



# CSA 2010 WEBINAR

## Questions and Answers

As of November 12, 2009

*Note: The following represents the vast majority of questions submitted during our recent Webinar. However, several questions require additional research. We will answer those questions soon. Please check back for updates.*

Question	Answer
<b>Data Age</b>	
Q: How far back will the driver roadside inspection data go for employers?	The Carrier Safety Measurement System (CSMS) relies on data from roadside inspections and crashes in the prior 24 months.
Q: Did I hear right that CSA 2010 will look back at violations and crashes within 24 months not 30 (as Safestat does)?	Yes. The CSMS will look at data generated in the prior 24 months. The Driver Safety Measurement System (DSMS) will look at data generated on the prior 36 months.
Q: Can you confirm the age weight which will be used in regards to drivers rating will be 24 months, and if violations while operating their personal vehicles will also be considered?	The DSMS will consider all events (inspections/crashes) in the prior 36 months. Violations recorded in the past 12 months receive a time weight of 3. Violations recorded between 12 and 24 months ago receive a time weight of 2. All violations recorded 24 and 36 months receive a time weight of 1. Violations committed while operating personal vehicles will neither be captured nor used by this system.
Q: Isn't the driver tracking for 36 months? Carrier for 24 months?	Yes, the DSMS uses driver violation data for the prior 36 months. The CSMS uses data from the prior 24 months.

Question	Answer
<b>Data in General</b>	
<p>Q: How do carriers get pin numbers for the carrier measurement system?</p>	<p>The CSMS is currently available only to those carriers whose principal place of business is in one of the operational model states. However, once it becomes available for all carriers, it is presumed that the carrier's Compass portal pin will be used for this purpose. The portal pin can be obtain by following the instructions in the document "Obtaining Carrier Profile" on the TransForce website.</p>
<p>Q: Do they weight the speed violations based on speed over, or just a simple weight for all speeding violations.</p>	<p>Generally, all speeding violations will be weighted the same as a violation of 392.2. and will carry a weight of 5. Egregious speeding violations that are recorded as reckless driving violations will carry a weight of 10.</p>
<p>Q: If a driver with a higher rating is transferred from a driver position to a non-driving position, will the overall carrier rating be reduced ?</p>	<p>No. Violations committed by the driver while working for the carrier in a driving capacity will continue to be counted.</p>
<p>Q: If a driver gets a violation and he fights the ticket and gets it reduced or thrown out will this be taken off the record?</p>	<p>Unfortunately, the violation will likely have already been reported by the MCSAP officer to the MCMIS database. To get it removed, the carrier will have to file a DataQs challenge with the issuing jurisdiction.</p>
<p>Q: Are motor carriers going to be able to add info regarding each of their drivers that is not captured through MCSAP or Recordable Crashes? (To ensure the most comprehensive info follows the drivers).</p>	<p>A motor carrier will not be able to add information on events that are not captured by MCMIS through the Safetynet system. However, a motor carrier could issue a challenge to a roadside inspection or crash record though the DataQs system to make the record more complete.</p>
<p>Q: According to SafeStat and CSI, the Detailed Crash Report answers YES for both Federally Recordable and State Recordable on our company's accidents even though they did not fit the category per Accident Definition</p>	<p>The jurisdiction either erred in how they reported the crash or in transmitting the details of the crash through Safetnet to MCMIS. You should challenge that record though DataQs.</p>

Question	Answer
<p>Q: Also, in regards to crash data, how will the info from this system differ from the past employment inquiries I do after hiring a driver?</p>	<p>The system will likely reflect DOT recordable crashes recorded by MCSAP officers and reported to MCMIS. There is a possibility that you will identify crashes that a past employer neglected to report to you. Also, you may discover safety events (crashes, inspections) the driver was involved in while working for a past employer that he failed to report on his application (in the employment history section).</p>
<p>Q: Will carrier raw data be available for integration with carrier software/ databases - for example to poll the carrier data in MCMIS with a program to produce a driver scorecard for each driver in our fleet?</p>	<p>Yes. Carriers will continue to be able to obtain an xml file from the MCMIS database of roadside inspections and crash data.</p>
<p>Q: When you count number of power units, do you count owner operators leased on ?</p>	<p>Yes. If you have a lease agreement with the O/O then you are technically leasing both the driver and his/her vehicle. You would add this vehicle to your count of vehicles leased (versus owned).</p>
<p>Q: Re: MCSAP Inspections. Can we assume that if the roadside inspection is currently in the Safer Data now, it would be included in the CSA 2010 BASIC calculations?</p>	<p>Yes, as long as the data is not more than 24 months old when CSA 2010 is implemented in your state (36 months for driver data).</p>
<p>Q: What's the definition of a "Relevant Inspection"?</p>	<p>A relevant inspection is generally any Level 1, 2, 3 or inspection (defined by CVSA guidelines) conducted by a MCSAP agency that is reported through Safetynet to MCMIS - whether clean (without violations) or with violations. Also, any other inspection that results in violations could be counted.</p>
<p>Q: Can a carrier see the safety ratings on all of its</p>	<p>No, they cannot currently do so.</p>
<p>Q: Will the weighting for each violation be posted when this is finally rolled out? Is it already out there?</p>	<p>Yes. The preliminary weights are available at <a href="http://www.transforce.com">www.transforce.com</a>. When they weights are finalized they will be published there too.</p>
<p>Q: Is there data available so that if we calculate our BASIC scores we can estimate our percentile ranking?</p>	<p>It is not currently possible or practical for a carrier to do so. However, when the Carrier Safety Measurement System is on-line, carriers will be able to view their percentile rankings in each BASIC.</p>

Question	Answer
<p>Q: On the DSMS portion, will carriers have the ability to check a driver's safety history through the DSMS system?</p>	<p>Carriers will be able to view roadside inspections, crashes and violations attributable to each driver it employees through the CSMS. However, they will not be able to view each driver's performance in the DSMS (data generated across several motor carriers). However, carriers will be able to view an <u>applicant's</u> history of roadside inspections, crashes and violations by making an inquiry through the forthcoming pre-employment screening program.</p>
<p>Q: Will the weight chart or scoring board when determining the severity of violations for carriers or drivers be available on this new website?</p>	<p>Yes, the preliminary weightings are available at <a href="http://www.TransForce.com">www.TransForce.com</a></p>
<b>Driver Violations</b>	
<p>Q: When you add a driver to your company...do you inherit his/her previous record for violations and crashes?</p>	<p>No. Only violations the driver generates while working for the motor carrier are attributed to the carrier's record. Violations generated while working for previous employers are not attributed to a driver's new employer.</p>
<p>Q: Under CSA 2010 if a carrier hires a new driver does that driver's record come with him including any past violations of drug and alcohol rules?</p>	<p>No. Only violations the driver generates while working for the motor carrier are attributed to the carrier's record. Violations generated while working for previous employers are not attributed to a driver's new employer.</p>
<p>Q: You mentioned that personal violations will not count, but what if they driver a bus (class B)?</p>	<p>If a violation occurs when the driver is operating the bus for a motor carrier (bus company) and it is recorded by a MCSAP officer (usually during a roadside inspection) then it would be counted.</p>
<p>Q: Do the current violations on my license count against me in DSMS?</p>	<p>Only those committed while operating a commercial motor vehicle and reported to MCMIS through a MCSAP agency count.</p>

Question	Answer
<b>HazMat</b>	
Q: Will HazMat carriers be treated the same as other carriers in determining BASICS Scores or are there other triggers that could determine them Unfit?	HM carriers' BASICS scores will be determined using the same methodology that is used for other carriers. However, the threshold for triggering DOT intervention will be lower for an HM carrier.
<b>Owner-Operators</b>	
Q: Will an owner/operator running his own trailer have any violations go against the company or as a driver violation?	The violation will count against your company (if the truck and driver are leased to you) and against the driver if the violation is one that is designated "driver responsible " according to the violation weighting tables.
Q: Equipment violation on equipment of owner operators.... how will this effect company score?	If the driver is an owner-operator who is leased to a motor carrier, that motor carrier is ultimately accountable for the vehicle's condition (and inspection, repair and maintenance program).
Q: What about driver responsibility for independent contractors? There are vehicle violations where an independent contractor is responsible for maintaining the vehicle, yet it would not reflect on the driver's record.	If the driver is an owner-operator who is leased to a motor carrier, that motor carrier is ultimately accountable for the vehicle's condition (and inspection, repair and maintenance program).
<b>Pre-Employment Screening</b>	
Q: Will the driver pre-employment screening program replace the three year previous employment inquiry requirement?	No. Carriers will still be required to conduct the safety performance history requests mandated by 391.23. The existence of the DSMS and the PSP will not change that requirement.
Q: Regarding the driver pre-employment screening, is that service free to motor carriers? If not, what is the cost?	The full details about the forthcoming driver pre-employment screening program are not yet available. However, the vendor who will be managing the program has indicated that the costs will likely be \$10 per inquiry (applicant) and a \$100 annual subscription fee.

Question	Answer
Q: What is the fee to use MCMIS to obtain information about applicants?	The full details about the forthcoming driver pre-employment screening program are not yet available. However, the vendor who will be managing the program has indicated that the costs will likely be \$10 per inquiry (applicant) and a \$100 annual subscription fee.
Q: Will the driver safety data report for pre-employment purposes be required to be ordered or will it be optional?	It will be optional, at least for the foreseeable future . There are no current plans or proposals to mandate that carriers order the report as a part of their safety performance history investigation.
Q: Is a sample report of the collected raw driver data used for pre-employment screening available for carriers to	No. Not yet.
Recordkeeping	
Q: Will there be a change in DQ files and record retention as a result of these changes?	No. There are no current plans to do so.
	Carrier will still be required to conduct the safety performance history requests mandated by 391.23. The existence of the DSMS will not change that requirement.
Q: What are the record keeping requirements in order to stay in compliance with CSA 2010?	CSA 2010 imposes no additional recordkeeping requirements beyond those already stipulated in the Federal Motor Carrier Safety Regulations.
System	
Q: Will there be an avenue for drivers to report unsafe company practices ?	Yes, there is an 800 hotline for driver to report motor carriers that engage in unsafe practices: 1-888-368-7238
Q: Where are "clean" inspections reflected and how are the weighted/counted/measured	"Clean" inspections are reflected in the carrier's MCMIS data (profile) as inspections with no violations. They count the same as other inspections in measuring exposure (e.g., number of time/severity weighted violations divided by the total number of inspections, both good and bad).
Q: Will the existing rating system be eliminated i.e Satisfactory / Conditional / UnSatisfactory, etc.?	It is likely that the existing rating system will be eliminated upon completion of a future rulemaking and implementation of a new safety fitness determination system.

Question	Answer
<p>Q: If you get a warning letter to comply with an intervention, how long do you have to get your company on track?</p>	<p>It would depend on a number of factors including the nature and severity of the violations that triggered the intervention, the carrier's number of deficient BASICs and past violation history. However, in such cases it is common for FMCSA to wait 12 months before initiating another progressive intervention.</p>
<p>Q: How are school bus drivers and districts going to be entered into this system</p>	<p>School busses and their drivers employed directly by a county, town or municipality would not be measured since they are exempt from the Federal Motor carrier Safety Regulations. However busses and drivers employed by companies that have contracts with school systems are considered employees of regulated motor carriers. As such, their safety performance would be measured and monitored the same as any other bus company.</p>
<p>Q: Does this program completely replace the Safestat program?</p>	<p>Eventually, yes - after the system is fully implemented. That will likely occur in December 2010.</p>
<p>Q: Does this program include all CMV operators or just CDL operators?</p>	<p>All operators of commercial motor vehicles (including drivers of vehicles between 10,000 - 26,000 lbs and drivers of larger trucks (and those carrying placarded HM) will be subject to the new measurement and monitoring system.</p>
<p>Q: Are the intervention inspections terminal specific or at the general office ?</p>	<p>The intervention would be directed to the motor carrier's principal place of business. However, the review could include records/drivers/vehicles for any of the motor carrier's locations or terminals.</p>
<p>Q: What's the timetable for implementation?</p>	<p>There are several states that have already adopted the CSA 2010 process as a part of the Operational Model Test. The balance of the states will begin using the system between July and December 2010.</p>

Question	Answer
Will LTL carriers or TL carriers have an easier time adapting, or will it be the same for both sets of carriers?	It is hard to generalize, but the system should be much the same for both. The only caveat is that carriers who are more frequently inspected at the roadside will generate more data that feeds the system. Since many LTLs operate in urban environments, they encounter fewer roadside inspections since those often occur at Interstate weigh stations.
Q: How much of stretch will CSA 2010 be for carriers?	CSA 2010 should not be much of a "stretch" for motor carriers since it does not impose any additional requirements on them. However, carriers should be cautious to review their safety data (roadside inspections and crashes) to identify areas that could potential cause them to be triggered for intervention.
Q: What can carriers do to "get in front of the curve" to seamlessly integrate CSA 2010 with their operations?	Carriers should immediately begin reviewing their safety data (roadside inspection and crashes) and identify weaknesses in their safety management controls. Specifically, they should look at their most frequent violations, those that carry the greatest weight in CSA 2010, drivers who routinely commit violations, and ways they can improve their performance.
Q: When did/will the public listening session occur?	The listening sessions are scheduled for Dec. 3, 2009, 3:30 p.m. EST (Part 1: Overview and Operational Model Test Results) and Dec. 10, 2009, 3:30 p.m. EST ( Part 2: Motor Carrier and Driver Perspective). Those interested in participating should register for the webinar at: <a href="http://csa2010.fmcsa.dot.gov/listeningSessions">http://csa2010.fmcsa.dot.gov/listeningSessions</a>
Q: what about inspections that are not returned to the state within 15 days ? Is that another violation ?	Yes. It is a violation in the Vehicle BASIC that carries a weight of 4.
Q: Were all Georgia Companies entered in CSA 2010?	No. Only 50% of Georgia companies were placed into the Operational Model Test. The balance of the carriers comprised the control group. The test was designed this way to determine the effectiveness of the new system compared with the old one.

Question	Answer
<p>Q: In California you might get violations for emissions, idling, etc... (state laws). Will they count? Currently we have some trucks that receive emissions testing at scale places.</p>	<p>If the violation does not match one on the weighting tables (assigned by section of the FMCSRs, then it will not be counted by the CSA 2010 safety measurement systems.</p>
<p>Q: Is this a USA system only? Will violations in Canada or Mexico count?</p>	<p>Violations committed in Mexico and Canada will not likely be counted by the carrier safety measurement system since they are not reported to MCMIS through Safetynet.</p>
<p>Q: How are the accidents determined as "at fault" through this system? Safestat shows the accidents, however it does not attribute fault.</p>	<p>The CSA 2010 system currently considers all recordable crashes, regardless of fault or preventability. DOT has indicated that they might eventually consider crash accountability when calculating the carrier's crash indicator in the future safety fitness methodology. However, this change is contingent on DOT conducting a future rulemaking on safety fitness determinations.</p>
<p>Q: How will "not at fault" accidents show against carrier safety ratings?</p>	<p>The CSA 2010 system currently considers all recordable crashes, regardless of fault or preventability. DOT has indicated that they might eventually consider crash accountability when calculating the carrier's crash indicator in the future safety fitness methodology. However, this change is contingent on DOT conducting a future rulemaking on safety fitness determinations.</p>
<p>Q: If you terminate a driver that has negatively affected your score will that be taken in consideration in the company's scores?</p>	<p>No. Violations committed by a driver while working for a given motor carrier continue to be used in assessing that carrier's safety performance, even after the driver ceases to work for that motor carrier.</p>
<p>Q: In many cases general violation descriptions are used for example 392.2 Local law how is that rated.</p>	<p>If the nature of the violation is noted (e.g., speeding, reckless driving) the weight corresponding to that particular violation is assigned. If not, a weight of 5 will likely be assigned.</p>

Question	Answer
<b>Vehicle Violations</b>	
Q: Why is an inoperable tail light rated higher than brakes out of adjustment?	In order to determine the appropriate weightings, the violations were placed into "groups" such as brake violations, tire violations, and the like. Violations in the lighting group in some cases had a greater statistical relationship to crashes (based on research) than did brake adjustment.
Q: Who will be held responsible for incorrect headlight mount? Do these points get assigned to the carrier?	The motor carrier is assigned responsibility for improper headlamp mounting. The resulting violation "points" would be assessed against the carrier.
Q: Not always is a break light out when pre-trip is done; lights do go out as you are driving. Also, with all the bouncing around a truck and trailer do, sometimes connections come loose and cause a break light to go out. Why does this have a high violation rating?	These violations have a high statistical relationship to crashes. See the answer to the question on tail lights above.
<b>Other</b>	
Q: What supporting documents are required for driver logs (e.g., Qualcomm records)?	Supporting documents are all records created or gathered in the ordinary course of business which could be used to verify information recorded on a driver's logbook. Simply put, if it could be used to verify the log it must be maintained. This would include Qualcomm records and position reports.
Q: Will there be communication with the inspectors to ensure they are up to date on the rules?	Yes, FMCSA and CVSA are working with all MCSAP agencies to educate them on the CSA 2010 process and to ensure consistency and uniformity.
Q: Is there any one who can come out to the MC to do a driver orientation on CSA 2010?	Yes. TransForce can do that for you.