



CSA

What does it mean to me?

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration (FMCSA) program. Its goal is to reduce crashes, injuries and fatalities on the nation's highways by assessing the safety performance of motor carriers and drivers.

To assess the safety performance of motor carriers and drivers, data is collected. Most of the data is collected during roadside inspections. The rest of the data comes from crash reports and investigations conducted by the FMCSA.

So, why is CSA important to you, the professional driver? Scores are generated from the data collected. Depending on the data collected, these scores can have either a positive or negative impact on both you and your company.

The roadside inspection

The roadside inspection is where the majority of driver and motor carrier data is gathered. Because of this, it is important to have as many positive inspections as possible.

You can assist in ensuring positive roadside inspections by keeping your paperwork current and easy to read. Also, make sure your vehicle is in the best condition possible by following a solid preventive maintenance program.

In addition to a preventative maintenance program, conduct thorough pre- and post-trip inspections and make sure vehicle problems are repaired as soon as possible.

The bottom line is that you are representing both yourself and your company during a roadside inspection. Be prepared and act professionally. Both you and your vehicle need to maintain a neat and clean appearance whenever possible.

Know the BASICS

The data collected from roadside inspections reports, crash reports and FMCSA investigations is analyzed, numerically scored and organized into one of seven critical safety areas called Behavior Analysis and Safety Improvement Categories (BASICS). The seven BASICS are:

1. **Unsafe driving.** Addresses careless or dangerous operation of commercial motor vehicles (CMVs) by drivers.
2. **Hours-of-service compliance.** Covers operation of CMVs by drivers who are ill, fatigued or in noncompliance with the hours-of-service regulations.
3. **Driver fitness.** Addresses operation of CMVs by drivers who are unfit due to a lack of training, experience or medical qualifications.
4. **Controlled substances and alcohol.** Covers operation of CMV drivers who are impaired due to alcohol, illegal drugs and/or misuse of prescription or over-the-counter medications.
5. **Vehicle maintenance.** Addresses failure to properly maintain a CMV and prevent shifting loads.
6. **Hazardous materials compliance.** Addresses the unsafe handling of hazardous materials on a CMV.
7. **Crash indicator.** Covers history or patterns of high crash involvement, including frequency and severity. It is based on law enforcement crash reports.

The goal is to maintain low scores in all seven of the BASICS; the lower the score, the less chance of intervention. An intervention is corrective action taken by the FMCSA. Interventions range from the least severe (a warning letter) to the most severe (an out-of-service order (unfit suspension)).

Remember to submit your quiz!



Scores

Each month, CSA's Safety Measurement System (SMS) measures the data collected from the previous 24 months for motor carriers and previous 36 months for drivers and calculates scores in each of the BASICS.

Violations are given a value of one to ten with the higher value indicating a more severe violation.

Examples of low value violations include:

- A form and manner violation on a record of duty status, and
- Driving with a defective or missing mud flap.

Examples of high value violations include:

- Operating a CMV while ill or fatigued,
- Reckless driving, and
- Operating CMV while texting.

In addition to being given a value, violations are time weighted. Recent violations are given a higher weighting than those in the past.

Motor carrier scores generated in the SMS are then entered into a database and compared to the scores of other motor carriers. This is how the FMCSA identifies intervention candidates.

The FMCSA does not use the SMS to assign formal safety ratings to drivers. Safety investigators do investigate drivers with egregious violations when investigating a motor carrier.

DataQs

DataQs is a system that allows motor carriers and drivers to challenge data FMCSA has on file about them and lists on its websites. DataQs is commonly used by motor carriers to request copies of roadside inspection reports and/or ask for corrections to the data found on those reports. DataQs is often used by drivers to dispute or ask for correction to data listed on their Pre-Employment Screening (PSP) records.

A motor carrier or driver must register to use DataQs. Once registered, a motor carrier or driver must provide the appropriate information for a request to be processed.

DataQs then forwards the request and all of the information provided to the agency that entered the data being challenged by the motor carrier or driver.

At this point, an investigation is conducted. Once the investigation is completed, the motor carrier or driver is notified of the investigation's result via the DataQs system. If necessary, changes/ corrections will be sent to the FMCSA.

The DataQs website is <https://dataqs.fmcsa.dot.gov>.

What is a PSP?

The Pre-Employment Screening Program (PSP) is a voluntary program that allows motor carriers, individual drivers and industry service providers access to commercial drivers' safety records in the FMCSA's Motor Carrier Management Information Systems (MCMIS).

A PSP record contains a driver's most recent five years of crash data and the most recent three years of roadside inspection data from the MCMIS database. The record displays a snapshot in time, based on the most recent MCMIS data uploaded to the PSP system. A new snapshot is uploaded approximately once per month.

It is a good idea to review your PSP record from time-to-time to ensure its accuracy.

You can obtain a copy of your PSP record via the PSP website: <https://www.psp.fmcsa.dot.gov/psp>.

W2s

Please verify your mailing address to prevent any delays with your year-end W2. If any changes are needed call us at 877-815-4852.

FRANKLIN BARKLEY
 EUGENE CHRISTIANO
 EARL CLEMMER
 RANDOLPH HINES
 THOMAS LABARGE
 ALFRED MCCUTCHEN
 JAY REINCKE
 WILLIAM SHAFFER
 EZELL WEBSTER
 GEORGE ZARECOR

CLAY TRANSPORT INC
 DUPONT MOTOR LINES INC
 C F CLONINGER TRUCKING II INC
 BURLESON DISTRIBUTORS INC
 FORT DEARBORN TRUCKING CO
 DL TRANSPORT LLC
 COOL-AIR TRUCKING LLC
 BRENNY SPECIALIZED INC
 DOWDY TRANSPORT LLC
 DEVALL TRUCKING INC

Congratulations!
Each driver will receive a TLC gift.
TLC recognizes safe drivers each month.