigation links: 'A&I Home', 'What's New!', 'Contacts', 'Site Guide', 'A&I Data', and 'Feedback'. Below this is the 'SafeStat Online' header. The main content area is titled 'Search for Motor Carrier Safety Fitness Information'. There are two tabs: 'Single Carrier Search' (selected) and 'Carrier List'. A message states: 'SafeStat results are now available for INTRASTATE carriers.' Below this, it says 'Search by U.S. DOT number, motor carrier number, or by carrier name.' There are three search options: 'U.S. DOT #' (selected), 'MC #', and 'Carrier Name' (with a 'Starts With' dropdown). A section titled '- Accelerate Carrier Name Search by Selecting a Location -' includes a filter by 'U.S. State or Outside U.S.' with a dropdown menu showing 'U.S. State' and 'Outside U.S.'. At the bottom right are 'Search' and 'Clear' buttons.

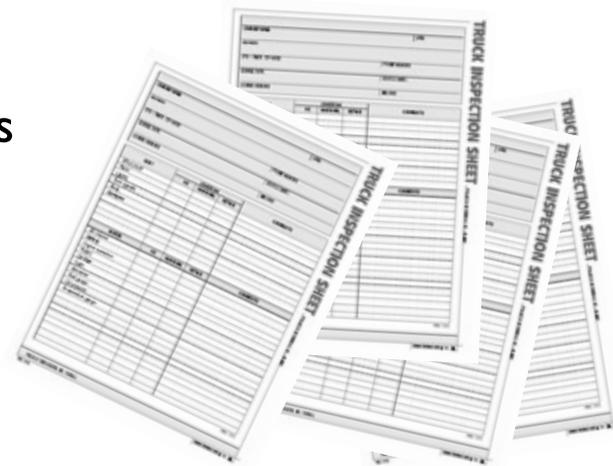
CSA ★ 2010

Comprehensive Safety Analysis



How It Worked Before

- Roadside performance drove the data for Safestat
- Based on Out-of-Service (OOS) violations as a percent or in relation to all inspections
- Performance was based on the past 30 months of:
 - Crashes
 - OOS violations
 - In some cases, Moving Violations



CSA ★ 2010

Comprehensive Safety Analysis



How It Worked Before

- Under SafeStat drivers could be “nicked” by roadside enforcement but were functionally shielded from FMCSA direct intervention
- Under SafeStat motor carriers took the brunt of FMCSA enforcement action for bad performance
 - Generally in the form of Compliance Reviews, which could result in fines and change in the Safety Fitness Determination (Safety Rating)

CSA ★ 2010

Comprehensive Safety Analysis



FMCSA Is Changing

- The FMCSA is changing the way it does business and it will affect YOU
- The new CSA 2010 approach will directly monitor the safety and compliance of **individual drivers**



CSA ★ 2010

Comprehensive Safety Analysis

Violations That Count: Old Vs. New

Old

Monitored motor carriers only

- Recordable crashes
- Out of service violations

New

*Monitors motor carriers and **drivers***

- Recordable crashes
- Out of service violations
- Citations
- Non-OOS violations
- Warnings

CSA ★ 2010

Comprehensive Safety Analysis



New Safety Measurement System

CSA 2010 introduces a new safety measurement system (SMS) that...

- Uses crash records and ALL roadside inspection safety-based violations to determine carrier/driver safety
- Weights time and severity of violations based on relationship to crash risk
- Triggers the intervention process (eventually will feed the proposed Safety Fitness Determination)
- Calculates safety performance based on 7 **B**ehavior **A**nalysis and **S**afety **I**mprovement **C**ategories (BASICs)

CSA ★ 2010

Comprehensive Safety Analysis



SMS BASICs

SMS BASICs focus on behaviors linked to crash risk

1. Unsafe Driving (Parts 392 & 397)
2. Fatigued Driving (Hours-of-Service)
(Parts 392 & 395)
3. Driver Fitness (Parts 383 & 391)
4. Controlled Substances/Alcohol
(Parts 382 & 392)
5. Vehicle Maintenance (Parts 393 & 396)
6. Cargo Related
(Parts 392, 393, 397 & HM)
7. Crash Indicator



CSA★2010

Comprehensive Safety Analysis



History Will Follow You

- All of the captured data will be tracked and assigned to two broad databases:
 - **Carrier Safety Measurement System (CSMS)**
 - Will include **24 months** of carrier on road safety performance
 - **Driver Safety Measurement System (DSMS)**
 - Will include **36 months** of driver on road performance
 - Will follow you even if you move to another motor carrier

CSA ★ 2010

Comprehensive Safety Analysis



Driver Safety Measurement System (DSMS)

DSMS quantifies commercial motor vehicle (CMV) driver performance in terms of BASICs, using available roadside performance data

- Allows law enforcement personnel to see a driver's roadside violation history and crash history helping them focus their efforts during a roadside stop and inspection
- Allows Safety Investigators (SI) to focus on "Red Flag" drivers during motor carrier compliance reviews

CSA ★ 2010

Comprehensive Safety Analysis



How Does This Impact Me?

- State sanctions will remain largely the same:
 - Citations, fines, be put out of service, suspend or revoke your license, and prosecute for criminal violations
- FMCSA will apply to specific drivers the tools they are already using for motor carriers, including:
 - Written warnings
 - Additional reporting requirements
 - Fines



CSA ★ 2010

Comprehensive Safety Analysis

Other Driver Data to Be Public Very Soon

Carriers will have access to other driver data for employment decisions within just a few months

- FMSCA's Driver Information Resource (DIR) attributes roadside inspection and crash data to individual CMV drivers
- "Driver Profiles" from DIR that contain roadside inspection and crash histories for individual drivers, along with the names of motor carriers, will be made available through FMCSA's Commercial Driver Pre-employment Screening Program (PSP) in 2010; drivers will authorize release of profiles
- Motor carriers and drivers will be able to access the driver data by going to www.psp.fmcsa.dot.gov. There will be a \$10 charge per record.



CSA ★ 2010

Comprehensive Safety Analysis



Example of SafeStat vs SMS

The following slides provide examples of key differences between SafeStat and the new SMS

CSA ★ 2010

Comprehensive Safety Analysis



(Old) SafeStat vs. (New) SMS

Today's Measurement System: SafeStat

Organized by four broad categories - Safety Evaluation Areas (SEAs): Accident, Driver, Vehicle, and Safety Management

Identifies carrier for a compliance review (CR)

From roadside inspections, uses only out-of-service (OOS) and moving violations

No impact on safety rating

Violations are not weighted based on relationship to crash risk

Assesses carriers only

CSA 2010 SMS

Organized by seven specific Behavior Analysis Safety Improvement Categories (BASICs)

Identifies safety problems to determine who to investigate and where to focus the investigation

Emphasizes on-road safety performance, using **all** safety-based road-side inspection violations

Used to propose adverse safety fitness determination based on carriers' current on-road safety performance (future proposed rule)

Violations are weighted based on relationship to crash risk

Two distinct safety measurement systems-one for individual carriers and one for individual commercial motor vehicle (CMV) drivers

CSA★2010

Comprehensive Safety Analysis



SafeStat Online

October 06, 2009 SafeStat Release
 Contains data as of September 25, 2009
 Updated Monthly

[Overview](#)
[Accident](#)
[Driver](#)
[Vehicle](#)
[Safety](#)
[History](#)

US DOT #: MC #: Carrier Name: Carrier Operation: **INTERSTATE**

Other FMCSA Websites:

Carrier Information

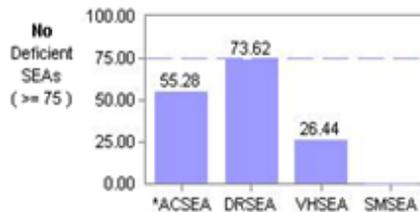
[How do I correct my data?](#)
[Print Ready Version](#)
[? Help](#)

The October 06, 2009 SafeStat Release contains **Carrier Information** as of September 25, 2009, which is the date of the latest SafeStat run. For more up-to-date **Carrier Information** visit the [SAFER website](#).

Carrier Name	<input type="text"/>	DBA	<input type="text"/>
Address	<input type="text"/>	Mailing Address	<input type="text"/>
Telephone/Fax	<input type="text"/>	Email	<input type="text"/>
Number of Power Units	<input type="text"/>	Number of Drivers	<input type="text"/>
Date of Last MCS-150 Update	9/10/2009	Transports or Ships HM	No
Date of Last FMCSA Review	<input type="text"/>	Review Type	COMPLIANCE REVIEW

SafeStat Information

Summary of Safety Evaluation Areas (SEAs)



A SEA value not displayed on the graph indicates insufficient data available in that SEA, and the SEA value could not be calculated.

Performance vs. Available Data

Data Groups		[1] Extensive	[2] Moderate	[3] Minimal
Performance Groups				
[1] All SEAs less than 50				
[2] No Deficient SEAs (All Below 75)	●			
[3] 1 Deficient SEA (One Above 75)				
[4] 2+ Deficient SEAs (SafeStat Score)				

SafeStat

Score	
Category	N/A
State Rank	
National Rank	

Link to [Click to view ISS-D Recommendation](#) ISS-D (Inspection Selection System) recommendation information

SafeStat Calculation

$$\text{SafeStat Score} = 2 \times \text{Accident SEA Value} + 1.5 \times \text{Driver SEA Value} + \text{Vehicle SEA Value} + \text{Safety Management SEA Value}$$

PLEASE NOTE - The Accident SEA value represents carrier accident involvement only and is not intended as a means to assess fault. [Explanation](#)

Not Scored	55.28	73.62	26.44	Insuf. Data
------------	-------	-------	-------	-------------

SafeStat calculates a SafeStat score to rank carriers in descending order by their safety status (i.e. a carrier with the highest SafeStat score is the first ranked carrier in terms of poor safety status). SafeStat does not assign SafeStat scores to all carriers. To obtain a SafeStat Score, a carrier must be deficient in at least **two different Safety Evaluation Areas (SEAs)**. SEA values range from 0 (best) to 100 (worst). A SEA with a value from 75 to 100 is defined as deficient (highlighted in **BOLD** type). SEA Values that are less than 75 are not used in the calculation of a SafeStat Score.

CAUTION: Please verify [important data](#) before relying on SafeStat results. Inaccurate or out-of-date normalizing data can result in SafeStat results that do not accurately reflect the motor carrier's safety status.

Inspection Selection System (ISS-D) Recommendation* (As of September 25, 2009)

Carrier Name:	
US DOT #:	MC #:
ISS Inspection Value:	67
ISS Recommendation:	OPTIONAL
Basis for Recommendation:	Safety

New Entrant carriers may be selected for inspections at anytime.

* The ISS-D monthly run evaluates carriers' recent inspections activity. The ISS results are generated along with SafeStat on a monthly basis and are posted on A&I Online.

The Inspection Selection System (ISS-D)

The Inspection Selection System (ISS-D) is a decision-aid for commercial vehicle roadside driver/vehicle safety inspections, which guides safety inspectors in selecting vehicles for inspection.

ISS Inspection Value: The ISS Inspection Value is based on the motor carrier's safety performance data. In the case when there is sufficient motor carrier safety performance data available, the value is assigned from information derived from SafeStat results, which reviews safety performance in areas of crash history, inspection history, driver history, and safety management experience. When a motor carrier has little information on file, the ISS Inspection Value is based on an 'Insufficient Data Algorithm', which determines the inspection value by weighting the carrier size and the number of past inspections. Refer to the [Inspection Selection System](#) description, for an explanation of the value's calculation.

ISS Recommendation: The ISS Inspection Value forms the basis for the ISS recommendation. The recommendation ranges from 'Inspect', for motor carriers with poor safety performance in one or more Safety Evaluation Areas (SEAs) and

Comprehensive Safety Information (CSI)

Federal Motor Carrier Safety Administration

Carrier Measurement
Guidance

[SUMMARY](#) | [UNSAFE](#) | [FATIGUE](#) | [FITNESS](#) | [DRUG/ALCOHOL](#) | [VEHICLE](#) | [CARGO](#) | [CRASH](#) | [LIABILITY](#) | [HISTORY](#)

Home > Carrier Measurement > Summary

DOT # [redacted] | Logout

Using **September 25, 2009 snapshot**

[How do I correct my data?](#) |
 [Measurement Profile](#) |
 [Methodology](#)

Carrier Measurement: Summary

Print

CARRIER INFORMATION

DOT #:	[redacted]	Carrier Operation:	Interstate
Carrier Legal Name:	[redacted]	Carrier DBA Name:	[redacted]
Carrier Address:	[redacted]	Mailing Address:	[redacted]
Telephone/Fax:	[redacted]	Email:	[redacted]
Number of Power Units:	[redacted]	Number of Drivers:	[redacted]
HM Carrier:	No	Passenger Carrier:	No
HHG Carrier:	No	New Entrant Carrier:	No

FMCSA Review Date:	[redacted]	FMCSA Review Type:	Compliance Review
Safety Rating:	SATISFACTORY	Date of Last MCS-150 Update:	09/10/2009
SafeStat Category:		HM 70 SafeStat Category:	
Accident SEA:	55.28	Vehicle SEA:	26.44
Driver SEA:	73.62	Safety Management SEA:	

CARRIER SAFETY MEASUREMENT

BASIC	ON-ROAD PERFORMANCE *	AND/OR	INVESTIGATION DEFICIENT DATE*	SAFETY ASSESSMENT
Unsafe Driving	82.9	AND/ OR	N/A	DEFICIENT
Fatigued Driving	81.2		N/A	DEFICIENT
Driver Fitness	45.2		N/A	<input checked="" type="checkbox"/>
Controlled Substances and Alcohol	Insufficient		N/A	<input checked="" type="checkbox"/>
Vehicle Maintenance	67.1		N/A	<input checked="" type="checkbox"/>
Improper Loading/Cargo Securement	79.9		N/A	DEFICIENT
Crash Indicator †	90.5			DEFICIENT
Liability			N/A	<input checked="" type="checkbox"/>

Carrier Measurement: Unsafe Driving



CARRIER NAME [redacted] DOT #: [redacted]

UNSAFE DRIVING

SAFETY ASSESSMENT	ON-ROAD PERFORMANCE *	INVESTIGATION DEFICIENT DATE *		
DEFICIENT	<table border="1"> <tr> <td>Percentile</td> <td>82.9 Over 72% threshold</td> </tr> </table>	Percentile	82.9 Over 72% threshold	N/A
Percentile	82.9 Over 72% threshold			

* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

INVESTIGATION VIOLATION HISTORY

No investigation history

ON-ROAD PERFORMANCE: INSPECTION SUMMARY [\(View Detail Report\)](#)

Measure:	3.23	Percentile:	82.9
Average Power Units:	99.7	Peer Group Size:	> 50 & <= 500 PU
Inspections resulting in Unsafe Driving Violation:	36	Number of Unsafe Driving Violations:	43

ON-ROAD PERFORMANCE: VIOLATION HISTORY

Description	Violation	# Violations	Violation Severity Weight
Failing to use seat belt while operating CMV	392.16	6	1
Failure to obey traffic control device (§ 392.2C*)	392.2	2	5
Improper lane change (§ 392.2LC*)	392.2	3	5
Reckless driving (§ 392.2R*)	392.2	1	10
Speeding (§ 392.2S*)	392.2	30	5
Failure to yield right of way (§ 392.2Y*)	392.2	1	5

View Detail Data

Select Focus: None Inspections with Unsafe Driving Violations

Carrier Measurement: Fatigued Driving



CARRIER NAME: [REDACTED]

DOT #: [REDACTED]

FATIGUED DRIVING

SAFETY ASSESSMENT	ON-ROAD PERFORMANCE *	INVESTIGATION DEFICIENT DATE *
DEFICIENT	Percentile: 81.2 Over 72% threshold	N/A

* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

INVESTIGATION VIOLATION HISTORY

No investigation history

ON-ROAD PERFORMANCE: INSPECTION SUMMARY [\(View Detail Report\)](#)

Measure:	2.09	Percentile:	81.2
Relevant Inspections:	269	Peer Group Size:	101-500 Inspections
Inspections resulting in Fatigued Driving Violation:	94	Number of Fatigued Driving Violations:	124

ON-ROAD PERFORMANCE: VIOLATION HISTORY

Description	Violation	# Violations	# OOS Violations	Violation Severity Weight
Operating a CMV while ill/fatigued	392.3	1	1	10
Requiring or permitting driver to driver more than 11 hours	395.3(a)(1)	10	3	7
Requiring or permitting driver to driver after 14 hours on duty	395.3(a)(2)	21	11	7
60/70- hour rule violation	395.3(b)	2	2	7
Log violation (general/form and manner)	395.8	27	0	2
False report of drivers record of duty status	395.8(e)	5	5	7
Drivers record of duty status not current	395.8(f)(1)	55	0	5
Driver failing to retain previous 7 days' logs	395.8(k)(2)	3	3	5

View Detail Data

Select Focus: None Relevant Inspections Inspections with Fatigued Driving Violations

[Feedback](#) | [Privacy Policy](#) | [FirstGov.gov](#) | [Freedom of Information Act \(FOIA\)](#) | [Accessibility](#)
[Web Policies and Important Links](#) | [Site Map](#) | [Plug-ins](#)

Federal Motor Carrier Safety Administration

1200 New Jersey Avenue SE., Washington, DC 20590 • 1-800-832-5660 • TTY: 1-800-877-8339

Comprehensive Safety Information (CSI)

Federal Motor Carrier Safety Administration

Carrier Measurement

Guidance

[SUMMARY](#) | [UNSAFE](#) | [FATIGUE](#) | [FITNESS](#) | [DRUG/ALCOHOL](#) | [VEHICLE](#) | [CARGO](#) | [CRASH](#) | [LIABILITY](#) | [HISTORY](#)

Home > Carrier Measurement > Driver Fitness

DOT # | Logout

Using September 25, 2009 snapshot

[How do I correct my data?](#) [Measurement Profile](#) [Methodology](#)

Carrier Measurement: Driver Fitness

[Print](#)

CARRIER NAME: DOT #:

DRIVER FITNESS

SAFETY ASSESSMENT	ON-ROAD PERFORMANCE *	INVESTIGATION DEFICIENT DATE *
<input checked="" type="checkbox"/>	45.2	N/A
	Percentile	

* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

INVESTIGATION VIOLATION HISTORY

No investigation history

ON-ROAD PERFORMANCE: INSPECTION SUMMARY [\(View Detail Report\)](#)

Measure:	0.05	Percentile:	45.2
Relevant Inspections:	269	Peer Group Size:	101-500 Inspections
Inspections resulting in Driver Fitness Violation:	7	Number of Driver Fitness Violations:	7

ON-ROAD PERFORMANCE: VIOLATION HISTORY

Description	Violation	# Violations	# OOS Violations	Violation Severity Weight
Operating a CMV without a CDL	383.23(a)(2)	1	1	3
Driver lacking physical qualification(s)	391.11(b)(4)	1	1	2
No medical certificate in driver's possession	391.41(a)	3	0	1
Expired medical examiner's certificate	391.45(b)	1	0	1
No valid medical waiver in driver's possession	391.49(j)	1	0	1

View Detail Data

Select Focus: None Relevant Inspections Inspections with Driver Fitness Violations

Comprehensive Safety Information (CSI)

Federal Motor Carrier Safety Administration

Carrier Measurement

Guidance

[SUMMARY](#) | [UNSAFE](#) | [FATIGUE](#) | [FITNESS](#) | [DRUG/ALCOHOL](#) | [VEHICLE](#) | [CARGO](#) | [CRASH](#) | [LIABILITY](#) | [HISTORY](#)

Home > Carrier Measurement > Improper Loading/Cargo Securement

DOT # | Logout

Using September 25, 2009 snapshot

[How do I correct my data?](#) | [Measurement Profile](#) | [Methodology](#)

Carrier Measurement: Improper Loading/Cargo Securement

Print

CARRIER NAME: DOT #:

IMPROPER LOADING/CARGO SECUREMENT

SAFETY ASSESSMENT	ON-ROAD PERFORMANCE *	INVESTIGATION DEFICIENT DATE *
DEFICIENT	Percentile 79.9 Over 77% threshold	N/A

* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

INVESTIGATION VIOLATION HISTORY

No investigation history

ON-ROAD PERFORMANCE: INSPECTION SUMMARY [\(View Detail Report\)](#)

Measure:	1.97	Percentile:	79.9
Relevant Inspections:	159	Peer Group Size:	101-500 Inspections
Inspections resulting in Cargo Related Violation:	48	Number of Cargo Related Violations:	48

ON-ROAD PERFORMANCE: VIOLATION HISTORY

Description	Violation	# Violations	# OOS Violations	Violation Severity Weight
Size and weight (§ 392.2V ⁶)	392.2	48	0	7

View Detail Data

 Select focus: None Relevant Inspections Inspections with Improper Loading/Cargo Securement Violations

Comprehensive Safety Information (CSI)

Federal Motor Carrier Safety Administration

Carrier Measurement

Guidance

[SUMMARY](#) | [UNSAFE](#) | [FATIGUE](#) | [FITNESS](#) | [DRUG/ALCOHOL](#) | [VEHICLE](#) | [CARGO](#) | [CRASH](#) | [LIABILITY](#) | [HISTORY](#)

Home > Carrier Measurement > Crash Indicator

DOT # | Logout

Using September 25, 2009 snapshot

[How do I correct my data?](#)[Measurement Profile](#)[Methodology](#)

Carrier Measurement: Crash Indicator

Print

CARRIER NAME: DOT #:

† The Crash Indicator measure percentile represents carrier accident involvement only and is not intended as a means to assess fault. [Explanation](#)

CRASH INDICATOR †

SAFETY ASSESSMENT	ON-ROAD PERFORMANCE *	INVESTIGATION DEFICIENT DATE *
DEFICIENT		Percentile

* The percentile is red when the [intervention threshold](#) is exceeded. The date is red when a Fundamental or Essential Safety Management (ESM) violation is discovered during the investigation.

CRASH ACTIVITY (within 2 years) [\(View Detail Report\)](#)

Average Power Units:	99.7	Peer Group Size:	> 50 & <= 500 PU
# of Crashes:	10	# of Crashes with Injuries or Fatalities:	6
# of Towaways:	10	# of HM Releases:	0

View Detail Data

Select Focus: None All Crashes

[Feedback](#) | [Privacy Policy](#) | [FirstGov.gov](#) | [Freedom of Information Act \(FOIA\)](#) | [Accessibility](#)
[Web Policies and Important Links](#) | [Site Map](#) | [Plug-ins](#)

Federal Motor Carrier Safety Administration

1200 New Jersey Avenue SE., Washington, DC 20590 • 1-800-832-5660 • TTY: 1-800-877-8339

Changes to Safety Rating Process

The FMCSA intends to propose a rule that would change the safety rating process (Safety Fitness Determination)

Proposed change would:

- **Incorporate on-road safety performance** via new SMS on a monthly basis
- **Continue to include** major safety violations found as part of CSA 2010 investigations
- Produce a **Safety Fitness Determination** of
 - Unfit *or*
 - Marginal *or*
 - Continue Operation

Draft rulemaking is currently in review within FMCSA;
NPRM scheduled to be published Fall '09.

CSA★2010

Comprehensive Safety Analysis



Behavior Today = Score Tomorrow

- On-road driver behavior will not be filtered or masked, but have a real-time impact on motor carriers
- Negative safety ratings would directly impact drivers
 - Available loads for drivers
 - Future employability
- And Carriers
 - Customer willingness to do business with motor carrier
 - Cost of insurance
 - Even put the company out of business



CSA ★ 2010

Comprehensive Safety Analysis



So What Do We Focus On?

- Avoid getting ...
 - Citations
 - Warnings
 - Put out-of-service

For the most common violations listed on the following 6 slides:



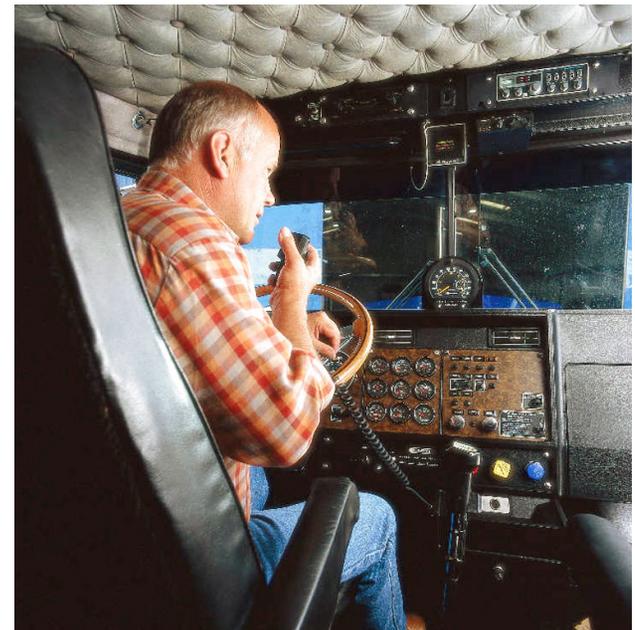
CSA ★ 2010

Comprehensive Safety Analysis

BASIC - Unsafe Driving

Most Common Violations

- Follow too closely
- Speed
- Disobey sign/traffic control device
- Unsafe lane usage
- Seatbelt
- Reckless driving
- Radar detector
- Driving CMV while OOS



CSA ★ 2010

Comprehensive Safety Analysis

BASIC – Fatigued Driving

Most Common Violations

- 10/11 hour rule
- 15/14 hour rule
- 60/70 hour rule
- Record of Duty Status (logbook) not current
- No logbook
- False logbook
- Enforcement saturation details



CSA ★ 2010

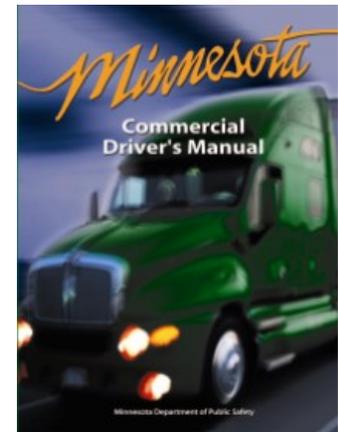
Comprehensive Safety Analysis

BASIC – Driver Fitness

Most Common Violations

- Wrong class CDL
- Violation of endorsement
- Violation of restriction
- Operate while disqualified
- No medical examiner certificate
- No medical waiver (when required)

Focus On



CSA ★ 2010

Comprehensive Safety Analysis



BASIC – Controlled Substances & Alcohol

Most common violations

- Use or possess drugs/ alcohol
- Detectable presence of alcohol
- DWI

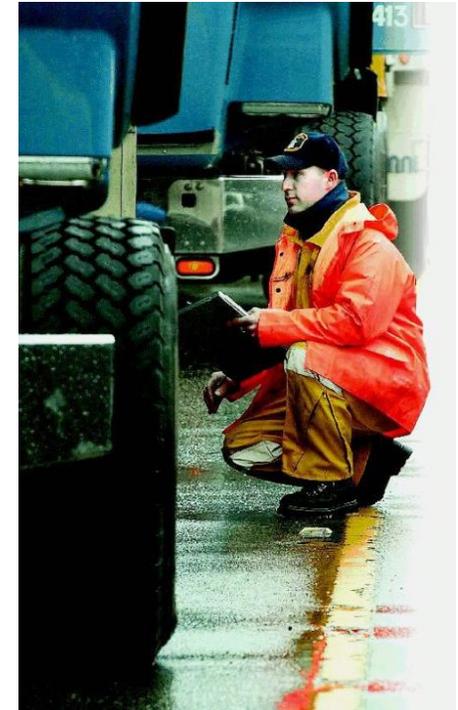


CSA ★ 2010

Comprehensive Safety Analysis

BASIC – Vehicle Maintenance

- Multiple brakes out of adjustment
- Multiple OOS defects
- No/expired annual inspection
- Operate OOS vehicle



CSA ★ 2010

Comprehensive Safety Analysis

BASIC – Improper Loading/Cargo Securement

Most common violations

- Uniform application of load securement requirements
 - Proper tiedowns
 - Proper securement methods
 - Special provisions
 - Automobiles
 - Paper rolls
 - Metal coils, etc.

Focus On



CSA ★ 2010

Comprehensive Safety Analysis

How Do You Correct the Data?

- **Corrections to your DSMS should be handles through DataQ at <https://dataqs.fmcsa.dot.gov>**
 - You can work with your motor carrier to have them change the data or,
 - You can go to the site yourself, register as a user and submit challenges to correct inaccurate data

CSA ★ 2010

Comprehensive Safety Analysis



On-Line Resources

- **CSA 2010 at**
 - **www.fmcsa.dot.gov**
 - **<http://csa2010.fmcsa.dot.gov/>**

The screenshot shows the homepage of the CSA 2010 website. At the top, there is a navigation bar with links for HOME, ABOUT CSA 2010, YOUR ROLE, OUTREACH & MEDIA, and FAQs, along with a search box. Below the navigation bar is a large yellow banner with the text "CSA★2010 Comprehensive Safety Analysis" and a background image of a truck and a bus. The main content area is divided into several sections: a large image of a driver in a truck cab, a "Motor Carriers & Drivers" section with a brief description and a "MORE" link, a "WHAT'S NEW" section with two news items, an "UPCOMING EVENTS" section with information about 2009 listening sessions, and a "STAY CONNECTED" section with links for an RSS feed and a subscribe button.



To Recap

- The FMCSA is changing the way it does business and it will affect YOU
- Drivers will be monitored and can be penalized just like motor carriers
- Everything counts now, not just out-of-service violations (OOS), crashes, and in some cases, moving violation



CSA ★ 2010

Comprehensive Safety Analysis



For More Information

Minnesota Trucking Association

2277 Highway 36 West, #302

Roseville, MN 55114

651-646-7351

mta@mntruck.org



CSA ★ 2010

Comprehensive Safety Analysis

