

TRUCK TALK

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CSA 2010 Update

The Federal Motor Carrier Safety Administration's mission is to improve safety by reducing crashes. Over the past few years, the rate of crash reduction has slowed, prompting FMCSA to take a fresh look at how the agency evaluates the safety of motor carriers and drivers and to explore ways to improve its safety monitoring, evaluation, and intervention processes. CSA 2010 is the result of this comprehensive examination. CSA 2010 will enable FMCSA and its state partners to assess the safety performance of a greater segment of the industry and to intervene with more carriers to change unsafe behavior early.

In CSA 2010, the Safety Measurement system (SMS) replaces SafeStat as the new operational model. SMS quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or getting worse.

There are several distinct differences between SafeStat and CSA 2010:

SafeStat is organized in 4 broad categories – Safety Evaluation Areas (SEAs). CSA 2010 is organized by 7 Behavior Analysis Safety Improvement Categories (BASICs).

SafeStat identifies and prioritizes carriers for a broad based in-office Compliance Review. CSA 2010 identifies safety problems to determine who to investigate and where to focus their investigation.

SafeStat uses only out-of-service and moving violation from roadside inspections. CSA 2010 emphasizes on-road safety performance, using all safety-based inspection violations. SafeStat scores have no impact on safety rating (only comes from Compliance Review). CSA 2010 is used to propose an adverse safety fitness determination based on a carrier's current on-road safety performance.

SafeStat violations **ARE NOT** weighted based on relationship to crash risk. CSA 2010 violations **ARE** weighted based on relationship to crash risk.

SafeStat assesses carriers only. CSA 2010 has two distinct safety measurement systems: one for individual motor carriers and one for individual commercial motor vehicle drivers.

Implementation of CSA 2010 begins nation-wide in June 2010, with full implementation expected by the end of 2010. For more information on CSA 2010, please go to www.fmcsa.dot.gov and click on the CSA 2010 logo near the upper right of the page. On the next page, click on the blue Motor Carriers & Drivers rectangle in the middle of the page. On the right side of the next page you will see a lot of information on CSA 2010, including a PowerPoint presentation prepared by FMCSA. You are urged to become more involved in your safety management practices by understanding how CSA 2010 will impact

CSA★2010
Comprehensive Safety Analysis

ispain@cwgins.com • jschenker@cwgins.com • jmercer@cwgins.com • ckovachevich@cwg.com

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