The CSA 2010 DISPATCH

Operational Model Test Update - The First Six Months

What is CSA 2010?

Comprehensive Safety Analysis (CSA) 2010 is a high priority Federal Motor Carrier Safety Administration (FMCSA) initiative that will increase the efficiency and effectiveness of FMCSA's motor carrier compliance and enforcement program. The ultimate goal of CSA 2010 is to achieve a greater reduction in large truck and bus crashes, injuries, and fatalities.

FMCSA's current operational model employs the compliance review, which is very labor intensive and assesses the safety performance of only a small fraction, albeit those of highest risk, of the motor carrier industry. In contrast, through CSA 2010, FMCSA and its state partners have the potential to reach a much greater segment of the industry, and do so more efficiently.

CSA 2010 includes two new Safety Measurement Systems (SMS) – one for carriers (CSMS) and one for drivers (DSMS). These new measurement systems will enable FMCSA and its state partners to identify high risk carriers and drivers more specifically. All safety violations found at roadside will be taken into account and each violation will be assigned a weight based on its relationship to crash causation.

The data are also placed in the following Behavioral Analysis Safety Improvement Categories (BASICs) that represent unsafe behavior on the part of carriers or drivers:
unsafe driving, fatigued driving, driver fitness, controlled substances and alcohol, vehicle maintenance, loading/cargo securement, and crash history. CSA 2010 will also introduce a broader array of progressive interventions with the goal of changing behavior and changing it early. As a result, more carriers will be receiving attention from FMCSA and state partners about their potential safety problems.

What's happened so far with CSA 2010?

In 2007, FMCSA completed most of the development work for the CSA 2010 operational model (Op-Model). The CSA 2010 development work included the development of the Safety Measurement System (SMS) and the new CSA 2010 progressive intervention process.

In February 2008, FMCSA launched a 30-month field test of the CSA 2010 Op-Model with its state partners Colorado, Georgia, Missouri, and New Jersey. Motor carriers domiciled in the four test states were randomly placed into a test or control group – approximately 34,000 carriers in each group. Carriers in the test group are receiving the new CSA 2010 interventions using the new measurement system, while those in the control group are receiving compliance reviews using the current FMCSA operational model. Phase 1 of the test is a start-up phase and involves only three of the seven BASICs: unsafe driving, fatigued driving, and vehicle maintenance. The test will become fully operational in October 2008, when Phase 2 is initiated. The remaining BASICs will be added to the test, and a greater emphasis will be placed on drivers.

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U.S. Department of Transportation
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FMC-CSA-08-003

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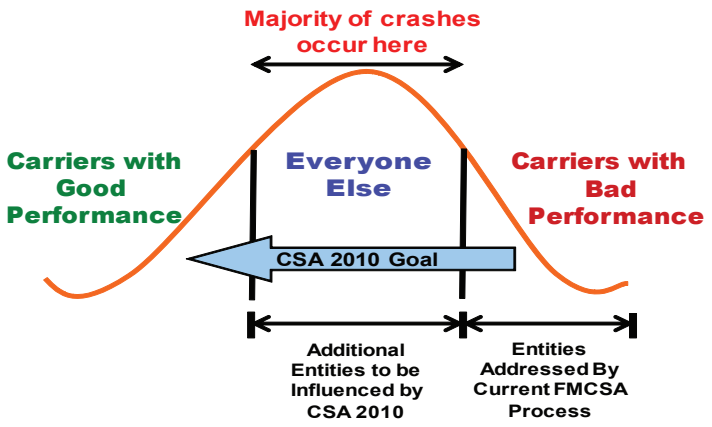
CSA 2010 - A Paradigm Shift

CSA 2010 is designed to assess the safety performance of a greater segment of the motor carrier industry and intervene early to change unsafe carrier and driver behavior. Exhibit A depicts the conceptual goal of CSA 2010: to address all carriers that have safety performance deficiencies (failed BASICs) instead of only those carriers (small segment of the industry) with "bad" safety performance (A/B carriers). This paradigm shift of addressing all carriers with safety performance deficiencies is realized through an improved safety measurement system and additional intervention options. This change allows FMCSA to address the segment of the carrier industry that is involved in the majority of large truck and bus crashes when compared to the segment of the carrier industry addressed by the current FMCSA process.

Exhibit A - CSA 2010 Paradigm Shift



Op-Model Test - The First 6 Months

The Op-Model Test has demonstrated that more carriers within the four test states are receiving FMCSA attention. During these first 6 months, FMCSA and state partner safety investigators have been:

- Investigating carriers that have typically not received FMCSA attention regarding their safety performance
- Looking for causal factors and providing remedies
- Continuing to support the FMCSA mission of reducing the number of large truck and bus crashes.

While CSA 2010 is still in the testing phase and the results to date are preliminary, initial findings indicate that the carriers tested thus far are responding to FMCSA's early interventions. Over the first 6 months of the Op-Model Test over 2,100 carriers of the approximate 34,000 carriers in the test states received at least one of the following CSA 2010 progressive interventions:

- Warning letter
- Targeted Roadside Inspection
- Off-Site Investigation
- On-Site Investigation – Focused
- Cooperative Safety Plan
- Notice of Violation
- On-Site Investigation – Comprehensive
- Notice of Claim.

Of the carriers receiving CSA 2010 interventions, over 1,800 of them received a warning letter alerting the carrier to a potential safety problem. Of these carriers, approximately 45 percent of them accessed their safety measurement data provided in the new Comprehensive Safety Information (CSI) system. Some of these carriers have also responded to the Agency in writing, laying out the corrective actions they are initiating to achieve compliance with the safety regulations the data indicates are not being satisfied. If these carriers in the Op-Model Test had been under the current FMCSA system, they typically would have not received any communication from FMCSA about their potential safety problem(s).

FMCSA believes that CSA 2010's broader variety of interventions, including those that are substantially less resource intensive like the warning letter, will be the means by which the safety problems of a larger number of carriers can be addressed and receive more intense monitoring by FMCSA.

What's next for the Op-Model Test?

CSA 2010 is being closely monitored, tested, and evaluated over the 30-month Op-Model Test. Beginning in October 2008, the Op-Model Test will become fully operational and the four remaining Behavioral Analysis and Safety Improvement Categories (BASICs) will be added to Phase 2 of the test. These seven behavior categories (unsafe driving, fatigued driving, driver fitness, controlled substances and alcohol, vehicle maintenance, improper loading/cargo securement, and crash history) are weighted differently based on crash causation, and are all part of the CSA 2010 Operational Model's Safety Measurement System.

After the kick-off of Phase 2, FMCSA will be holding its annual public listening session to present Op-Model Test findings to-date as well as additional data measurement and data quality information. This annual listening session will be held on October 16, 2008 at the Key Bridge Marriott in Arlington, Virginia. For more information about the listening session or other updates on the CSA 2010 Op-Model Test, please be sure to visit the CSA 2010 Web site regularly at **www.fmcsa.dot.gov/csa2010**.

FMC-CSA-08-003