



## CSA 2010: JUST THE FACTS

Carriers will not inherit any of a newly hired driver's past violations. Only those inspections that a driver receives while driving under a carrier's authority can be applied to a carrier's Safety Measurement System Assessment.

All inspections and crashes that a commercial motor vehicle driver receives while under the authority of a carrier will remain part of the carrier's Safety Measurement System data for two years unless overturned through the DataQs system (<https://dataqs.fmcsa.dot.gov>), even if the carrier terminates the driver.

Similar to today's SafeStat, tickets or warnings that commercial motor vehicle drivers receive while operating their personal vehicles do not count in the new Safety Measurement System.

If a carrier or commercial motor vehicle driver finds any violations in his or her crash or roadside inspection reports that are not listed in the Safety Measurement System (SMS) Methodology severity tables, then they do not count towards the carrier's or driver's SMS data.

The Federal Motor Carrier Safety Administration (FMCSA) regulates all carriers that are over 10,000 pounds and travel interstate. FMCSA also regulates carriers that haul hazardous materials intrastate. These are the carriers that are affected by Comprehensive Safety Analysis 2010 (CSA 2010).

While research data indicate that a driver's body mass index (BMI) is a risk factor for identifying drivers that may have sleep apnea, neither the Federal Motor Carrier Safety Administration (FMCSA) nor the Comprehensive Safety Analysis 2010 (CSA 2010) program currently has any rules that restrict who can be a commercial motor vehicle driver based on BMI or weight or neck size.

Carriers and commercial motor vehicle drivers do not need to register for Comprehensive Safety Analysis 2010 (CSA 2010) nor is there any kind of mandatory training requirement. However, it is in carriers' and drivers' best interests to be informed about CSA 2010 and what it will mean for them. CSA 2010 is primarily focused on helping FMCSA improve its enforcement operations.

Comprehensive Safety Analysis 2010 (CSA 2010) has not changed any of the Federal Motor Carrier Safety Administration (FMCSA) regulations. There is one rule that FMCSA is trying to change as part of CSA 2010. The carrier safety rating process that determines whether FMCSA will deem a carrier Unfit is currently in rulemaking to potentially change to a new process called Safety Fitness Determination.

The data kept by a State (i.e. tickets, citations, written warnings, convictions) and the data that is kept in the Safety Measurement System (SMS) (i.e. violations from roadside inspection and crash reports) are separate. This data must be assessed and, if necessary, corrected under separate processes. All data in the SMS can be verified in the DataQs system (<https://dataqs.fmcsa.dot.gov>).





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Comprehensive Safety Analysis 2010 (CSA 2010) does not give the Federal Motor Carrier Safety Administration (FMCSA) the authority to remove 175,000 drivers from their jobs and cannot be used to rate drivers or to revoke a Commercial Driver's License (CDL). FMCSA does not have the authority to take those actions. Only State agencies responsible for issuing licenses, CDL or otherwise, have the authority to suspend them.

Comprehensive Safety Analysis 2010 (CSA 2010) does introduce a driver safety assessment tool to help enforcement staff evaluate drivers' safety as part of motor carrier investigations. Using the new Safety Measurement System (SMS), the Federal Motor Carrier Safety Administration (FMCSA) continues to hold motor carriers responsible for the job performance of those who work for them. Therefore, motor carriers are held accountable for their drivers' errors such as speeding. This is a longstanding FMCSA position and is not unique to CSA 2010 or the new SMS.

Carriers who are considering hiring drivers can review "Driver Profiles" if the drivers have authorized the release of their information. These profiles are compiled from the Federal Motor Carrier Safety Administration's (FMCSA) Driver Information Resource (DIR) and will be available to carriers through FMCSA's new Pre-Employment Screening Program (PSP). Drivers can view their own profiles. PSP is only available as a pre-screening tool and not for use in evaluating current drivers. PSP was mandated by Congress and is not a part of Comprehensive Safety Analysis 2010 (CSA 2010).

Potentially erroneous violations on carrier/driver records can be submitted for review. The DataQs system (<https://dataqs.fmcsa.dot.gov>), which does not change under Comprehensive Safety Analysis 2010 (CSA 2010), allows motor carriers and drivers to make a Request for Data Review (RDR) of information that resides in Federal Motor Carrier Safety Administration (FMCSA) databases such as crash and inspection reports.

While some third party vendors are developing and marketing Comprehensive Safety Analysis 2010 (CSA 2010) driver scorecards, consumers should know that the Federal Motor Carrier Safety Administration (FMCSA) does not provide access to the driver violation histories to these companies. FMCSA has not and will not validate any vendors' scorecards or data. Also, keep in mind that the Safety Measurement System (SMS) may be subject to change.

The Safety Measurement System (SMS) assesses a carrier's safety performance on the basis of its roadside violations and crashes. The SMS uses a subset of these violations and crashes to evaluate an individual driver's safety performance across employers. Appendix A of the SMS Methodology shows a complete table of the violations used and indicates whether a given violation is used in the Driver SMS. Drivers and carriers authorized by a driver to conduct pre-employment screening can view three years of inspection data and five years of crash data through the Pre-employment Screening Program (PSP) <http://www.psp.fmcsa.dot.gov/Pages/FAQ.aspx>.

