



## 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 was recently released stating that a driver's body mass index (BMI) is a risk factor for identifying 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>).



