Compliance, Safety, Accountability (CSA)

CSA Overview

1. What is CSA at the highest level?

The Federal Motor Carrier Safety Administration's (FMCSA) regulations remained the same after CSA implementation in December 2010, though CSA does change how FMCSA prioritizes carriers for enforcement and how it enforces compliance. Generally CSA affects carriers subject to the Federal Motor Carrier Safety Regulations (FMCSRs), carriers transporting passengers or cargo in interstate commerce, and carriers of hazardous materials in intrastate commerce. CSA may also include carriers whose State requires that they obtain a U.S. DOT Number. FMCSA has provided detailed answers to questions about the general applicability of the FMCSRs. CSA will enact three major changes:

1. There is a new Safety Measurement System (SMS) that gives a more comprehensive profile of carriers and drivers, better pinpoints the source(s) of safety problems, and more effectively identifies high crash-risk behavior. It is important that all FMCSA stakeholders understand the new SMS. To better understand how SMS works, read the SMS methodology; this flyer that compares SMS to SafeStat (i.e. the previous measurement system), and this SMS factsheet.
2. There is a new interventions process as well as state-of-the-art tools that are more efficient and effective in the law enforcement and compliance process. They institute a wider range of interventions to influence compliance earlier and match intervention to the corresponding level of safety performance. It is important that all FMCSA stakeholders understand this new interventions process. The interventions are outlined in this factsheet.
3. There is a proposed change to the Safety Fitness Determination (SFD). The proposed change will assess the safety performance of a larger segment of the industry. Furthermore, it will be based on roadside performance and intervention results, and ratings will be updated more often in order to convey current safety conditions. Once the final rule is passed, it will be important for all FMCSA stakeholders to understand it. To read more on the new proposed SFD, refer to pages 53487-53488 of this rulemaking notice located on FMCSA’s website.

(link)

2. What regulation changes does Compliance, Safety, Accountability (CSA) bring?

CSA has not changed the Federal Motor Carrier Safety Regulations (FMCSRs), but it has changed how the Federal Motor Carrier Safety Administration (FMCSA) operates in enforcing the FMCSRs. In the future, FMCSA will consider a new methodology for determining the safety fitness of motor carriers, which is currently accomplished through the safety rating process described in Appendix B of 49 CFR Part 385. Such potential changes will be carried out through formal notice and comment rulemaking. In the future, FMCSA will consider a new methodology for determining safety fitness. Such potential changes will be carried out through notice and comment rulemaking procedures.

(link)

The Impact on Drivers

1. What is the Pre-Employment Screening Program (PSP), who can access it, and how?

PSP is a new Federal Motor Carrier Safety Administration 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 and is not part of CSA.

Individual drivers may request their own driver information record at any time. The information will be retrieved from the Motor Carrier Management Information System and the Motor Carrier Management Information System (MCMIS) electronic profiles contain five years of crash data and three years of inspection data; however, MCMIS does not include conviction data. There is a fee for this service.

For a carrier to enroll in PSP, visit the enrollment page. For additional questions about PSP, visit the PSP Website’s FAQs page or the PSP *Contact Us* page.

(link)

2. What is the Driver Safety Measurement System (DSMS) and how is it used?

The DSMS is a component of the overall Safety Measurement System (SMS). The DSMS is a tool that enables enforcement personnel to assess individual drivers in the Behavior Analysis and Safety Improvement Categories (BASICS) using 36 months of roadside performance data across employers.

At this time, the Federal Motor Carrier Safety Administration (FMCSA) does not use this system to assign formal safety ratings or Safety Fitness Determinations (SFDs) to individual drivers. FMCSA does not remove any drivers from their job; only the State can do that. DSMS does not impact a driver’s commercial driver’s license (CDL). Neither drivers nor employing motor carriers nor the general public have access to the DSMS. FMCSA does not address drivers the same way it addresses carriers today, nor will it under CSA. While carriers are prioritized for intervention based on the SMS, drivers are only investigated during a carrier investigation. Therefore, no Intervention Thresholds are in place for drivers.
3. How does time severity work in the Driver Safety Measurement System (DSMS)?

The violations in DSMS are impacted by time severity; that is, more recent violations are weighted more heavily than older violations that occurred within the last year count three times, violations that occurred between one and two years ago count twice, and violations between two and three years old count only once.

4. How does the Safety Measurement System (SMS) handle crashes when motor carriers are not at fault?

The structure of the new SMS is such that crash accountability is not automatically determined or considered. In fact, recordable crash reports that States submit to the Federal Motor Carrier Safety Administration do not include an accountability determination. Consequently, motor carriers are identified for possible intervention based on recordable crashes without consideration of accountability.

Why does the Federal Motor Carrier Safety Administration take this approach?

This approach is taken because data analysis has historically shown that motor carriers who are involved in crashes, regardless of accountability, are likely to be involved in more future crashes than carriers who are not. Put simply, past crashes are a good predictor of future crashes.

5. What is the Federal Motor Carrier Safety Administration (FMCSA) doing in the short-term about crash accountability?

The plan is to exclude the Crash Indicator Behavior Analysis and Safety Improvement Category percentile ranking from public websites because FMCSA understands that some crashes are unpreventable on the part of the motor carrier. This is consistent with the agency's decision not to display the Accident Safety Evaluation Area of SafeStat on public websites in recent years.

6. What is the Federal Motor Carrier Safety Administration (FMCSA) doing in the long-term about crash accountability?

FMCSA is assessing the feasibility of evaluating crashes for accountability/preventability before they are used by the SMS in the Crash Indicator BASIC. This would allow FMCSA to better concentrate intervention efforts on motor carriers that have high preventable/accountable crash rates.

7. What is a “clean inspection?”

A “clean inspection” is when a relevant roadside inspection resulted in no violations for a particular Behavior Analysis and Safety Improvement Category (BASIC). Safety inspections with no violations can improve a carrier’s SMS evaluation. For example, when a carrier has no BASIC violations related to the Fatigued Driving (Hours-of-Service), Driver Fitness, and/or Controlled Substances/Alcohol BASICs from a Driver Inspection (Level I, II, III or VI), this clean inspection will lower the associated BASIC measure. Similarly, when a carrier has no BASIC violations related to the Vehicle Maintenance and/or Cargo-Related BASICs from a Vehicle Inspection (Level I, II, V or VI), this clean inspection will lower the associated BASIC measure. Roughly one-third of the 3.5 million inspections that are uploaded each year have zero violations.

Navigating CSA

1. How can motor carriers, drivers, and other stakeholders correct erroneous data in the Safety Measurement System (SMS)?

If you feel that any of the data in SMS is incorrect, you can request a data review through the DataQs system, an electronic means for filing concerns about Federal and State data released to the public by the Federal Motor Carrier Safety Administration (FMCSA). Any user, including motor carriers, drivers, and the general public, can submit a request for data review (RDR) using the DataQs system. You can register for DataQs via the FMCSA Portal or through the DataQs system directly.

RDRs require you to fill out simple forms with information from the relevant report, such as the report number, date and time of event, State, and an explanation for why the data should be changed. You may also submit to the system documentation to support the RDR. All information is routed to the organization responsible for the data. Electronic correspondence is used to communicate with the requestor when additional information is needed. DataQs is open to the public and the website provides an online help function to walk users through the process.

Please Note: A carrier can modify registration information (e.g., name, address, or Power Unit data) by updating the MCS-150 form.

2. How can drivers prepare for Compliance, Safety, Accountability (CSA)?

As a driver, you can take the following six actions to help successfully navigate CSA:

1. Make sure you understand and follow the Federal Motor Carrier Safety Administration's (FMCSA) safety rules and regulations. As a driver, you share safety responsibilities with your employing motor carrier in several areas. For example, you must make sure that your vehicle is in safe operating condition, that you are well-rested and sober when you drive, that you drive within speed limits, and that you follow Hours-of-Service rules. You can find web-based driving tips for commercial motor vehicle operators using CMV Web-Based Driving Tips.
2. Become knowledgeable about the new Behavior Analysis and Safety Improvement Categories (BASICs) and how FMCSA will use them to assess safety. You can learn about the BASICs and the new Safety Measurement System (SMS) at the CSA Website.
3. Review your Pre-Employment Screening Program (PSP) record at http://www.psp.fmcsa.dot.gov and make sure that the information is accurate. If you find any data that is inaccurate, you can have it reviewed through FMCSA's DataQs program.
4. Keep copies of your inspection reports and review them to see where you can improve. You should know that CSA considers all roadside safety violations—not just out-of-service violations—which is different from the former SafeStat model. Therefore, under CSA, all roadside inspection results are more important than ever to you and your current and future employers.
5. Learn about your employer's safety record. Safety information on motor carriers is publicly available online through the Safety Measurement System.  
6. Visit the CSA Website. FMCSA continually updates the CSA Website with new information and materials. Here, you can find explanations, answers to questions, articles, fact sheets, briefings, and more. You can also sign up for the email subscription service and RSS feed to get the most up-to-date information, and submit questions about the new program.

3. What information is available to help me achieve compliance?

The Federal Motor Carrier Safety Administration's "A Motor Carrier's Guide to Improving Highway Safety" is designed to assist motor carriers in understanding and complying with the Federal Motor Carrier Safety Regulations.


Receiving new inspections that are free of violations will improve a carrier's percentile rank for Fatigued Driving (Hours-of-Service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, and Cargo-Related BASICS. Carriers should also review the "What can a motor carrier do to improve?" section of the SMS Information Center. This section provides tips that may help carriers who want to improve their safety performance. There are numerous tips that will help carriers improve their SMS percentile ranks and help drivers avoid crashes and violations.

Violations

1. Where can I find the Safety Measurement System (SMS) severity tables?

The severity points for all violations used in the SMS can be found in Appendix A of the SMS Methodology and in this MS Excel spreadsheet. The severity weights reflect the relative importance of each violation within each particular BASIC. They cannot be compared meaningfully across the various BASICS. For example, a violation with a severity weight of 7 in the Vehicle Maintenance BASIC is not intended to be equivalent to a violation with a severity weight of 7 in the Driver Fitness BASIC. The violation severity weights are currently being reviewed based on feedback from the Operational Model Test and stakeholders.

2. When 392.2 violations are listed on the roadside inspection report, how can a user determine which BASIC(s) they apply to and the severity weight?

Roadside inspection reports contain all specific 392.2 local laws cited, but the Safety Measurement System (SMS) uses only 392.2 violations that translate with a specific letter suffix (i.e., 392.2C, 392.2S). If the violation is a 392.2 (with no letter suffix), then SMS does not use it. If it has a suffix and it is not listed in the tables below, SMS does not use it.

<table>
<thead>
<tr>
<th>Section</th>
<th>Violation Description Shown on Roadside Inspection</th>
<th>Severity Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>392.2C</td>
<td>Failure to obey traffic control device</td>
<td>5</td>
</tr>
<tr>
<td>392.2DH</td>
<td>Headlamps - Failing to dim when required</td>
<td>3</td>
</tr>
<tr>
<td>392.2FC</td>
<td>Following too close</td>
<td>5</td>
</tr>
<tr>
<td>392.2LC</td>
<td>Improper lane change</td>
<td>5</td>
</tr>
<tr>
<td>392.2LV</td>
<td>Lane restriction violation</td>
<td>3</td>
</tr>
<tr>
<td>392.2P</td>
<td>Improper passing</td>
<td>5</td>
</tr>
<tr>
<td>392.2PK</td>
<td>Unlawfully parking and/or leaving vehicle in the roadway</td>
<td>1</td>
</tr>
<tr>
<td>392.2R</td>
<td>Reckless driving</td>
<td>10</td>
</tr>
<tr>
<td>392.2RR</td>
<td>Railroad grade crossing violation</td>
<td>5</td>
</tr>
<tr>
<td>392.2S</td>
<td>Speeding</td>
<td>5</td>
</tr>
<tr>
<td>392.2-SSLS1</td>
<td>State/Local Laws - Speeding 1-5 miles per hour over the speed limit</td>
<td>1</td>
</tr>
<tr>
<td>392.2-SSLS2</td>
<td>State/Local Laws - Speeding 6-10 miles per hour over the speed limit</td>
<td>4</td>
</tr>
<tr>
<td>392.2-SSLS3</td>
<td>State/Local Laws - Speeding 11-14 miles per hour over the speed limit</td>
<td>7</td>
</tr>
<tr>
<td>392.2-SSLS4</td>
<td>State/Local Laws - Speeding 15 or more miles per hour over the speed limit</td>
<td>10</td>
</tr>
<tr>
<td>392.2-SSLSWZ</td>
<td>State/Local Laws - Speeding in a work/construction zone</td>
<td>10</td>
</tr>
<tr>
<td>392.2-SSLT</td>
<td>State/Local Laws - Operating a CMV while texting</td>
<td>10</td>
</tr>
<tr>
<td>392.2T</td>
<td>Improper turns</td>
<td>5</td>
</tr>
<tr>
<td>392.2Y</td>
<td>Failure to yield right-of-way</td>
<td>5</td>
</tr>
</tbody>
</table>

Fatigued Driving (HOS) BASIC:

<table>
<thead>
<tr>
<th>Section</th>
<th>Violation Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>392.2H</td>
<td>State/Local Hours-of-Service (HOS)</td>
</tr>
</tbody>
</table>

Vehicle Maintenance BASIC:

<table>
<thead>
<tr>
<th>Section</th>
<th>Violation Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>392.2WC</td>
<td>Wheel (mud) flaps missing or defective</td>
</tr>
</tbody>
</table>

3. Will the severity weights in the Safety Measurement System (SMS) change and can stakeholders comment on them?

The Federal Motor Carrier Safety Administration (FMCSA) invites all stakeholders, including industry experts and representatives, to submit comment on the severity weights to the FMCSA CSA docket. Instructions for comment submission are below. FMCSA plans to continue this process for the duration of the CSA Operational Model Test (Op-Model Test). Comments submitted to date have been reviewed and, where possible, suggested changes were tested for their impact on SMS output. Proposed
changes to improve the SMS have been made concurrent with rollout of the Op-Model Test and a substantial number of changes will be implemented with the test's completion. Also, severity weightings will be subject to formal public comment during the Safety Fitness Determination rulemaking. This public comment period will be announced with the publication of the rule. People can submit comments on this topic through any of the following methods and by referring to Federal Docket Management System Docket ID Number FMCSA-2004-18898:


Mail: Docket Management Facility;
U.S. Department of Transportation
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue, SE
Washington, DC 20590

Hand Delivery: U.S. Department of Transportation
West Building Ground Floor, Room W12-140
1200 New Jersey Avenue, SE
Washington, DC 20590

Each submission must include the agency name, FMCSA, and the Docket No. referenced above. Please note that U.S. DOT posts all comments it receives without changes, including any personal information, to the following website: [http://www.regulations.gov](http://www.regulations.gov)

### 4. How does the Safety Measurement System (SMS) handle warning tickets for speeding?

The Federal Motor Carrier Safety Administration (FMCSA) has conducted effectiveness testing on the Unsafe Driving Behavior Analysis and Safety Improvement Category (BASIC) of the Compliance, Safety, Accountability (CSA) Carrier Safety Measurement System (CSMS), as it is currently calculated using all recorded moving violations without regard to whether a citation was issued. Put in simple terms, the analysis demonstrates that there is a strong relationship between high scores in the Unsafe Driving BASIC, as derived by including all recorded moving violations, and future crashes. From a legal standpoint, the agency's use of warnings as one factor in the selection of an intervention does not constitute deprivation of a property interest for which a due process procedure is required. FMCSA has, however, as part of its attempt at further effectiveness analysis, reviewed the existing inspection data to determine if it is feasible to exclude recorded moving violations from consideration by the CSMS when a citation is not issued. At this time, it is not feasible. A free-form text field exists whereby an enforcement officer can enter whether a citation was issued. However, the completeness and accuracy of this field is not sufficient to employ in the CSMS at this time.

To address this issue, FMCSA is considering the addition of a simple Yes/No field to indicate whether a citation was issued in conjunction with the recorded speeding violation. Furthermore, based upon concerns expressed by the American Trucking Associations and motor carriers participating in our CSA Operational Model Test, FMCSA is implementing modifications to the roadside inspection software that its field staff and our State Partners use that will require roadside officers to designate the severity of speeding offenses recorded on roadside inspections. For example, the enforcement officer will have to designate whether the recorded speeding violation was 1 - 5 miles per hour (MPH) over the speed limit, 6 - 10 MPH over, etc. Moving forward, this will allow FMCSA to assign less weight to the less severe speeding violations in the CSMS.

### Inspections

1. **What is a pre-inspection screening?**

A pre-inspection screening, which takes less time than an actual safety inspection, may take many forms. It may include, but not necessarily be limited to, a cursory check of the vehicle. These cursory checks are commonly confused with a complete safety inspection. If an enforcement officer conducts only a pre-inspection screening, then a safety inspection report will not be generated. It is also important to note that different enforcement jurisdictions may use different methods to select or screen a vehicle for a safety inspection. There are strict criteria regarding what needs to be done for a roadside inspection report to be generated. If the pre-screening doesn't meet those criteria, no report will be generated. Keep in mind that an inspection usually takes a lot longer than a pre-screening and involves much more intense scrutiny of the driver and/or the vehicle. A driver can request an inspection, but it is up to the roadside inspector to determine if he or she will give one or not.

2. **What are the inspection levels?**

The North American Standard Driver/Vehicle Inspection Levels are explained on [this Federal Motor Carrier Safety Administration webpage](http://www.fhwa.dot.gov/). The levels are:

1. Train inspectors on how to make consistent documentation of roadside inspection and violation data.
2. Standardize processes for challenging data by providing procedural guidance on the management of the roadside data challenge process through the DataQs system.
3. Increase awareness of high-level goals of the inspection program by communicating to inspectors about how good inspections can support a systematic enforcement program and informing industry about the differences between screenings and inspections.
4. Create a system to ensure that inspectors use a uniform inspection selection process.
Safety Measurement System (SMS)

SMS Overview

1. How is the Safety Measurement System (SMS) used?

The Federal Motor Carrier Safety Administration uses the Safety Measurement System (SMS) to:

- Identify motor carriers for interventions, such as warning letters, investigations, or roadside inspections.
- Determine the specific safety problems of the carrier to focus on during an intervention.
- Monitor motor carrier noncompliance issues over time.

2. What are the Behavior Analysis and Safety Improvement Categories (BASICs)? Which violations correspond to which BASIC?

The Safety Measurement System (SMS) is organized into seven BASICs, which represent behaviors that can lead to crashes. The BASICs were developed based on information from a number of studies that quantify the associations between violations and crash risk, as well as statistical analysis and input from enforcement subject matter experts.

The BASICs are defined as follows:

- **Unsafe Driving** — Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner.
  
  *Example Violations:* Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)

- **Fatigued Driving (Hours-of-Service)** — Operation of CMVs by drivers who are ill, fatigued, or in noncompliance with the Hours-of-Service (HOS) regulations.
  
  *Example Violations:* 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.
  
  *Example Violations:* Failure to have a valid and appropriate commercial driver's license and being medically unqualified to operate a CMV. (FMCSR Parts 393 and 396)

- **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.
  
  *Example Violations:* Use or possession of controlled substances/alcohol. (FMCSR Parts 392 and 392)

- **Vehicle Maintenance** — Failure to properly maintain a CMV.
  
  *Example Violations:* 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.
  
  *Example Violations:* Improper load securement, cargo retention, and hazardous material handling. (FMCSR Parts 392, 393, 397 and HM Violations)

- **Crash Indicator** — Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.
  
  *Example Violations:* Histories or patterns of high crash involvement, including frequency and severity. (FMCSR Parts 392, 393, 393)

3. How can drivers access the public Safety Measurement System data?

Safety information on carriers is publicly available online on the Federal Motor Carrier Safety Administration’s Analysis & Information Online website. Once drivers are on the website they should go to the search box in the middle right part of the screen and type in the U.S. DOT # or MC # of the carrier they are researching. To search for a carrier by name use the carrier search button near the top of the webpage.

SMS Online

1. How do I read the Behavior Analysis and Safety Improvement Categories (BASICs) Overview?

The BASICs Overview categorizes the results for each of the seven BASICs.

The On-road column lists the motor carrier's percentile for each BASIC. If the percentile is over the established Intervention Threshold for the motor carrier, the percentile is presented with a ▲ symbol.

The Investigation column displays the “Serious Violation Found” icon for a BASIC if a serious violation was cited within 12 months of the Safety Measurement System (SMS) results date. The icon will be present regardless of whether corrective actions have occurred. Select this link to view the list of serious violations.

The BASICs Status column displays a ▲ symbol, if either the On-road column’s percentile is over the established threshold or if the Investigation column displays the “Serious Violation Found” icon. This indicates that the BASIC is in a ▲ status and that the motor carrier may be prioritized for an investigation and a roadside inspection.

Note that for general public users, the Cargo-Related and Crash Indicator BASICs display the message “Not Available.” Motor carriers that log in to the SMS can view the Cargo-Related and Crash Indicator BASICs, but only for their own U.S. DOT Number. Within the BASICs details pages, inspection and violation listings are available to all users, regardless of their logged-in status, but the measure, percentile, and other specifics of these two BASICs are available only to logged-in motor carriers.

Also, the Crash Indicator BASIC displays “Not Applicable” under the Investigation column because there are no violations associated with the Crash Indicator BASIC on the Federal Motor Carrier Safety Administration’s list of Serious Violations.
The details of each BASIC can be accessed by clicking on the BASIC’s tab within the BASICs Overview. Note that a motor carrier's past performance can be accessed by selecting “History.”

2. What is a “percentile?”

The Safety Measurement System (SMS) calculates a measure for each Behavior Analysis and Safety Improvement Category as described in the SMS Methodology document. The measure is then used to assign a ranking, or percentile, for each motor carrier that has information that could be compared against other similar carriers. This percentile ranking allows a carrier’s safety behavior to be compared with the safety behavior of carriers with similar operations and numbers of safety events.

The percentile is computed on a 0 - 100 scale, with 100 indicating the worst performance and 0 indicating the best performance. The carrier in the group with the most violations will be at the 100th percentile, while the safest carrier in the group will be at the 0 percentile. All other carriers in the group will be between these two numbers based on their compliance records.

3. What triggers an intervention?

Interventions are selected based on the following factors: number of Behavior Analysis and Safety Improvement Categories (BASIC) percentiles above the threshold (Note: a high BASIC percentile indicates high noncompliance), a symbol due to serious violations, commodity hauled (e.g., passengers, hazardous material), intervention history, and time since last intervention. A complaint or fatal crash could also trigger an investigation.

The Intervention Thresholds for carriers are organized by BASIC and are set based on a given BASIC’s relationship to crash risk. FMCSA analysis has shown that the strongest relationship to crash risk is found with high percentiles in the Unsafe Driving, Fatigued Driving (Hours-of-Service), and Crash Indicator BASICs. Therefore, these higher risk BASICs have a lower percentile threshold for interventions than the other BASICs. Currently, the Intervention Thresholds are as follows:

<table>
<thead>
<tr>
<th>BASIC</th>
<th>Intervention Thresholds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger</td>
<td>HM</td>
</tr>
<tr>
<td>Unsafe Driving, Fatigued Driving (Hours-of-Service), Crash Indicator</td>
<td>≥50%</td>
</tr>
<tr>
<td>Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related</td>
<td>≥65%</td>
</tr>
</tbody>
</table>

4. What does it mean when a motor carrier does not have a percentile assigned within a Behavior Analysis and Safety Improvement Category (BASIC)?

Not having a percentile associated with a BASIC under the On-road Performance column may be a result of one of the following:

1. No Violations/No Crashes — The motor carrier has no violations or crashes within that BASIC.
2. "Insufficient Data" — The motor carrier does not have enough inspections to be assessed in a BASIC.
3. "Inconclusive" — The motor carrier has the enough inspections to potentially be assessed in the BASIC, but has a lack of violations to indicate a recent pattern of safety problems in a BASIC.

The following table outlines the different values displayed within the On-road Performance column for each BASIC:

Despite rumors to the contrary, no. 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 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.
4. Do tickets or warnings that drivers receive while operating personal vehicles impact their motor carrier's Safety Measurement System (SMS) data or their Pre-Employment Screening Program (PSP) record?

No. Tickets or warnings that drivers receive while operating their personal vehicles are State citations and do not count in SMS or PSP. SMS and PSP use only violations of Federal Motor Carrier Safety Regulations (FMCSR) and those regulations apply only to people driving commercial motor vehicles. In measuring on-road safety performance, SMS and PSP use all safety-based violations documented at roadside inspections, as well as State-reported crashes.

5. Where can I find Compliance, Safety, Accountability (CSA) training?

The Federal Motor Carrier Safety Administration (FMCSA) is not certifying anyone's CSA training and is not tracking CSA seminars at the national level. However, the agency recommends that you contact your local FMCSA Division to see if they are carrying out any training in your State. Their contact information can be found in this list of Field Operations, Service Center, and State-level motor carrier Division offices. You can also contact local trucking professional organizations since they often hold CSA seminars.

In addition, you can educate yourself about CSA by accessing these helpful online informational tools:

- CSA Resources page
- CSA Frequently Asked Questions
- CSA Industry Briefing (PPT, 4.9MB)

6. What's the best way to keep up with what is happening with Compliance, Safety, Accountability (CSA)?

Keep up with the latest information on CSA as it becomes available by signing up for the email subscription service or RSS feed and by periodically reviewing the CSA Website.

7. Who can help me answer non-Compliance, Safety, Accountability (CSA) Federal Motor Carrier Safety Administration (FMCSA) questions?

Most FMCSA questions that are unrelated to CSA can be answered either by FMCSA Headquarters at 1-800-832-5660 or by State FMCSA field offices.

8. The carrier I work for is behaving illegally. How should I handle this?

The Federal Motor Carrier Safety Administration has a complaint system set up to deal with carriers that are behaving illegally. To submit complaints, visit the National Consumer Complaint Database.