

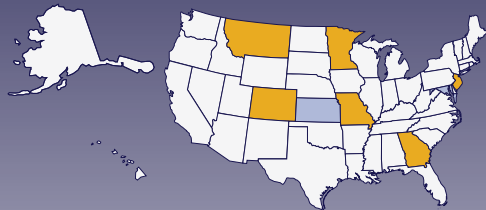
The CSA 2010

Dispatch

CSA 2010 Operational Model Test Update

Comprehensive Safety Analysis (CSA 2010) is a Federal Motor Carrier Safety Administration (FMCSA) initiative to increase the efficiency and effectiveness of the Agency's motor carrier compliance and enforcement program. The ultimate goal of CSA 2010 is to improve large truck and bus safety to achieve a greater reduction in commercial motor vehicle crashes, injuries, and fatalities. And while nationwide implementation of CSA 2010 is expected to begin in summer 2010, some states are getting started right now!

Montana and Minnesota joined the Op-Model Test this spring as the first states to implement at 100%. Kansas followed suit in September, followed closely by Maryland in October.



In addition to the new states, CSA 2010 continues to be tested in the four original test states of Colorado, Georgia, Missouri, and New Jersey. Since February 2008, those states have dedicated 50% of their enforcement resources to testing the CSA 2010 Operational Model

(Op-Model) with about 50% of the carrier population in each state. The feedback to-date has been very encouraging!

Jim Dearing, a Missouri Safety Investigator and a relatively new CSA 2010 instructor says, "As an SI in one of the original test states, I was a vocal skeptic early on. However, my experience over the past 18 months has changed my mind. The new approach to the investigative process and its associated applications are the most dynamic and innovative compilation of tools and resources FMCSA has developed in its history. I am not only enthusiastic but proud to be involved in educating others as the Agency prepares for rollout nationwide."

CSA 2010 is making sure that states are prepared for implementation and all federal and state Safety Investigators (SI) and managers receive a week of intensive training with the CSA 2010 Training Team. Managers and SIs work through real-world investigation scenarios using CSA 2010's approach, and are introduced to CSA 2010's new measurement system and intervention tools. Additionally, representatives from Op-Model test states share their on-the-ground knowledge and experience in train-the-trainer sessions. All FMCSA field staff and state partners will receive this CSA 2010 training as a key part of implementation next year.

FMCSA would like to thank our participant states for their continued involvement in CSA 2010!

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U.S. Department of Transportation
Federal Motor Carrier Safety Administration

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CSA 2010 Website Update!








Check out our new and updated website at csa2010.fmcsa.dot.gov. It looks great, is easy to navigate and has all the information you need to be in-the-know about CSA 2010 and how it will impact you. Key features include audience-specific portals, RSS feeds, email list subscriptions, and informational materials. Content is updated weekly, so be sure to add this site to your favorites!

What is the Safety Measurement System?

Within the CSA 2010 Operational Model, the Safety Measurement System (SMS) quantifies the on-road safety performance of carriers and drivers to identify candidates for interventions, to determine the specific safety problems exhibited by a carrier or driver, and to monitor whether safety problems are improving or getting worse. SMS replaces SafeStat in the new operational model.

The Carrier SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, state reported crashes, and the federal motor carrier census to quantify performance in the following Behavior Analysis Safety Improvement Categories (BASICs):

Behavior Analysis Safety Improvement Categories (BASICs)

	Unsafe Driving: Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.
	Fatigued Driving (Hours-of-Service): Operation of CMVs by drivers who are ill, fatigued, or in non-compliance with the hours-of service (HOS) regulations. This BASIC includes violations of regulations pertaining to log books as they relate to HOS requirements and the management of CMV driver fatigue.
	Driver Fitness: Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.
	Controlled Substances and Alcohol: Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.
	Vehicle Maintenance: CMV failure due to improper or inadequate maintenance.
	Cargo Related: CMV incident resulting from shifting loads, spilled or dropped cargo, and unsafe handling of hazardous materials.
	Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from state-reported crashes.

CSA 2010 Federal and State Working Group

The CSA 2010 Federal and State Working Group (FSWG) is comprised of federal and state partner Intervention Managers (IM) from Operational Model test states. The FSWG discusses important issues related to the implementation of CSA 2010 and has been in place since the beginning of the Op-Model Test. Over the past 18 months, both federal and state Op-Model test participants have provided feedback and input into the new Op-Model through participation in the CSA 2010 FSWG. Captain Mark Savage of the Colorado State Patrol reports that, "CSA 2010 was developed from the ground level up with close collaboration between state partners and federal enforcement personnel and from that perspective it is unique and effective." According to

Savage, CSA 2010 has "... increased the integrity of my entire program in Colorado because of the increased emphasis, not just on investigations, but also on the data that's collected on the roadside and thereby focusing more attention and resources towards the most important goal of the program, reducing crashes." The FSWG meets in person on a bi-monthly basis, with regular conference calls to provide ongoing support and share lessons learned. This fall, Intervention Managers from the CSA 2010 test states met with Development Team members in a continuing effort to make practical improvements to the new operational model in preparation for national roll out next year!

Onsite-Offsite

CSA 2010 uses an array of investigations to address carrier safety problems. Ongoing evaluations of the types of investigations performed under the Op-Model Test reveal that Safety Investigators employ a balance of comprehensive investigations, onsite focused investigations and offsite investigations. Enforcement officials can now reach more carriers and can better target specific carrier safety deficiencies while being less disruptive to business operations. Preliminary effectiveness analyses show that carriers who receive CSA 2010 investigations improve their safety performance and indicate higher improvement levels in test carriers than non-test carriers, most notably in the Unsafe Driving and Fatigued Driving (Hours-of-Service) BASICs which have high correlations to crash risk.