

Federal Motor Carrier Safety Administration Comprehensive Safety Analysis 2010

FACT SHEET

Comprehensive Safety Analysis (CSA) 2010 is a major Federal Motor Carrier Safety Administration (FMCSA) initiative to improve the effectiveness of the Agency's compliance and enforcement programs. Its goal is to achieve a greater reduction in large truck and bus crashes, injuries, and fatalities, while maximizing the resources of FMCSA and its State partners.

There are four major elements to CSA 2010 – measurement, intervention, safety evaluation, and information technology - COMPASS. The attached graphic illustrates how these would interact under CSA 2010.

Measurement System – The measurement system would group the safety performance data of motor carriers and drivers into seven categories, called BASICs – Behavioral Analysis Safety Improvement Categories. The seven BASICs are: (1) Unsafe Driving, (2) Fatigued Driving, (3) Driver Fitness, (4) Drugs/Alcohol, (5) Vehicle Maintenance, (6) Cargo Securement, and (7) Crash Experience. The data would be scored and weighted based on its relationship to crash causation. Based on a carrier's score within each BASIC, the measurement system would trigger when the Agency should begin to intervene with a motor carrier, and when its performance has reached the "unfit" threshold.

Intervention – Once the measurement system signals the need to intervene, CSA 2010 would draw upon a broad array of progressive interventions that are designed to advise the motor carrier or driver that their safety performance has come to the government's attention. These steps are meant to improve unsafe behavior early. These include:



Safety Evaluation – Safety fitness determination would be based on performance data processed through the measurement system, and would not necessarily be tied to the current compliance review. Depending on the motor carrier's BASIC scores, the safety fitness determination could be "continue to operate," "marginal" (with ongoing intervention), or "unfit." Each motor carrier or driver for which there is sufficient data would receive a safety fitness determination that would be updated every 30 days. This new CSA 2010 safety fitness methodology must be implemented through notice and comment rulemaking.

COMPASS - CSA 2010 is closely aligned with COMPASS, an FMCSA-wide initiative that is leveraging new technology to transform the way that FMCSA does business. By optimizing FMCSA business processes and improving the Agency's IT functionality, COMPASS will help FMCSA and State enforcement personnel make better decisions, identify high-risk carriers and drivers more effectively, and apply a wider range of interventions to correct high-risk behavior early.

Op-Model Test – FMCSA is planning to field test the new CSA 2010 operational model (Op-Model) beginning in January 2008. The purpose of the test is to determine both the feasibility and effectiveness of the new CSA 2010 interventions and measurement system.

During the Op-Model test, FMCSA will not be providing any regulatory relief. Motor carriers will not actually be rated under the CSA 2010 operational model, because that methodology must yet be implemented through rulemaking. Instead, a motor carrier in the Op-Model test with poor safety performance, and found to be unresponsive to the new CSA 2010 interventions, will undergo a compliance review and be rated in accordance with the Agency's current compliance and enforcement process.

The Op-Model test is planned to be carried out in four States using approximately 40 Federal and State investigators. The four States are Colorado, Georgia, Missouri, and New Jersey. The test will commence in two phases with a six-month startup period scheduled to begin in January 2008. The second phase will begin in June 2008 when the test becomes fully operational. The test is scheduled to run for 30 months into mid-2010, at which time FMCSA is planning full implementation. The thirty-month timeframe is designed to provide sufficient data for statistical purposes with results evaluated at periodic intervals. It is anticipated that full implementation of CSA 2010 can take place through the addition of more States as the planned safety fitness rulemaking is completed. As with any planned activity, FMCSA will continue to fine tune its plans for the Op-Model Test until it commences in January 2008.

If you have questions on CSA 2010, please contact Mr. William Mahorney at 202-493-0001, or bill.mahorney@dot.gov.



U.S. Department of Transportation

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OPERATIONAL MODEL

