

Commercial Motor Vehicle Drivers: *What You Need to Know*

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration (FMCSA) initiative designed to improve the efficiency and effectiveness of the agency's enforcement and compliance program.

How does CSA affect drivers?

- Unsafe carrier and driver behaviors that lead to crashes are identified and addressed
- All safety-based roadside inspection violations count, not just out-of-service (OOS) violations
- Drivers are more accountable for safe on-road performance — good news for drivers with strong safety performance records

What can drivers do to comply with CSA?

- 1) Know and follow safety rules and regulations
 - Check out web-based commercial motor vehicle (CMV) safe driving tips at <http://www.fmcsa.dot.gov/about/outreach/education/driverTips/index.htm>
- 2) Become knowledgeable about the Behavior Analysis and Safety Improvement Categories (BASICS) and how FMCSA assesses safety under CSA
 - Review the Safety Measurement System (SMS) methodology document at <http://csa.fmcsa.dot.gov/outreach.aspx>
- 3) Keep copies of inspection reports
- 4) Learn about employers' safety records
 - Check carrier safety records online at <http://ai.fmcsa.dot.gov/default.aspx>
- 5) Visit the CSA Website: <http://csa.fmcsa.dot.gov>
 - Subscribe to the RSS feed or email list to stay up-to-date on CSA news and information

CSA is designed to meet one overriding objective: to increase safety on the nation's roads — benefiting drivers and the travelling public alike.

Under CSA, FMCSA:

- Reaches more CMV carriers earlier and more frequently
- Improves efficiency of carrier investigations by focusing on specific unsafe behaviors, identifying causes, and requiring corrective actions
- Holds carriers and drivers accountable for their safety performance, demanding and enforcing safe on-road performance



Under CSA, CMV carrier and driver safety performance records are more important than ever and all safety-based violations from roadside inspections count, not just OOS violations. Drivers should know how CSA affects their work.

Q. Why does FMCSA's CSA program emphasize driver safety enforcement?

A. Studies have shown that unsafe driver behavior, both on the part of CMV drivers and other drivers, is a major contributor to CMV-related crashes. Some studies indicate that a small segment of the CMV driver population is involved in a disproportionately large number of crashes. As a result, during the CSA Operational Model Test, FMCSA expanded its approach to identifying and addressing unsafe drivers during interventions with motor carriers.

Q. Can you describe the CSA driver safety enforcement process?

A. The driver safety enforcement process provides FMCSA with the tools to identify CMV drivers with safety performance problems and to verify and address the issues. These tools enable Safety Investigators (SIs) to identify drivers with poor safety histories who work for carriers that have been identified as requiring a CSA investigation. If the investigation results verify the driver violation(s), FMCSA takes an enforcement action against that driver, such as a Notice of Violation (NOV) or a Notice of Claim (NOC).

Q. What kinds of driver safety performance data is CSA looking at?

A. The program focuses on driver enforcement for serious rule violations, such as:

- Driving while disqualified
- Driving without a valid commercial driver's license
- Making a false entry on a medical certificate
- Committing numerous Hours-of-Service violations

Q. Do tickets or warnings that drivers receive while operating their personal vehicles impact the SMS?

A. No. Tickets or warnings that drivers receive while operating their personal cars are State citations and do not count in the measurement system. SMS only uses violations of FMCSA's regulations, and those regulations only apply to people driving large CMVs. In measuring on-road safety performance, SMS uses all safety-based violations documented at roadside inspections as well as State-reported crashes.

Q. Does CSA assign safety ratings to individual CMV drivers? I heard that CSA is designed to rate CMV drivers and to put many of them out of work.

A. No. Under CSA, individual CMV drivers are not assigned safety ratings or Safety Fitness Determinations (SFDs). Consistent with the current safety rating regulations (49 CFR part 385), individual drivers who operate independently as a "motor carrier" (i.e. have their own USDOT number, operating authority, and insurance) will continue to be rated as a motor carrier, as they were under the earlier SafeStat model, following an onsite investigation at their place of business. CSA is designed to meet one overriding objective: to increase safety on the nation's roads. Therefore, it is, by design, a positive program for drivers and carriers with strong safety performance records. CSA sends a strong message that drivers and carriers with poor safety performance histories need to improve.

Q. What is the Pre-Employment Screening Program (PSP) and when does it start?

A. PSP is an FMCSA 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. It is not part of CSA. For more information about PSP, visit FMCSA's PSP website at <http://www.psp.fmcsa.dot.gov>.

Q. What is the detailed process for drivers to contest information contained in their FMCSA driver records?

A. Drivers should use FMCSA's DataQs system to make a Request for Data Review (RDR) in FMCSA databases. To do this, drivers can go to the DataQs registration page at <https://dataqs.fmcsa.dot.gov/login.asp>, select "Register Online" as a general public user, and create a DataQs account profile. Once registered, drivers can request a review of their data by following detailed instructions in the help menu. The agency is in the process of improving the DataQs Website to make the process of requesting a data review more apparent to drivers.

