



Reducing Fleet Risk Through CSA Management

WHITEPAPER

Overview

The Trucking Industry is incredibly nuanced and highly regulated, making it a challenge for fleets and carriers of all sizes to proactively guard themselves against the impact of CSA scores. While compliance with legislation and

DOT regulations aren't the only considerations you should be making to protect your company's CSA, savvy carriers can proactively use these tools to reduce or eliminate impact to their organizations *after* they hit.

It's important to understand the trucking industry's regulations and requirements before formulating a safety and compliance strategy.



What is CSA?

CSA stands for Compliance, Safety, Accountability. It is the safety compliance and enforcement program of the Federal Motor Carrier Safety Administration (FMCSA) that holds motor carriers and drivers accountable for their role in safety.

What is SMS?

The Safety Measurement System (SMS) is FMCSA's workload prioritization tool. FMCSA uses the SMS to identify carriers with potential safety problems for interventions as part of the CSA program.

What are BASICS?

The SMS uses a motor carrier's data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census to quantify performance in the following Behavior Analysis and Safety Improvement Categories (BASICS).

Carriers have little control over receiving points. Every time a driver gets points, the carrier score is impacted as well. The higher the score, the more likely their business is going to be impacted.

An Interlocking System of Acronyms

Under the **FMCSA's** Safety Measurement System (**SMS**), violations are assigned a severity weight (points) and assessed anytime a violation occurs. A driver's safety violations are tracked by the SMS, categorized under the Behavior Analysis and Safety Improvement Categories (**BASICS**) and added to a score for the fleet the vehicle belongs to. If a fleet reaches a certain threshold (a higher percentile), it is flagged and prioritized for intervention by the FMCSA. If a driver receives a violation, it is assigned to the carrier. Drivers, however, have unique Pre-employment Screening Program (**PSP**) records with the FMCSA.



In 2018, 4,862 large trucks were involved in fatal crashes. According to MCMIS, 59,933 large trucks were involved in injury crashes, and 111,291 were involved in towaway crashes.

BASICS and Example Violations

Unsafe Driving: Operation of commercial motor vehicles (CMVs) by drivers in a dangerous or careless manner

Speeding, reckless driving, improper lane change, and inattention. (FMCSR Parts 392 and 397)

Hours-of-Service (HOS) Compliance: Operation of CMVs by drivers who are ill, fatigued, or in noncompliance with the HOS regulations. This BASIC includes violations of regulations pertaining to records of duty status (RODS) as they relate to HOS requirements and the management of CMV driver fatigue.

HOS, RODS, 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.

Failure to have a valid and appropriate Commercial Drivers License and being medically unqualified to operate a CMV. (FMCSR Parts 383 and 391)

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.

Use or possession of controlled substances/alcohol. (FMCSR Parts 382 and 392)

Vehicle Maintenance: Failure to properly maintain a CMV and/or to properly prevent shifting loads

Brakes, lights, and other mechanical defects, failure to make required repairs, and improper load securement. (FMCSR Parts 392, 393, 396)

Hazardous Materials (HM) Compliance: Unsafe handling of HM on a CMV.

Release of HM from package, no shipping papers (carrier), and no placards/markings when required. (FMCSR Part 397 and Hazardous Materials Regulations Parts 171, 172, 173, 177, 178, 179, 180)

Crash Indicator: Histories or patterns of high crash involvement, including frequency and severity. It is based on information from State-reported crashes.

A Dismissal in Court Upon Payment is Weighed the Same as an Admission of Guilt in the Eyes of the FMCSA.



Reducing Risk to Your CSA Once a Violation Has Occurred



These policies and guidelines are put in place to keep drivers and everyone else on the road safe. While drivers are expected to follow all policies set by the state, local, and national authorities, not all infractions are treated

equally. The handling of a citation in court has a direct impact on a drivers' CSA impact, use the chart below to understand how adjudicated violations will appear in FMCSA systems depending on the outcome.

FMCSA System Impacts of Adjudicated Citations

Result of Adjudicated Citation Associated with a Violation Uploaded to MCMIS	SMS Impact	PSP Impact
Convicted of original charge	Violation not removed	Violation not removed
Dismissed with fine or punitive court costs	Violation not removed	Violation not removed
Dismissed without fine or punitive court costs	Remove violation	Remove violation
Not guilty	Remove violation	Remove violation
Convicted of a lesser charge	Append inspection to indicate violation "Resulted in conviction of a different charge." Change severity weight to 1.	Append inspection to indicate violation "Resulted in conviction of a different charge."



Are You At Risk of FMSCA Intervention?

Carriers who fail to manage their fleet's safety and regulatory compliance on the roads could mean:

- Labeled a high risk carrier
- Difficulty securing freight at favorable rates
- Insurance costs increase
- FMSCA audits

BASIC	Intervention Thresholds		
	Passenger Carrier	HM	General
Unsafe driving, Crash Indicator, HOS Compliance	50%	60%	65%
Vehicle Maintenance, Controlled Substances/Alcohol, Driver Fitness	65%	75%	80%
HM Compliance	80%	80%	80%

If a carrier is above the threshold in a BASIC category, the carrier may be prioritized for interventions such as warning letters and investigations, or may be subject to further monitoring.

The BASICs with stronger associations to future crash involvement have a lower Intervention Threshold than the other BASICs. Each violation is assigned points from 1-10 based on the weight and severity of the charge.



Proactively Defend Your CSA Before a Violation Occurs

ORDP handles carrier CSA health and provides the insights and reporting needed for them to make well-informed decisions. Timely, accurate data about your fleet means a clear understanding of your level of risk. And with the help of a personal fleet manager, you can create a strategy to reduce CSA risk across your organization.



- We connect CDL drivers with an attorney to defend them in court in the event of a ticket
- ORDP provides its fleets with DataQ Challenges to fight points once they occur on your record,
- Monthly reporting highlights tickets and outcomes that are sent to you from your Personal Fleet Assistant
- Attract and retain top talent by integrating ORDP's wide range of CDL benefits directly into your benefits program
- Our knowledge and Customer Service are at your disposal, taking the work off your desk

This is the future of CSA protection.

92%

Success Rate

in reducing or dismissing
CDL tickets for drivers.

100%

Client Citations Challenged

for violations covered in your
ORDP membership