



## What is CSA 2010?

1. **What is CSA 2010?** Comprehensive Safety Analysis 2010 (CSA 2010) is an FMCSA safety program. The primary goals of this program are to improve large truck and bus safety and to reduce crashes. It is designed to allow the FMCSA to:
  - Assess the overall safety performance of a large portion of the motor carrier industry.
  - Intervene to change unsafe behavior(s) earlier.
  - Eventually assign carrier safety ratings.
  
2. **What does this mean to a motor carrier and/or driver?** CSA 2010 replaces SafeStat with a new Safety Measurement System (SMS). The new SMS measures the previous two years of roadside violations for carriers and the previous three years of roadside violations and crash data for drivers.
  
3. **How do SMS and SafeStat differ?** The FMCSA lists six key differences between SafeStat and SMS. They are:
  - SMS is organized by seven Behavior Analysis Safety Improvement Categories (BASICS). SafeStat is organized into four Safety Evaluation Areas (SEAs).
  - SMS identifies safety performance problems to determine who to investigate and where to focus the investigation. SafeStat identifies carriers for compliance reviews.
  - SMS emphasizes on-road safety performance using all safety-based inspection violations (even if the driver is only issued a warning). SafeStat uses only roadside Out-of-Service (OOS) and moving violations.
  - SMS weighs violations based on relationship to crash risk. SafeStat does not weigh violations based on crash risk.
  - SMS will eventually be used to determine a carrier's safety rating.
  - SMS includes two safety measurement systems, one for carriers and one for drivers. SafeStat only assesses carriers.
  
4. **What are the seven BASICS?**
  - **Unsafe Driving:** this includes operation of commercial motor vehicles (CMVs) by drivers in a careless or dangerous manner. It covers 49 CFR parts 392 and 397.
  - **Fatigued Driving:** this covers the operation of a CMV by a driver who is ill, fatigued, or in non-compliance with the hours-of-service (HOS) regulations. This BASIC covers violations of regulations pertaining to records of duty status (RODS) as they relate to HOS and the management of driver fatigue. 49 CFR parts 392 and 395.
  - **Driver fitness:** this addresses the operation of CMVs by drivers who are unfit due to a lack of training, experience or medical qualifications. 49 CFR parts 383 and 391.
  - **Controlled substances and alcohol:** Covers operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications. 49 CFR part 392.

- Vehicle maintenance: Includes CMV failure due to improper or inadequate maintenance. 49 CFR parts 393 and 396.
  - Cargo-related: Addresses incidents resulting from shifting loads, spilled or dropped cargo, and unsafe handling of hazardous materials. 49 CFR parts 392, 393, 397 and the hazardous materials regulations.
  - Crash indicator: Covers histories or patterns of high crash involvement, including frequency and severity and is based on information from state-reported crashes.
5. **Will some violations be weighted more heavily than others?** Recent roadside violations and inspections violations that correlate most with crashes will be weighted more heavily than other violations.
  6. **How will data be compared?** Each carrier will have their data compared against data from other carriers of similar size.
  7. **How can my drivers affect a carrier's CSA 2010 scores?** Any violation/inspection a driver has while operating under a carrier's operating authority will count against that motor carrier.
  8. **When will CSA 2010 be implemented?** There have been nine states that have been working with the FMCSA during the testing phase. These states are: CO, DE, GA, KS, MD, MN, MO, MT, and NJ. Carriers in all other states could begin reviewing their data on 4/12/10. The FMCSA will begin sending out warning letters to carriers beginning in November 2010. Full implementation is scheduled for the spring of 2011.