

CSA 2010 – Information for Professional Truck Drivers

[CSA2010](#) is an initiative that introduces MAJOR changes in the way motor carriers and drivers will be required to deal with safety issues.

As a driver, you will be evaluated and a safety profile will be developed.

The company you drive for could be assessed harsh fines, forced to develop and implement corrective action plans, *even be shut down due to a rating of “unfit”* under this new FMCSA mandate.

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In this brief paper, we will discuss “What IS CSA 2010”, WHEN it will go into effect, and HOW it will affect YOU as a professional driver.

“What IS CSA 2010?”

CSA 2010, as it is being called, is short for “Comprehensive Safety Analysis 2010”, with the 2010 obviously indicating the year that it goes into effect.

Initiated by the Federal Motor Carrier Safety Administration, or FMCSA, CSA 2010 is designed to improve the effectiveness of the Agency’s compliance and enforcement programs. Its goal is to reduce large truck and bus crashes, injuries, and fatalities.

CSA 2010 is being implemented to allow the FMCSA to more effectively identify **DRIVERS** and motor carriers that pose safety problems and to intervene to address those problems as soon as they are recognized.

The FMCSA believes that CSA 2010 will help them assess safety performance with more carriers, and for the **FIRST TIME, Drivers**, and intervene to change unsafe behavior earlier.

“So HOW will CSA2010 affect YOU, the professional truck Driver?”

Under the existing Safe Stat system, drivers were not given a safety rating, only carriers.

Under CSA2010, ALL companies will be assigned a safety rating score. Drivers will now be held responsible for their own personal safety profile. Your driver safety profile will stay with you regardless of the company you drive for or contract with. Your safety profile will be a key part of how you will be evaluated by your company and the company’s insurance carrier. Trucking companies will also utilize your safety profile as a determining factor in their hiring decisions.

Carriers and drivers will be evaluated according to a set of seven Behavioral Analysis and Safety Improvement Categories, or BASICs. The BASICs represent behavior categories that can lead to crashes.

... drivers will now be held responsible for their own personal safety profile.

CSA 2010 BASIC Definitions and Data Sources for Carriers

| BASIC | Operational definition | Data sources |
|---|--|---|
| <p>Driver Fitness Parts <u>383</u> & <u>391</u></p> | <p>Operation of commercial motor vehicles by drivers who are unfit to operate them because they lack training, experience, or medical qualification.</p> | <p>1. • Roadside inspection violations for failure to have a valid commercial driver's license 2. • Crash reports citing a lack of experience or medical reason as a cause or contributing factor 3. • Compliance review violations for failure to maintain proper driver qualification files or use of unqualified drivers</p> |
| <p>Unsafe Driving Parts <u>392</u> & <u>397</u></p> | <p>Dangerous or careless operation of commercial motor vehicles.</p> | <p>1. • Driver traffic violations and convictions for speeding, reckless driving, improper lane change, inattention, and other unsafe driving behavior</p> |
| <p>Fatigued Driving Parts <u>392</u> & <u>395</u></p> | <p>Driving commercial motor vehicles while fatigued.</p> | <p>1. • Hours-of-service violations 2. • Crash reports with driver fatigue cited as a contributing factor</p> |

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| <p>Controlled Substances/Alcohol Part 392</p> | <p>Operation of a commercial motor vehicle while impaired by or in possession of alcohol, illegal drugs, or any other substance that renders the driver incapable of safely operating a motor vehicle.</p> | <ol style="list-style-type: none"> 1. • Roadside inspection violations involving controlled substances or alcohol 2. • Crash reports citing driver impairment or intoxication as a cause 3. • Positive controlled substances or alcohol test results on drivers |
| <p>Crash Indicator</p> | <p>Histories or patterns of high crash involvement, including frequency and severity. Miles carrier logs verses number of accidents</p> | <ol style="list-style-type: none"> 1. • Law enforcement crash reports 2. • Crashes reported by the carrier that are discovered during on-site investigations |
| <p>Vehicle Maintenance Parts 393 & 396</p> | <p>Failure of commercial motor vehicle due to improper or inadequate maintenance.</p> | <ol style="list-style-type: none"> 1. • Roadside inspection violation for brakes, lights, and other mechanical defects 2. • Crash reports citing a mechanical failure as a contributing factor 3. • Compliance review violations associated with pre-trip inspections, maintenance records, and repair records |

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| <p>Improper Loading/ Cargo Securement Parts 392, 393, 397 & HM</p> | <p>Shifting loads, spilled or dropped cargo, and unsafe handling of hazardous materials.</p> | <p>1. • Roadside inspection violations pertaining to load securement, cargo retention, and hazardous material handling 2. • Crash reports citing shifting loads or spilled/dropped cargo as a cause or contributing factor</p> |
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Source: FMCSA.

Note: Most of the BASICs deal with driver characteristics and behavior. FMCSA will address these driver behaviors by intervening with carriers that use unsafe drivers. FMCSA will also use these same BASICs and underlying data sources to determine the safety fitness of individual drivers.

The safety measurement system will score carriers in each BASIC and make a safety fitness determination to indicate whether a carrier should continue to operate.

There are over 1000 [potential violations](#) for Drivers and Carriers under these 7 BASICs

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“WHEN does CSA2010 begin?”

FMCSA has already begun testing CSA 2010 in 9 states, with an additional state set to come on board later this year. The states currently in test are Colorado, Georgia, Missouri, Minnesota, Montana, New Jersey, Kansas, Maryland and Delaware.

...full implementation in all states by January 2011.

In its latest report to Congress the FMCSA indicated that CSA2010 will continue its operational test through June of 2010, with full implementation in all states by January 2011.

It is important to note that the FMCSA will be looking at the last 36 months of your driving record, including roadside inspection data to determine your safety profile. Since the program is set to begin in mid 2010, what you are doing on the road today will have an impact on your safety profile when CSA 2010 is fully implemented.

Violations that occur in the most recent 12 months will have the point value TRIPLED...

It gets even more serious. As you know, violations carry a certain weight or points. Violations that occur in the most recent 12 months will have the point value TRIPLED in the calculation of your safety profile in each BASIC. So a 5 point violation for speeding will count 15 points in determining your safety profile. What you are doing right now on the road carries the biggest weight!

So, if you’ve been tempted to speed – or instructed to speed by a manager – in order to meet a deadline, you might want to rethink that idea. YOUR SAFETY PROFILE is at risk.

Roadside inspections, traffic violations and crash data are the keys to determining your safety profile.

Roadside inspections are NOT random. 66% of roadside inspections are triggered by speeding and visual defects (lights, tires, brakes...)

If you’re stopped for speeding or faulty running lights the roadside inspection that will result, will bring with it a long list of items that the FMCSA says MUST now be checked. Not only will you have to spend considerably more time on the side of the road with this inspection, it INCREASES the likelihood that you will be cited for additional violations.

What can YOU do to prepare for CSA 2010?

Obviously you have to do everything you can to avoid citations and roadside inspections. Don't make yourself a target!

You can start now by making sure you observe all traffic regulations, make sure you do a comprehensive pre-trip inspection, participate in as much safety training as you can and don't allow ANYONE to force you into a situation that will result in a violation that will adversely affect YOUR safety rating.

Vertical Alliance Group has been providing consultation and safety training services to the transportation industry for over a decade.