

Compliance
Safety
Accountability

What is CSA?

Compliance Safety Accountability (CSA) is a Federal Motor Carrier Safety Administration safety initiative that improves the effectiveness compliance and enforcement programs. CSA 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 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 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 was implemented November 30, 2010. On that day, FMCSA:

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

Carrier Safety Measurement System (CSMS)

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

Under CSA, 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://csa.fmcsa.dot.gov>.