

CSA

Comprehensive Safety Analysis

What is CSA 2010?

Comprehensive Safety Analysis 2010 (CSA 2010) is a Federal Motor Carrier Safety Administration safety initiative that improves the effectiveness compliance and enforcement programs. CSA 2010 helps the FMCSA assess the safety performance of a greater segment of the motor carrier industry and allows earlier intervention to change unsafe behavior and practices before they result in tragedy. The ultimate goal of CSA 2010 is to achieve a greater reduction in large truck and bus crashes, injuries, and fatalities, while making efficient use of FMCSA and State resources.

In contrast to the current safety model, SafeStat, CSA 2010 is characterized by three principal components:

- (1) A more comprehensive carrier safety measurement system;
- (2) A broader array of interventions that increase in severity. In addition to comprehensive on-site investigations (compliance reviews), corrective steps include warning letters, off-site investigations and on-site investigations focused on areas of concern; and
- (3) A PROPOSED new safety fitness determination (SFD) method based more on performance data and not necessarily tied to an on-site investigation.

CSA 2010 will be fully implemented November 30, 2010. Carriers have the six months from April 12, 2010 until the implementation date to review safety data and begin to make improvements. At the same time, the FMCSA will make adjustments based on comments and lessons learned. Ultimately, on November 30, 2010, FMCSA plans to:

- (1) Replace its current measurement system, SafeStat, with CSMS,
- (2) Send warning letters to deficient carriers nationwide, and
- (3) Implement a revised nationwide Inspection Selection System for roadside inspectors based on CSMS rather than SafeStat.

The nine states currently operating in the operational model test will carry out the full array of CSA 2010 interventions after the test concludes in June 2010. These states include Colorado, Delaware, Georgia, Kansas, Maryland, Minnesota, Missouri, Montana, and New Jersey. New CSA 2010 interventions will be phased in during 2011 for the remaining 41 States. While the SFD rulemaking is in process, the Agency will continue to issue safety ratings in accordance with 49 CFR part 385—Safety Fitness Procedures.

SafeStat

The FMCSA's current operational model employs SafeStat to analyze the safety status of individual motor carriers in four analytic Safety Evaluation Areas (SEAs):

(1) Accident, (2) Driver, (3) Vehicle and (4) Safety Management. The four SEA values are then combined into an overall safety status assessment, known as a SafeStat score. For a full description of the SafeStat methodology, visit the FMCSA web site at: <http://ai.fmcsa.dot.gov>.

Carrier Safety Measurement System (CSMS)

On November 30, 2010, FMCSA plans to replace SafeStat with the Carrier Safety Management System (CSMS). CSMS works within the CSA 2010 operational model to monitor and quantify the safety performance of commercial motor carriers using data available in FMCSA's motor carrier database.

Under CSA 2010, these data include violations found during roadside inspections, traffic enforcement and other types of interventions. CSMS groups these data into seven Behavioral Analysis Safety Improvement Categories (BASICS):

- Unsafe Driving,
- Fatigued Driving (Hours-of-Service),
- Driver Fitness,
- Controlled Substances and Alcohol,
- Vehicle Maintenance,
- Cargo Related, and
- Crash History.

The carrier and driver behaviors tracked by the BASICS are tightly correlated to crash incidence.

CSMS differs from SafeStat in that CSMS:

1. Is organized by seven specific behavioral areas (BASICS), while SafeStat is organized into four broad SEAs;
2. Uses all safety-based inspection violations, while SafeStat uses only out-of-service violations and selected moving violations;
3. Uses risk-based violation weightings while SafeStat does not.

For further information on the CSMS see the Safety Measurement System methodology at <http://csa2010.fmcsa.dot.gov>.