

TRUCK TALK

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CSA 2010 - Getting Back to the Basics

The Comprehensive Safety Analysis 2010 (CSA 2010) is scheduled to go into effect nationwide on November 30, 2010. There is no reason to expect that the implementation of this initiative by the Federal Motor Carrier Safety Administration will be delayed.

The mission of the FMCSA is to improve safety by reducing crashes. CSA 2010 introduces a new enforcement and compliance model that allows FMCSA and its state partners to contact a larger number of carriers in order to address safety deficiencies.

CSA 2010 is based on the premise that there is an association between violations of the Federal Motor Carrier Safety Regulations and crash risk. The BASICS in CSA 2010 represent behaviors by motor carriers and drivers that can lead to crashes. The BASICS are:

- Unsafe Driving (speeding, lane changes, etc.)
- Fatigued Driving (hours-of-service)
- Driver Fitness (driver files, CDL, medical examinations)
- Controlled Substances/Alcohol (using/possessing while on duty)
- Vehicle Maintenance (driver vehicle inspection report, PM records, etc.)
- Cargo Securement (includes hazardous materials regulations)
- Crash Indicator (reportable crashes)

As a motor carrier, what can you do to prepare for the implementation of CSA 2010?

- Know what your scores are in each BASIC **today**. To obtain this information, go to <https://csa2010.fmcsa.dot.gov/login.aspx?ReturnUrl=%2fDataPreview%2fDefault.aspx> and enter your USDOT number and PIN number. If you do not yet have a PIN, you can order one right there at that site, or you can

call 1-800-832-5660. You will need your PIN number to access information on your company, so please make sure and order a PIN number today if you do not already have one.

- Part of CSA 2010 is determining WHY something happened, as opposed to what SafeStat emphasized, which was WHAT happened. The why question is usually answered by determining what safety management processes are breaking down, and why they broke down. FMCSA investigators will be looking for written policies and procedures that spell out management roles and responsibilities, and the monitoring and tracking of safety programs. If you do not have written policies and procedures in place, now is the time to start. Please contact your CWG loss control representative should you need assistance.

As a driver, what can you do to not make yourself a target for DOT roadside inspections?

- 35 out of 100 trucks that are stopped by the DOT are pulled over because the driver was speeding. 31 out of 100 trucks that are pulled over for an inspection are stopped as a result of the driver committing an observable act of non-compliance, such as unsafe lane changes, reckless driving, etc. That means 66% of all roadside inspections were prompted by the driver doing something to draw the attention of the DOT to them. Don't do that!
- Do your pre- and post-trip inspections and fill out your Driver Vehicle Inspection Report. Seemingly small infractions such as these do have serious consequences in CSA 2010.

There are about 750 violations in CSA 2010 that have some sort of severity and time weighting. Job #1 is to focus on the operational issues that are in your control and take steps to make sure violations of the FMCSA regulations do not exist at your company.

lpain@cwins.com • jschenker@cwins.com • ckovachevich@cwins.com

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