

CSA BASIC Fact Sheets

It seems like the CSA topic has been circulating for years instead of months. We still get many inquiries about CSA and it's 7 basic scoring components. The FMCSA has developed a website designed to help answer questions about CSA. I have attached the link below. Also, for your convenience I am attaching the CSA fact sheets for each of the 7 BASICS.



Dan Taylor

Senior Vice President
Sales & Marketing

Office : (918) 234-8000, x600

Fax : (918) 439-2920

taylor@meltontruck.com

www.meltontruck.com



1/18/2012

CSA BASIC Fact Sheets Available on the Web

The Compliance, Safety, Accountability(CSA) program released a new Behavior Analysis and Safety Improvement Category (BASIC) fact sheet series on its website.

The fact sheets target motor carriers and commercial motor vehicle drivers who want to learn more about the agency's seven BASICS, the Federal Motor Carrier Safety Regulations on which they are based and how to ensure compliance with the regulations.

The BASIC fact sheets are available at: <https://csa.fmcsa.dot.gov/resources.aspx?locationid=58>



Cargo-Related BASIC Factsheet



© iStockPhoto/Mike Clarke

Cargo-Related Overview

What is the Cargo-Related BASIC? The Cargo-Related Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). At present, the Cargo-Related BASIC can only be seen by enforcement personnel or by a motor carrier that is logged into its own safety profile. It is not available to the public. The Cargo-Related BASIC specifically addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) Parts 392, 393, 397, and Hazardous Materials (HM) Regulations to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of HM on a commercial motor vehicle (CMV). Some example roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include improper load securement (see the specific securement requirements by commodity type in 49 CFR Part 393.116-393.136), cargo retention, and HM handling.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns motor carriers a percentile rank for each BASIC, which they can see by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Cargo-Related BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Cargo-Related BASIC raise the percentile rank, which indicates lower safety compliance.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: evidence of driver training on load securement, HM incident reports, an HM Security Plan, HM shipping papers, a Cargo Tank Manufacturer's Certificate, and evidence of HM training. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Cargo-Related BASIC? Motor carriers and drivers should know that cargo-related requirements, in the context of CSA, have a specific meaning as related to road safety. The Cargo-Related BASIC is based on the regulations that require motor carriers and drivers to properly secure their loads outlined in 49 CFR Subpart I – Protection Against Shifting and Falling Cargo and 49 CFR 397 Transportation of Hazardous Materials.

Drivers should know how to comply with the regulations related to the Cargo-Related BASIC and how to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of HM, to ensure their safety and the safety of others.

Motor carriers should educate their drivers about how to safely and lawfully transport cargo and HM, and to make sure drivers understand that any cargo-related problems must be addressed proactively to prevent unsafe situations. This education should include how to properly distribute and adequately fasten cargo to their motor vehicles as required in the FMCSRs. Motor carriers should answer drivers' questions and direct them to the information they need, including FMCSA's Website and the CSA Website.

Motor carriers should know that violations of the regulations related to the Cargo-Related BASIC negatively affect a motor carrier's SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>





Controlled Substances/Alcohol BASIC Factsheet



© iStockPhoto/Fotographia
Basica/Pannontia

Controlled Substances/Alcohol Overview

What is the Controlled Substances/Alcohol BASIC? The Controlled Substances/Alcohol Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). The Controlled Substances/Alcohol BASIC specifically addresses the requirements in Federal Motor Carrier Safety Regulations (FMCSRs) Parts 382 and 392. The Controlled Substances/Alcohol BASIC deals with the operation of commercial motor vehicles (CMVs) by drivers who are impaired due to alcohol, illegal drugs, and the misuse of prescription or over-the-counter medications. Some example roadside violations that may cause a motor carrier to rank poorly in this BASIC include a driver(s) failing an alcohol test, which indicates an alcohol level of .02 or greater, and operating under the influence of illegal drugs.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile rank for each BASIC based on roadside inspections and reviews, which they can see by logging into the SMS Website. Once logged into the SMS Website, motor carriers with safety compliance problems in the Controlled Substances/Alcohol BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Controlled Substances/Alcohol BASIC raise the percentile rank, which indicates lower safety compliance and may lead to safety interventions such as warning letters or investigations.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: records of verified positive controlled substances test results, documentation of refusals to take required alcohol and/or controlled substances tests, and driver evaluations and referrals. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to help determine whether the motor carrier has any safety performance issues.

How can motor carriers and drivers improve their safety performance in the Controlled Substances/Alcohol BASIC? Motor carriers and drivers should know that controlled substances and alcohol requirements, in the context of CSA, have a specific meaning as related to road safety. The Controlled Substances/Alcohol BASIC is based on the regulations that require motor carriers to implement a controlled substance/alcohol testing program in accordance with 49 CFR Part 382. Drivers should understand the regulations related to the Controlled Substances/Alcohol BASIC and how to comply with them. Employers should ensure that drivers understand that staying drug-free and alcohol-free while driving for their motor carriers is not just important for safety – it's the law.

Motor carriers should educate their drivers about how to comply with the FMCSRs and how it impacts the carrier's CSA percentile rank in the Controlled Substances/Alcohol BASIC. Motor carriers should know they are accountable for the safety performance of their drivers and are responsible for educating their drivers about the Controlled Substances/Alcohol BASIC.

Motor carriers should know that violations of the regulations related to the Controlled Substances/Alcohol BASIC negatively impact their SMS data for 24 months; time and clean inspections are needed to improve their percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>





Crash Indicator BASIC Factsheet



© Fusey/Getty Images

Crash Indicator Overview

What is the Crash Indicator BASIC? The Crash Indicator Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). At present, the Crash Indicator BASIC can only be seen by enforcement personnel or by a motor carrier that is logged into its own safety profile; it is not publically available. The CSA program defines the Crash Indicator BASIC as histories or patterns of high crash involvement, such as frequency and severity. It is based on information from State-reported crashes that meet reportable crash standards. The Crash Indicator BASIC uses crash history that is not specifically a behavior but instead the consequence of a behavior or set of behaviors. The consequence of a behavior(s) can point to a problem that needs attention. State-reported crashes raise the percentile rank of the Crash Indicator, which indicates lower safety compliance. CSA's Safety Measurement System (SMS) does not currently factor in crash accountability; the agency is researching how this may be incorporated in the future.

How do motor carriers and drivers know where they stand? SMS assigns to motor carriers a percentile rank for each BASIC, which they can see by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Crash Indicator BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' crashes and request a review of any records they feel are inaccurate.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: carrier data from their Accident Register and accident reports required by State or other governmental entities/insurers (for example, Police Accident Reports). Motor carriers should keep documents required by the Federal Motor Carrier Safety Regulations (FMCSRs) and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Crash Indicator BASIC? Motor carriers and drivers should know that under CSA their State-reported crash history matters. Their safety performance will be assessed based on how many crashes they've been involved in, when they happened, and how severe they were. Drivers need to understand how to operate a commercial motor vehicle (CMV) safely in order to avoid crashes.

Motor carriers should know how to comply with the FMCSRs and improve their percentile rank in the Crash Indicator BASIC. Carriers should provide up-to-date mileage figures on their MCS-150 biennial updates, which are used in the Crash Indicator calculation. They should also educate their drivers about safe driving practices, ensure their drivers know and understand safety regulations, and help them to understand what they can do to prevent crashes. Ultimately, more knowledgeable and law-abiding drivers will lead to fewer crashes and fewer crashes mean safer roads.

Motor carriers should know crashes negatively impact their SMS data for 24 months and that only not having crashes will improve their percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>



Driver Fitness Overview



© Fuse/Getty Images

What is the Driver Fitness BASIC? The Driver Fitness Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). The Driver Fitness BASIC specifically addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) Parts 383 and 391 and refers to the operation of commercial motor vehicles (CMVs) by drivers who are unfit to operate a CMV due to a lack of training, experience, or medical qualifications. Some example roadside safety violations of the regulations that may cause a motor carrier to rank poorly in this BASIC include failure to have a valid and appropriate commercial driver's license (CDL) and being medically unqualified to operate a CMV.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile rank for each BASIC, which they can see by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Driver Fitness BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Driver Fitness BASIC raise the percentile rank, which indicates lower safety compliance.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: complete driver qualification files including medical certificates, State driving records, annual reviews of driving records, and employment applications. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Driver Fitness BASIC? Motor carriers and drivers should know that driver fitness, in the context of CSA, has a specific meaning as related to road safety. The Driver Fitness BASIC is based on the regulations that require CMV drivers to be physically and medically qualified to drive a CMV according to Subpart E of FMCSR Part 391. For example, if a driver is operating with an expired medical certificate, then he or she is not complying with the Driver Fitness BASIC.

Motor carriers should know that violations of the regulations related to the Driver Fitness BASIC negatively impact their SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>





Fatigued Driving (HOS) BASIC Factsheet



© iStockPhoto/
Firebrand

Fatigued Driving (HOS) Overview

What is the Fatigued Driving (HOS) BASIC? The Fatigued Driving (Hours-of-Service (HOS)) Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). Specifically, the Fatigued Driving (HOS) BASIC addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) 49 CFR Parts 392 and 395 to obey HOS rules and not drive when drowsy. This BASIC includes violations of the regulations pertaining to records of duty status (RODS) as they relate to HOS requirements and the management of commercial motor vehicle (CMV) driver fatigue. Some example roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include a driver operating more hours than allowed under HOS regulations and falsification of RODS.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile rank for each BASIC based on violations cited during roadside inspections and reviews, which they can see by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Fatigued Driving (HOS) BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Fatigued Driving (HOS) BASIC raise the percentile rank, which indicates lower safety compliance and may lead to safety interventions such as warning letters or investigations.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: RODS and supporting documents such as bills of lading, carrier pros, freight bills, dispatch records, electronic mobile communication/tracking records, gate record receipts, weigh/scale tickets, and fuel receipts. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Fatigued Driving (HOS) BASIC? Motor carriers and drivers should know that fatigued driving, in the context of CSA, has a specific meaning related to road safety. The Fatigued Driving (HOS) BASIC is based on the regulations that require CMV drivers to follow the HOS requirements in the FMCSRs 49 CFR Part 395 and Part 392 – Driving of Motor Vehicles. For example, if a driver operates a CMV and falsifies his or her RODS to conceal hours driven, then he or she is not complying with the Fatigued Driving (HOS) BASIC.

Drivers should understand the importance of keeping their RODS current, accurate, and complete. Employers should ensure that their drivers know how many hours they can legally drive before they break HOS rules and understand how lack of sleep negatively affects their ability to drive safely.

Motor carriers should identify patterns of noncompliance in their drivers and educate them on the regulations and the importance of complying with them. Motor carriers should be aware of how long their drivers have been operating on the road to ensure safety is the top consideration when assigning work to them. Motor carriers should answer drivers' questions and direct them to the information they need, including FMCSA's Website and the CSA Website.

Motor carriers should know that violations of the regulations related to the Fatigued Driving (HOS) BASIC negatively affect a motor carrier's SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>



Unsafe Driving Overview

What is the Unsafe Driving BASIC? The Unsafe Driving Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). The Unsafe Driving BASIC specifically addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) Parts 392 and 397 and refers to the operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner. Some example roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include speeding, reckless driving, improper lane change, and inattention.

How do motor carriers and drivers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile ranking for each BASIC, which they can view by logging into the SMS Website. Once logged into the Website, motor carriers with safety compliance problems in the Unsafe Driving BASIC will see a warning symbol in that BASIC. They can also view records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Unsafe Driving BASIC raise the percentile rank, which indicates lower safety compliance and may lead to safety interventions such as warning letters or investigations.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: driver training certificates and written route plans for certain explosives. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Unsafe Driving BASIC? Motor carriers should know that unsafe driving, in the context of CSA, has a specific meaning as related to road safety. The Unsafe Driving BASIC is based on the regulations that require CMV drivers to drive in accordance with the laws, ordinances, and regulations in a jurisdiction and with the FMCSR 49 CFR Part 392 – Driving of Motor Vehicles and Part 397 – Transportation of Hazardous Materials.

Motor carriers should be aware of all requirements included in the regulations related to the Unsafe Driving BASIC. Unsafe driving includes both obvious, and more subtle, behaviors. For example, regulations associated with this BASIC require drivers to wear seatbelts, to follow traffic laws, and to abide by speed limits.

Motor carriers should identify patterns of noncompliance in their drivers to educate them on the regulations and the importance of complying with them. They should answer drivers' questions and direct them to the information they need, which can be found on FMCSA's Website and the CSA Website.

Motor carriers should know that violations of the regulations related to the Unsafe Driving BASIC negatively affect SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



© iStockPhoto/M.D. Riley



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>





© Fuse/Getty Images

Vehicle Maintenance Overview

What is the Vehicle Maintenance BASIC? The Vehicle Maintenance Behavior Analysis and Safety Improvement Category (BASIC) is one of seven categories that the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program uses to determine how a motor carrier ranks relative to other carriers with a similar number of safety events (i.e., inspections, violations, or crashes). The Vehicle Maintenance BASIC specifically addresses the requirements within the Federal Motor Carrier Safety Regulations (FMCSRs) Parts 393 and 396 to properly maintain a commercial motor vehicle (CMV). Proper maintenance

includes, for example, ensuring that lamps or reflectors are working and tires are not worn. Some example roadside safety violations that may cause a motor carrier to rank poorly in this BASIC include operating an out-of-service vehicle or a vehicle with inoperative brakes, lights, and/or other mechanical defects, and failure to make required repairs.

How do motor carriers know where they stand? CSA's Safety Measurement System (SMS) assigns to motor carriers a percentile rank for each BASIC based on violations cited during roadside inspections and reviews, which they can see by logging into the SMS Website. Once logged into the SMS Website, motor carriers with safety compliance problems in the Vehicle Maintenance BASIC will see a warning symbol in that BASIC. They can also view the records of their companies' roadside inspections and request a review of any records they feel are inaccurate. Violations of the regulations related to the Vehicle Maintenance BASIC raise the percentile rank, which indicates lower safety compliance and may lead to safety interventions such as warning letters or investigations.

What documents associated with this BASIC should motor carriers keep? If an investigation is conducted, Safety Investigators (SIs) may request from motor carriers these types of documents: roadside inspection reports, vehicle maintenance files, annual vehicle inspection reports, Driver Vehicle Inspection Reports (DVIRs), equipment repair receipts, and accident reports. Motor carriers should keep these documents as required by the FMCSRs and know that SIs may use them to assess the nature and severity of a motor carrier's safety problems.

How can motor carriers and drivers improve their safety performance in the Vehicle Maintenance BASIC? Drivers should know how to properly maintain their CMVs, for their safety and the safety of others. Employers should ensure that their drivers know that any vehicle malfunction or maintenance problem must be addressed proactively to prevent crashes.

Motor carriers should educate their drivers about how to properly conduct pre- and post-trip inspections, record vehicle defects on DVIRs, and ensure that any defects which would hinder safe operation of the vehicle are repaired prior to operating the vehicle. Motor carriers should answer drivers' questions and direct them to the information they need, including FMCSA's Website and the CSA Website.

Motor carriers should know that violations of the regulations related to the Vehicle Maintenance BASIC negatively affect SMS data for 24 months; time and clean inspections are needed to improve a motor carrier's percentile ranks. Also, they should check out the "What can a motor carrier do to improve?" section of the SMS Information Center for answers to commonly asked questions about safety performance under CSA.



This is an official U.S. government publication, produced and disseminated by the Federal Motor Carrier Safety Administration.

CSA is FMCSA's enforcement program to improve large truck and bus safety and ultimately reduce CMV-related crashes, injuries, and fatalities. For more information about CSA, visit <http://csa.fmcsa.dot.gov>

