

# TRUCK TALK

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## CSA 2010 Initiative

The Comprehensive Safety Analysis 2010 is an effort to design and implement more effective and efficient ways for the Federal Motor Carrier Safety Administration (FMCSA) to do their job. The goal is reduce commercial motor vehicle crashes, fatalities, and injuries. This program will be an enhancement to the current SAFER and SafeStat programs. Under CSA 2010, the intent is to contact more carriers and drivers, use improved data, better identify high risk carriers and drivers, and implement a wider range of interventions to correct high risk behavior.

This is a new approach to using FMCSA resources to identify drivers and operators that pose safety problems. The FMCSA gathered data on various entities, activities, and environmental factors that contribute to safety; one result was the fact that safety indicators can be difficult to identify and measure. It was also suggested that the FMCSA use incentives rather than penalties to encourage safe behavior.

A Large Truck Causation Study in 2004 clearly indicates increased attention should be given to drivers, as current FMCSA systems (SAFER and SafeStat) do not evaluate the safety fitness of individual commercial motor vehicle drivers. Therefore, FMCSA has developed Behavioral Analysis and Safety Improvement Categories (BASIC). BASIC's represent behaviors that lead to or increase the consequences of crashes. FMCSA intends to use motor carrier or driver performance data in the behavioral areas to determine safety fitness (meaning they will no longer rely solely on an in-office compliance review).

### The identified behavioral areas for drivers include:

- Unsafe driving (dangerous or careless operation)
- Fatigued driving (distinguished from incidents involving drugs or alcohol)

- Driver fitness (lack of experience, training, or medical qualification)
- Controlled Substances or Alcohol (including Rx and over-the-counter meds)
- Vehicle Maintenance (improper or inadequate maintenance)
- Improper Loading/Cargo Securement (includes mishandling hazmat shipments)
- Crash/Incident Experience (history or pattern of involvement, including frequency and severity)

FMCSA will use the above data collected on drivers to effectively and efficiently remediate the unsafe behavior. FMCSA would not necessarily rely on a compliance review with the motor carrier to determine the safety worthiness of the motor carrier.

### Interventions to be used by FMCSA would include:

- Request for additional data
- Warning letter to the motor carrier
- Targeted roadside inspections of the motor carrier's drivers and equipment
- Focused review of the motor carrier's operation
- Compliance review (in-office)
- Enforcement (fines)

FMCSA is targeting full deployment of CSA 2010 by calendar year 2010, subject to budgetary constraints. Prototype development and pilot testing development are scheduled for 2007, with pilot testing to begin in 2008.

For additional information and a full explanation of CSA 2010, please go to [www.fmcsa.dot.gov](http://www.fmcsa.dot.gov), select Safety & Security, then CSA 2010.