



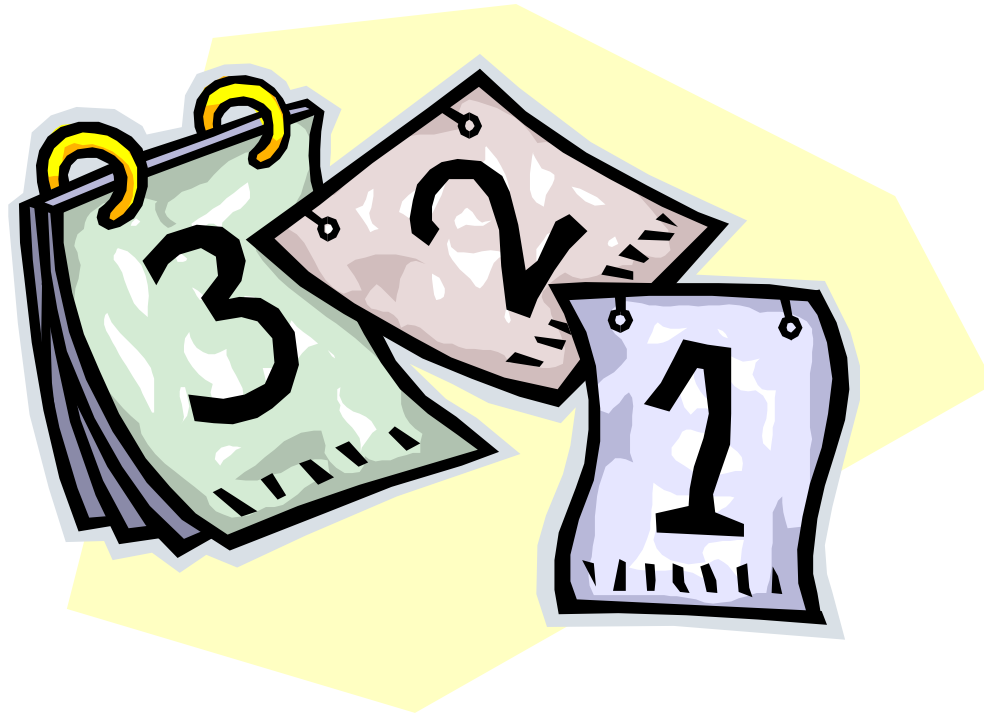
Federal Motor Carrier Safety Administration

# **Federal Motor Carrier Safety Administration**

## **CSA Anniversary and FMCSA Update**

**January 2012**

## CSA went “Live” Nationwide one year ago



Safety Violations  
found in roadside  
inspections down  
9% last year  
compared to 2010.

Driver violations  
down 12%.



- ▶ Of approximately 500,000 Active Motor Carriers, FMCSA has safety performance data on the around 200,000 that are involved in 93% of crashes



The CSA  
SMS website  
has recorded  
27 million  
visits in 2011



# CSA In the Tennessee Division

- ▶ Currently conducting Full and Focused CRs on carriers with high BASIC scores or scores over threshold in multiple categories.
- ▶ Carrier enforcement is down, but increased numbers of driver enforcement cases.
- ▶ Increased numbers of contacts, due to use of Focused CRs
- ▶ In 2010, while National CMV crash numbers were up, TN's CMV crashes saw a decline.

## ► Upcoming Changes to CSA Safety Measurement System:

- Crash Accountability review through DataQs
- Move load securement violations to the Vehicle Maintenance BASIC
- Develop Cargo BASIC for tracking Hazmat
- Remove scoring of vehicle violations from Level III driver only inspections
- Aligning violation scoring to better track Intermodal Equipment Provider violations
- FMCSA examining the issue of driver license suspensions for non-safety related reasons

# CSA Longer Term

- ▶ FMCSA eventually planning to review every crash uploaded by States for accountability; may take several years to reach this point.
- ▶ FMCSA to publish a Safety Fitness Determination Rule incorporating CSA into the Safety Rating process.
- ▶ CSA Phase III, nationwide deployment of Off-Site Review process

# New CSA Resource- CSA BASIC Factsheets



## Unsafe Driving BASIC Factsheet



Factsheet [English](#) (PDF, 414 KB)



## Crash Indicator BASIC Factsheet



Factsheet [English](#) (PDF, 357 KB)



## Fatigued Driving (Hours-of-Service) BASIC Factsheet



Factsheet [English](#) (PDF, 275 KB)



## Controlled Substances/Alcohol BASIC Factsheet



Factsheet [English](#) (PDF, 341 KB)

# CSA: 2011 Most Common Driver Violations

395.8	Log violation (general/form and manner)	16.91%
395.8F1	Drivers record of duty status not current	11.34%
391.41A	Driver not in possession of medical certificate	9.92%
391.11B2	Non-English speaking driver	6.95%
395.3A2	Requiring or permitting driver to drive after 14 hours on duty	6.27%

**51.39% of all driver violations on inspections come from 5 cites**

# CSA: Top Ten Most Common Vehicle Violations

393.9A Inoperative required lamps	11.02%
393.11 No/defective lighting devices/reflective devices/projected	6.24%
396.3A1 Inspection/repair and maintenance parts and accessories	5.30%
393.75C Tire—other tread depth less than 2/32 of inch	5.13%
396.5B Oil and/or grease leak	4.57%
393.47E Clamp/Roto-Chamber type brake(s) out of adjustment	4.37%
396.17C Operating a CMV without periodic inspection	4.08%
393.45B2 Failing to secure brake hose/tubing against mechanical damage	3.90%
393.95A No/discharged/unsecured fire extinguisher	3.74%
393.25F Stop lamp violations	2.36%

# http://ai.fmcsa.dot.gov



U.S. Department of Transportation  
Federal Motor Carrier Safety Administration  
Analysis & Information Online

A&I LOGIN | CONTACTS | FEEDBACK | FMCSA.GOV | FMCSA PORTAL | DOT.GOV

Search All FMCSA Sites

HOME | SMS | CARRIER/DRIVER SAFETY | DATA QUALITY | CRASH STATS | **SAFETY PROGRAMS** | MCSAP | ANALYSIS & REPORTS

## Commercial Truck & Bus Safety Information

### Welcome to Analysis & Information (A&I) Online

Promoting informed safety-based decision making to prevent commercial motor vehicle-related crashes, by providing sound, statistical and analytical information for the motor carrier industry, law enforcement, and the public.

[More About A&I >](#)



Welcome to A&I

Carrier Data Available

Compliance, Safety, Accountability

Data Quality in Your State

Update Your Registration

**SAFETY PROGRAMS**

- Reviews
- Roadside Inspections
- Traffic Enforcement Inspections
- Passenger Carrier Statistics
- Hazardous Materials Statistics
- North American Free Trade Act (NAFTA) Statistics
- Program Effectiveness
  - Compliance Review
  - Effectiveness Model (CREM)
  - Intervention Model
  - Resource Allocation

FMCSA

State Partners

Public



# Harmonization of Schedule I Drug Requirements

- ▶ Clarifies that no CMV driver may be medically qualified if taking a Schedule I drug under any circumstances, including with a prescription.
- ▶ Non Schedule I drugs may be used with a prescription and doctor's evaluation.
- ▶ Addresses circumstances where some doctors were qualifying drivers prescribed Schedule I substances under state laws, although Federal laws prohibit prescribing a Schedule I substance.
- ▶ Clearly indicates that use of a Schedule I substance is medically disqualifying.

# Final Rule: Merger of Medical Certification and CDL

- ▶ Merges medical certificate into CDL License
- ▶ Drivers will need to provide proof of medical qualification to DMVs
- ▶ If medical info is not updated, license will be downgraded within 60 days of not-certified status
- ▶ Effective Jan 30, 2012, Drivers submit medicals as they expire/renew phased in Jan 2012 through Jan 2014
- ▶ Rule was modified near end of 2011, drivers must continue to carry paper medicals through Jan 2014



# FMCSA Website- links to State Instructions for CDL/Medical Merger

## SAFETY INITIATIVES



[More Safety Initiatives »](#)

## PROGRAMS & TOPICS

- Bus & Passenger Carrier Safety
  - VIDEO: National Motorcoach Safety Summit
- Chief Counsel
- Commercial Driver's License (CDL)
  - Med. Cert. General Info. **New**
  - Med. Cert. FAQ **New**
- Commercial Vehicle Information Systems and Networks (CVISN)
- Drug & Alcohol Testing
- Education & Technical Assistance (ETA) - Guide to Improving Highway Safety
- Enforcement Penalties
- Financial Assistance
- Grants
- Hazardous Materials
- Highway Rail Grade Crossing Safety

# Final Rule- Cell Phone Ban

- ▶ Final Rule- effective Jan 3, 2012 bans use of hand held cell phones while driving a CMV
- ▶ Adds disqualifying offenses for CDL penalties- states must adopt penalty provisions over next 3 yrs, but rule can be enforced now



# Walkie-Talkie Type “Push to Talk” Phones

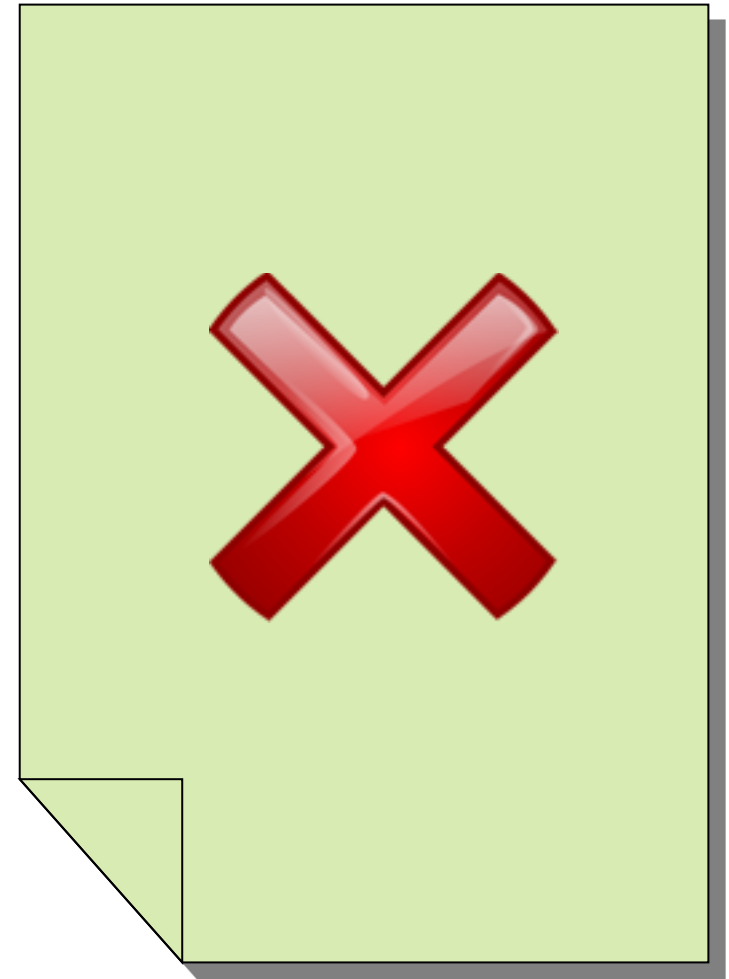
- ▶ Initially, FMCSA FAQs on the cell phone ban indicated that walkie-talkie type push-to-talk phones were not permitted, as they required hand-held use.
- ▶ FMCSA has updated the FAQs to indicate that push to talk phones may be used when in speakerphone mode, and driver must be able to push to talk from the normal seated position and while buckled up.

# Final Rule: Driver License Testing and CDL Learner's Permit - State Compliance by July 2014

- ▶ Published May 2011- Implements a national CDL Learner's permit program, tightens licensing and testing rules.
- ▶ New Tank Vehicle definition: if transporting portable tanks with individual capacity rating > 119 gallons, and aggregate capacity > 1000 gallons, must have a tank endorsement.
- ▶ States have 3 years to adopt change, some states may elect to adopt sooner.

# Control and Custody Form

- ▶ Old drug testing control and custody forms no longer acceptable after December 1, 2011.
- ▶ Use of the obsolete forms could result in a invalid test, requiring cancellation or retest.



# Hours of Service Final Rule Part 1: February 27, 2012

PROVISION	CURRENT RULE	FINAL RULE – COMPLIANCE DATE FEBRUARY 27, 2012
<b>On-duty time</b>	Includes any time in CMV except sleeper-berth.	Does not include any time resting in a <u>parked</u> CMV (also applies to passenger-carrying drivers). In a moving property-carrying CMV, does not include up to 2 hours in passenger seat immediately before or after 8 consecutive hours in sleeper-berth.
<b>Penalties</b>	"Egregious" hours of service violations not specifically defined.	Driving (or allowing a driver to drive) 3 or more hours beyond the driving-time limit may be considered an egregious violation and subject to the maximum civil penalties. Also applies to passenger-carrying drivers.
<b>Oilfield exemption</b>	"Waiting time" for certain drivers at oilfields (which is off-duty but does extend 14-hour duty period) must be recorded and available to FMCSA, but no method or details are specified for the recordkeeping.	"Waiting time" for certain drivers at oilfields must be shown on logbook or electronic equivalent as off duty and identified by annotations in "remarks" or a separate line added to "grid."

# Hours of Service- Final Rule Part 2: July 1, 2013

PROVISION	CURRENT RULE	FINAL RULE – COMPLIANCE DATE JULY 1, 2013
<b>Limitations on minimum "34-hour restarts"</b>	None	(1) Must include two periods between 1 a.m.- 5 a.m. home terminal time. (2) May only be used once per week.
<b>Rest breaks</b>	None except as limited by other rule provisions	May drive only if 8 hours or less have passed since end of driver's last off-duty period of at least 30 minutes. [HM 397.5 mandatory "in attendance" time may be included in break if no other duties performed]

# Questions?

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