Commercial Motor Vehicle Drivers:
What You Need to Know

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration (FMCSA) initiative designed to improve the efficiency and effectiveness of the agency's enforcement and compliance program.

How does CSA affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes are identified and addressed
- All safety-based roadside inspection violations count, not just out-of-service (OOS) violations
- Drivers are more accountable for safe on-road performance — good news for drivers with strong safety performance records

What can drivers do to comply with CSA?

1) Know and follow safety rules and regulations
   - Check out web-based commercial motor vehicle (CMV) safe driving tips at http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm
2) Become knowledgeable about the Behavior Analysis and Safety Improvement Categories (BASICs) and how FMCSA assesses safety under CSA
   - Review the Safety Measurement System (SMS) methodology document at http://csa.fmcsa.dot.gov/outreach.aspx
3) Keep copies of inspection reports
4) Learn about employers' safety records
   - Check carrier safety records online at http://ai.fmcsa.dot.gov/default.aspx
5) Visit the CSA Website: http://csa.fmcsa.dot.gov
   - Subscribe to the RSS feed or email list to stay up-to-date on CSA news and information

> CSA is designed to meet one overriding objective: to increase safety on the nation's roads — benefiting drivers and the travelling public alike.

Under CSA, FMCSA:

- Reaches more CMV carriers earlier and more frequently
- Improves efficiency of carrier investigations by focusing on specific unsafe behaviors, identifying causes, and requiring corrective actions
- Holds carriers and drivers accountable for their safety performance, demanding and enforcing safe on-road performance

Under CSA, CMV carrier and driver safety performance records are more important than ever and all safety-based violations from roadside inspections count, not just OOS violations. Drivers should know how CSA affects their work.

Q. Why does FMCSA's CSA program emphasize driver safety enforcement?

A. Studies have shown that unsafe driver behavior, both on the part of CMV drivers and other drivers, is a major contributor to CMV-related crashes. Some studies indicate that a small segment of the CMV driver population is involved in a disproportionately large number of crashes. As a result, during the CSA Operational Model Test, FMCSA expanded its approach to identifying and addressing unsafe drivers during interventions with motor carriers.

Q. Can you describe the CSA driver safety enforcement process?

A. The driver safety enforcement process provides FMCSA with the tools to identify CMV drivers with safety performance problems and to verify and address the issues. These tools enable Safety Investigators (SIs) to identify drivers with poor safety histories who work for carriers that have been identified as requiring a CSA investigation. If the investigation results verify the driver violation(s), FMCSA takes an enforcement action against that driver, such as a Notice of Violation (NOV) or a Notice of Claim (NOC).

Q. What kinds of driver safety performance data is CSA looking at?

A. The program focuses on driver enforcement for serious rule violations, such as:

- Driving while disqualified
- Driving without a valid commercial driver's license
- Making a false entry on a medical certificate
- Committing numerous Hours-of-Service violations

Q. Do tickets or warnings that drivers receive while operating their personal vehicles impact the SMS?

A. No. Tickets or warnings that drivers receive while operating their personal cars are State citations and do not count in the measurement system. SMS only uses violations of FMCSA's regulations, and those regulations only apply to people driving large CMVs. In measuring on-road safety performance, SMS uses all safety-based violations documented at roadside inspections as well as State-reported crashes.

Q. Does CSA assign safety ratings to individual CMV drivers? I heard that CSA is designed to rate CMV drivers and to put many of them out of work.

A. No. Under CSA, individual CMV drivers are not assigned safety ratings or Safety Fitness Determinations (SFDs). Consistent with the current safety rating regulations (49 CFR part 385), individual drivers who operate independently as a "motor carrier" (i.e. have their own USDOT number, operating authority, and insurance) will continue to be rated as a motor carrier, as they were under the earlier SafeStat model, following an onsite investigation at their place of business. CSA is designed to meet one overriding objective: to increase safety on the nation's roads. Therefore, it is, by design, a positive program for drivers and carriers with strong safety performance records. CSA sends a strong message that drivers and carriers with poor safety performance histories need to improve.

Q. What is the Pre-Employment Screening Program (PSP) and when does it start?

A. PSP is an FMCSA program mandated by Congress that is designed to assist the motor carrier industry in assessing individual operators' crash and serious safety violation history as a pre-employment condition. The program is voluntary. It is not part of CSA. For more information about PSP, visit FMCSA's PSP website at http://www.psp.fmcsa.dot.gov.

Q. What is the detailed process for drivers to contest information contained in their FMCSA driver records?

A. Drivers should use FMCSA's DataQs system to make a Request for Data Review (RDR) in FMCSA databases. To do this, drivers can go to the DataQs registration page at https://dataqs.fmcsa.dot.gov/login.asp, select "Register Online" as a general public user, and create a DataQs account profile. Once registered, drivers can request a review of their data by following detailed instructions in the help menu. The agency is in the process of improving the DataQs Website to make the process of requesting a data review more apparent to drivers.

CSA: JUST THE FACTS

Carriers do 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 (SMS) record.

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

Tickets or warnings that CMV drivers receive while operating their personal vehicles do not count in the SMS.

If a carrier or CMV driver finds any violations in his or her crash or roadside inspection reports that are not listed in the 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 lbs. and travel interstate. FMCSA also regulates carriers that haul hazardous materials intrastate. These are the carriers that are affected by Compliance, Safety, Accountability (CSA), FMCSA's safety enforcement program.

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 FMCSA nor the CSA 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 CMV drivers do not need to register for CSA nor is there any kind of mandatory training requirement. However, it is in carriers' and drivers' best interests to be informed about CSA and what it will mean for them. CSA is primarily focused on helping FMCSA improve its enforcement operations.

CSA has not changed any of the FMCSA regulations. There is one rule that FMCSA is trying to change as part of CSA. The carrier safety rating process that determines whether FMCSA will deem a carrier unfit is currently in rule-making 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 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).

CSA does not give 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.

CSA does introduce a driver safety assessment tool to help enforcement staff evaluate drivers' safety as part of motor carrier investigations. Using the new SMS, 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 or the 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 FMCSA Driver Information Resource and will be available to carriers through FMCSA's 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 CSA.

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 CSA, allows motor carriers and drivers to make a Request for Data Review of information that resides in FMCSA databases such as crash and inspection reports.

While some third-party vendors are developing and marketing CSA driver scorecards, consumers should know that 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 SMS may be subject to change.

The 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 (http://csa.fmcsa.dot.gov/Documents/SMSMethodology.pdf#nameddest=T1) 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 PSP (http://www.psp.fmcsa.dot.gov/Pages/FAQ.aspx).

Safety Measurement System

Within the Compliance, Safety, Accountability (CSA) 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 and its drivers, and to monitor whether safety problems are improving or worsening. SMS replaces SafeStat in the 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 and Safety Improvement Categories (BASICs).

Behavior Analysis and Safety Improvement Categories (BASICs) & Example Violations

	Unsafe Driving: Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.	Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)
	Fatigued Driving (Hours-of-Service (HOS)): Operation of CMVs by drivers who are ill, fatigued, or in noncompliance with the Hours-of-Service (HOS) regulations. This BASIC includes violations of regulations pertaining to logbooks as they relate to HOS requirements and the management of CMV driver fatigue.	HOS, logbook, and operating a CMV while ill or fatigued. (FMCSR Parts 392 and 395)
	Driver Fitness: Operation of CMVs by drivers who are unfit to operate a CMV due to lack of training, experience, or medical qualifications.	Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)
	Controlled Substances/Alcohol: Operation of CMVs by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.	Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)
	Vehicle Maintenance: Failure to properly maintain a CMV.	Brakes, lights, and other mechanical defects, and failure to make required repairs. (FMCSR Parts 393 and 396)
	Cargo-Related: Failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a CMV.	Improper load securement, cargo retention, and hazardous material handling. (FMCSR Parts 392, 393, 397, & HM Violations)
	Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.	

A carrier's measurement for each BASIC depends on:

- The number of adverse safety events (violations related to that BASIC or crashes)
- The severity of violations or crashes
- When the adverse safety events occurred (more recent events are weighted more heavily)

After a measurement is determined, the carrier is then placed in a safety event group of carriers (e.g. other carriers with similar numbers of inspections). Percentiles from 0 to 100 are then determined by comparing the BASIC measurements of the carrier to the measurements of other carriers in the safety event group. 100 indicates the worst performance.

Interventions. If one or more of a carrier's BASIC percentiles exceed a threshold, the carrier then becomes a candidate for an intervention. Typically, the intervention process starts with a warning letter, which provides the carrier with an opportunity to review its performance and make improvements without further FMCSA involvement. Thresholds vary depending on the type of carrier and the BASIC. For example, since the consequences of passenger or hazardous material crashes are typically more severe, lower Intervention Thresholds are in place for these types of carriers.

What can drivers do to prepare for the change?

With any change, the best thing to do is be well-informed. Go to the real source. Our website explains CSA in clear detail. So, spending time there is a good way to separate reality from rumor. And, while CSA does not require mandatory carrier or driver training, it is in everyone's interest to be informed about the program. Here's how:

1) Learn the details about the new BASICs and how FMCSA assesses safety under CSA at http://csa.fmcsa.dot.gov.

2) Know and follow safety rules and regulations. Check out safe driving tips for commercial motor vehicles by visiting **www.fmcsa.dot.gov.** Click on "driver" in the Quick Links panel.

3) Review inspection reports before driving away. Ensure data is accurate to avoid corrections later; keep copies of reports.

4) Check your Pre-Employment Screening Program safety record at http://www.psp.fmcsa.dot.gov.

5) Learn about employers' safety records. Check carrier safety records online at http://ai.fmcsa.dot.gov/sms.

6) Stay connected to CSA. Subscribe to the RSS feed or email list to stay up-to-date on CSA news and information at http://csa.fmcsa.dot.gov.

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

CSA
Compliance ★ Safety ★ Accountability

ALERT

A NEW WAY TO MEASURE SAFETY

SMART DRIVERS KNOW THE FACTS

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

CSA
Compliance ★ Safety ★ Accountability

"Truck and bus safety is my business. It's also yours. Here's how we can make our roads safer."

– FMCSA Administrator, Anne Ferro

Drivers carry safety to the road. Your performance affects your carrier's record. Studies show a small percentage of drivers to be involved in a large number of crashes and, after years of careful study, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) has implemented a new approach to safety compliance and enforcement. CSA– Compliance, Safety, Accountability – is a better way to measure on-road performance.

CSA's Safety Measurement System (SMS) focuses on seven categories of behavior related to crash risk. It's a more accurate indicator of safety – from now on, all safety-based roadside inspection violations will count, not just out-of-service violations.

Here are the seven Behavior Analysis and Safety Improvement Categories (BASICs):

1. Unsafe Driving
2. Fatigued Driving (Hours-of-Service)
3. Driver Fitness
4. Controlled Substances/Alcohol
5. Vehicle Maintenance
6. Cargo-Related
7. Crash Indicator

For drivers with good safety performance histories, CSA is good news. Every carrier's record includes the safety history of its drivers, so having a good safety record means more than ever.
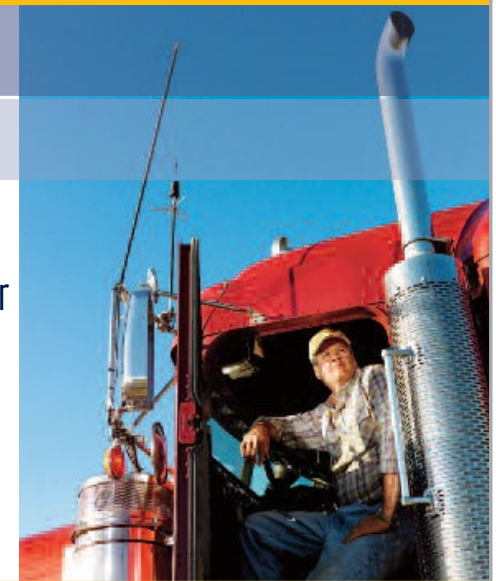
The goal is simple and clear: to make America's highways safer for everyone. Together, we'll make that happen.

Drivers carry safety to the road. CSA holds drivers and carriers more accountable for safe on-road performance.

Know your carrier's safety record:

http://ai.fmcsa.dot.gov/sms

CSA
Compliance • Safety • Accountability

How will CSA affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes will be identified and addressed sooner

- All safety-based roadside inspection violations will count, not just out-of-service violations

- Drivers will be more accountable for safe performance – good news for drivers with strong safety performance records

To learn more about CSA, get the facts, and dispel rumors, visit **http://csa.fmcsa.dot.gov**

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

BE SAFE

AND BE SMART – SAFETY STARTS WITH YOU

LEARN HOW CSA AFFECTS DRIVERS

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

CSA
Compliance • Safety • Accountability

Know the BASICs.   Learn the Facts.

Drivers of commercial motor vehicles (CMVs) are a key focus of CSA – Compliance, Safety, Accountability – a new nationwide program to improve safety on America's roads. It measures seven BASICs* of safety and it's essential that you know what they are:

Unsafe Driving – for example, speeding, reckless driving, improper lane change, inattention, no seatbelts

Fatigued Driving (Hours-of-Service (HOS)) – for example, noncompliance with HOS regulations, including logbooks

Driver Fitness – for example, failure to have a valid license, medically unfit to operate a CMV

Controlled Substances/Alcohol – for example, use or possession of controlled substances/alcohol

Vehicle Maintenance – for example, brakes, lights, other mechanical defects, failure to make required repairs

Cargo-Related – for example, improper load securement, cargo retention

Crash Indicator – for example, histories or patterns of high crash involvement
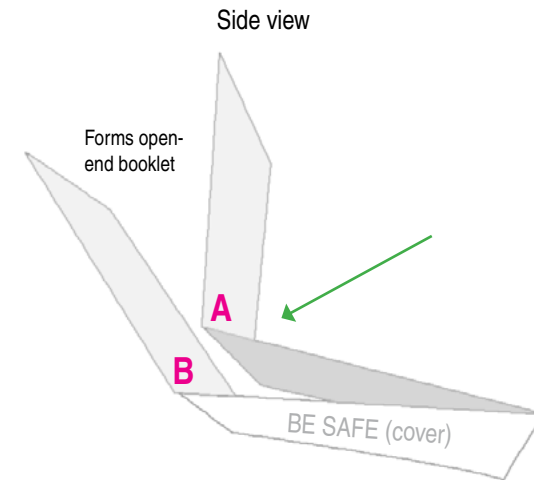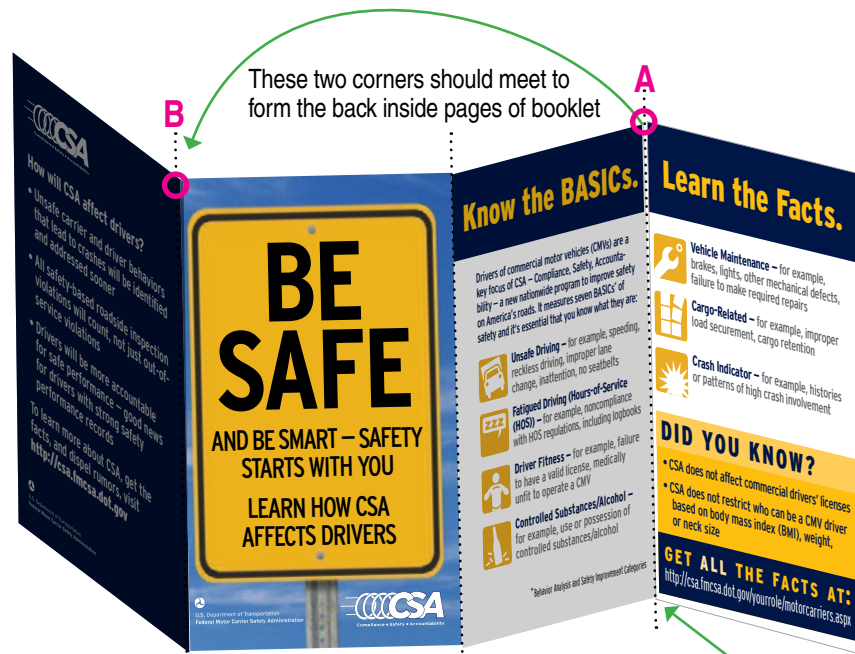
DID YOU KNOW?

- CSA does not affect commercial drivers' licenses
- CSA does not restrict who can be a CMV driver based on body mass index (BMI), weight, or neck size

GET ALL THE FACTS AT:
http://csa.fmcsa.dot.gov/yourrole/motorcarriers.aspx

*Behavior Analysis and Safety Improvement Categories

Cut along gray line

These two corners should meet to form the back inside pages of booklet

B   A

Fold here   Fold here

Fold along this vertical and wrap these two pages behind

Side view

Forms open-end booklet

A

B

BE SAFE (cover)