



## **Safety Management Council**

# Compliance, Safety, Accountability

SMS Changes

(December 2012)



# Agenda

- CSA Fact or Fiction?
- SMS Changes
- Concerns With CSA
- Discussion/Questions



# Fact or Fiction?



He said it!



I did it!





# Fact or Fiction?



Who knows?



# CSA - Just the Facts!



# CSA - Just the Facts!....or Fiction?

- FMCSA: 200,000 carriers have sufficient data to be scored in CSA.
  - ✓ FMCSA has sufficient data to assess 40% of active carriers in at least one category and assign a percentile rank in at least one category to 12% of active carriers.
- FMCSA: The 200,000 carriers with at least one percentile rank are involved in 93% of state reported crashes
  - ✓ 93% of reported crashes
  - ✓ UMTRI: Several states report less than 75%
- FMCSA: Past crash involvement is a strong predictor of future crash risk, regardless of fault.
  - ✓ Crash involvement rate is often a function of exposure
  - ✓ Geographical bias : Urban areas = more exposure



# CSA - Just the Facts!....or Fiction?

.....Continued

- FMCSA: Carriers with 5 or less power units make up 85% of the industry. 93% of these small carriers do not score poorly.
  - ✓ Majority of “small carriers” don’t score poorly because they aren’t scored at all.
- FMCSA: Some BASICs are more closely related to the risk of future crashes than others whereas some are more focused on the impact of a crash than others, but all are important to safety performance.
  - ✓ According to ATRI, there is a negative correlation to crash risk with the Driver Fitness BASIC.
  - ✓ Assuming the non-public BASICs likely do not correlate to crash risk, 43% of the system does not effectively identify crash risk.



# CSA – The Game Changer is Changing!

- Effective December 2012 (November data snapshot)
- Creation of new BASIC (rename)
- Changes affecting several BASICs
  - Unsafe Driving
  - Fatigued Driving
  - Vehicle Maintenance
  - Cargo
  - Crash
- Change in the process to make changes.





# CSA Changes – December 2012

## Unsafe Driving BASIC

- ❑ Removal from consideration all speeding violations between 1 and 5 mph over the speed limit. Change will be retroactive (prior 24 months).
- ❑ **Reducing the severity weight to “1” for speeding** violations where a mph above the posted speed is not indicated. Change will be retroactive to January 1, 2011.



# CSA Changes – December 2012

Print Story

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[suntimes](#)

## **Indiana troopers' high-tech radar guns can now catch tailgaters**

BY CAROLE CARLSON

Sun-Times Media/ccarlson@suntimes.com

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The Indiana State Police trooper pointing a radar gun on your car on the Borman Expy. might not just be checking your speed.

The trooper could be checking if you're tailgating the car in front of you, too.

Using software-enhanced laser speed guns, troopers can now clock your time and distance from the car or truck in front of you. If you're less than two seconds behind, you could get a ticket in the \$140 range.

On Monday, Sgt. Wanda Clay, a trooper in the commercial vehicle enforcement division, aimed the gun randomly from the Chase Street overpass over the Borman and snapped an image of a trucker driving too close to the pickup ahead of him.

"It was 0.7 seconds," Clay said in reference to the time elapsed between the back bumper of one vehicle and the front bumper of the one behind. "That's a ticket. We have the tools now."

In the past, troopers had to rely on their own judgment.

The two laser devices, worth about \$5,500 each, are only being used on the Borman, for now, said police spokeswoman Sgt. Ann Wojas, but she said the plan calls for every Indiana State Police district to receive at least one.

Besides capturing the traffic violation, the gun takes an accurate image of the license plate and driver's face. "It's awfully hard to dispute this in court," Wojas said. Troopers can use the gun on an overpass or more typically along a shoulder of the Borman.

"I catch them before they get to me," Master Trooper Russell Hayes said. "I have the evidence right here," pointing to his laser gun.



# CSA Changes – December 2012

## Hours-of-Service Compliance BASIC

- Name changed to Hours-of-Service Compliance BASIC.
- Make severity weights for comparable EOBR and logbook violations the same.



# CSA Changes – December 2012

## Driver Fitness BASIC

- No meaningful impact due to changes.



## CSA Changes – December 2012

### Controlled Substance and Alcohol BASIC

- No meaningful impact due to changes.



# CSA Changes – December 2012

## Vehicle Maintenance BASIC

- ❑ Attributing to motor carriers only those violations found on equipment offered or provided by the IEP that should have reasonably been detected by the driver.
- ❑ Vehicle maintenance violations cited on a level 3, or other non-equipment type inspection, will not be considered in the SMS calculation for the VM BASIC
- ❑ Movement of all cargo securement related violations from the Cargo BASIC to the VM BASIC.



# CSA Changes – December 2012

## ~~Hazardous Materials BASIC~~ Compliance BASIC

- ❑ Removal of all load securement violations.
- ❑ Name changed to Hazardous Materials Compliance BASIC
  - ✓ Withheld from public view until at least December 2013
- ❑ Only violations cited involving placarded loads of hazmat considered.
- ❑ New criteria for defining which carriers will be subject to the lower HM intervention thresholds in each BASIC.



# CSA Changes – December 2012

## Crash BASIC (Indicator)

- ❑ Revising the “Summary of Activities” section of the SMS home page to separate the fatality/injury category into two separate categories.







# CSA Changes – December 2012

## All BASICS

- ❑ Terminology
  - ✓ “Insufficient Data” to “< Than 5 Inspections”.
  - ✓ “Inconclusive” to “No Violations Within 1 Year”.
  
- ❑ Carriers with a sufficient number of inspections, but lack violations, will be assigned a score of 0%.



# Hazardous Materials Compliance BASIC

$$\text{BASIC Measure} = \frac{\text{Total of time and severity weighted applicable violations}}{\text{Total time weight of relevant inspections}}$$



# Hazardous Materials Compliance BASIC

Applicable Violation = Any violation during any vehicle roadside inspection Level 1, 2, 5, or 6 listed in Appendix A of the SMS methodology.

Relevant Inspection = Any Level 1, 2, 5, or 6 where placardable quantities of hazardous materials are being transported.



# Hazardous Materials Compliance BASIC

<b>Safety Event Group</b>	<b>Number of Relevant Inspections</b>
<b>1</b>	5-10
<b>2</b>	11-15
<b>3</b>	16-40
<b>4</b>	41-100
<b>5</b>	101+

**Table 3-9. Safety Event Groups for the HM BASIC**



## CSA Concerns

- The hazardous materials BASIC made publicly available in current condition.
- Still no mechanism to account for accident preventability.
- Continued, growing concern over the effectiveness of the program to accurately label safety performance.
- FMCSA still plans to move forward, in early 2013, with rulemaking that revise the safety fitness determination process to tie safety ratings to CSA performance, without a comprehensive compliance review.



# Questions?

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