



Passion. Preparation. Persistence.

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CSA 2010 – SHARP CURVE AHEAD

Comprehensive Safety Analysis (CSA) 2010 will soon be implemented. This newsletter provides a brief description of CSA 2010, identifies the components of the plan, and aims to assist you in preparing for implementation of CSA 2010. Under CSA 2010, the Federal Motor Carrier Safety Administration (FMCSA) will evaluate carrier safety using all on-road performance data from roadside inspections and crash reports. All safety-based violations will count, not only out-of-service or moving violations, inspections without safety violations count too!

DESCRIPTION OF CSA 2010

CSA 2010 is a FMCSA initiative to improve large truck and bus safety and ultimately reduce commercial motor vehicle related crashes, injuries, and fatalities. It introduces a new enforcement and compliance model that allows the FMCSA, and its State partners, to contact a large number of carriers earlier in the enforcement and compliance process to address safety problems before crashes occur.

CSA 2010 re-engineers the existing enforcement and compliance business process with the intent to provide a better evaluation of how well commercial motor vehicle carriers and drivers are complying with safety rules.

COMPONENTS

The new CSA 2010 operational model has three major components:

- ★ **Measurement** – CSA 2010 measures safety performance in new ways, using inspection and crash results to identify carriers whose behaviors could reasonably lead to crashes.
- ★ **Evaluation** – CSA 2010 helps the FMCSA and its State partners to correct high risk behavior by contacting more carriers and drivers, with interventions tailored to their specific safety problem, as well as a new safety fitness determination methodology.
- ★ **Intervention** – CSA 2010 covers the full spectrum of safety issues, including how data is collected, evaluated, and shared, to how enforcement officials can intervene most effectively and efficiently to improve safety on the public roadways.

SAFETY MANAGEMENT SYSTEM

When the FMCSA rolls out CSA 2010, the Safety Measurement System (SMS) will replace SafeStat. Every month, SMS will measure the previous two years of roadside violation and crash data and calculate a score in seven safety behavior areas, called BASICs (Behavioral Analysis and Safety Improvement Categories). The seven CSA 2010 BASICs are comprised of unsafe driving, fatigued driving (hours of service), driver fitness, controlled substances/alcohol, vehicle maintenance, cargo-related, and crash-indicator.

IMPLEMENTATION DATE

In February, 2008, the FMCSA launched a field test of the CSA 2010 Operational Model in Colorado, Georgia, Missouri, and New Jersey, encompassing about fifty percent of the carriers and government resources in each State. In spring, 2009, the FMCSA added Montana and Minnesota to the test group. The FMCSA will implement CSA 2010 nationwide starting in the late summer of 2010, and the program is envisioned to be fully rolled out by the end of 2010.

DIFFERENCES BETWEEN SAFEStat AND THE NEW SAFETY MEASUREMENT SYSTEM

There are six important differences between the new Safety Measurement System (SMS) and SafeStat, the FMCSA's current safety measurement system. The important differences are as follows:

1. SMS is organized by seven specific behaviors (BASICs) while SafeStat is organized into four general Safety Evaluation Areas (SEAs).
2. SMS identifies safety problems in the same structure in which CSA 2010 addresses those problems, while SafeStat prioritizes carriers for a compliance review.
3. SMS uses all safety-based inspection violations, while SafeStat uses only out-of-service violations and selected moving violations.
4. SMS uses risk-based violation ratings while SafeStat does not.
5. SMS impacts the safety fitness determination of an entity while SafeStat has no impact on an entity's safety fitness rating.
6. SMS assesses individual drivers and carriers, while SafeStat assesses only carriers.

WHEN DOES A CARRIER INTERVENTION TAKE PLACE?

Carrier interventions are designed to be progressive, increasing in severity and interaction with motor carriers and their drivers. The goal is to use the interventions to reach a larger segment of the motor carrier industry. The intervention process is triggered by: (1) one or more deficient BASICS, (2) a high crash indicator, or (3) a complaint or fatal crash. Intervention selection is influenced by (1) safety performance, (2) hazardous material or passenger carrier status, and (3) intervention history.

WHAT ARE CARRIER INTERVENTIONS?

Carrier interventions (listed in increasing severity) are as follows: (1) warning letter, (2) targeted roadside inspection, (3) off-site inspection, (4) on-site investigation-focused, (5) cooperative safety plan, (6) notice of violation, (7) on-site investigation-comprehensive, (8) notice of claim/settlement agreement, and (9) unfit-suspension.

WHAT CAN YOU DO TO PREPARE FOR THE CHANGE?

1. Check and update your records.
 - Update your Motor Carrier Census form (MCS – 150).
 - Check your inspection and crash report (<http://ai.fmcsa.dot.gov>).
2. Visit the CSA 2010 website: <http://csa2010.fmcsa.dot.gov>.
 - Browse the site to learn more about CSA 2010.
 - Subscribe to the FMCSA RSS feed or email list to stay up-to-date on CSA 2010 news and information.
3. Ensure compliance.
 - Review inspection and violation history for the past 2 years.
 - Address safety problems now.
 - Educate drivers about how their performance impacts their driving records and the safety assessment of the carrier.



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