

Broker Basics: 7 Things Every Broker Should Know About CSA 2010

Starting in July, the new Comprehensive Safety Analysis (CSA) 2010 will go into effect. The new program promises to transform the carrier compliance and enforcement protocols established by the Federal Motor Carrier Safety Administration (FMCSA).

CSA 2010 is intended to reduce injury accidents that involve large trucks. CSA 2010 has already been field-tested in six states, and the program is scheduled to be fully implemented nationwide starting in July this year. Of course, the primary impact of the program will be felt by carriers themselves, but brokers and 3PLs will encounter a new level of complexity in carrier relations.

How will CSA 2010 affect brokers and 3PLs?

- 1. Carrier qualification criteria.** Most brokers and 3PLs will need to adapt their carrier qualification processes to CSA 2010, because the program includes significant changes in the measurement of carrier performance:
 - The new Safety Measurement System (SMS) emphasizes on-road performance, compared to SafeStat's reliance on out-of-service and moving violations.
 - Instead of the four Safety Evaluation Area (SEA) categories in the SafeStat system, the CSA will divide carrier and driver safety performance data into seven categories called BASICS: Behavioral Analysis Safety Improvement Categories.
 1. Unsafe driving
 2. Fatigued driving, based on Hours of Service (HOS) compliance
 3. Driver fitness
 4. Controlled substance or alcohol
 5. Vehicle maintenance
 6. Improper loading of cargo
 7. Crash indicators (Note: The Crash indicator will not be available to the public.)
- 2. Timing of safety evaluations.** Unlike the current safety ratings, that can remain unchanged for years at a time, the new SMS will be updated monthly.
- 3. Enforcement includes progressive measures.** CSA 2010 measurement system will trigger progressive interventions for any carrier whose performance falls below the required threshold on one or more of the seven BASICS. When dealing with a carrier that has one or more BASICS that require intervention, brokers may wish to get a copy of the carrier's corrective action plan.
- 4. Expected shortage of capacity.** Since the new measurements will include all violations (not just OOS violations) there is likely to be a sharp increase in the number of carriers receiving interventions. In addition, drivers with bad BASIC scores will find it hard to gain employment. This may contribute to a shortage of drivers and truck capacity.
- 5. Compliance review process will change immediately.** When the CSA 2010 system is fully rolled out, the current safety ratings of Unsatisfactory, Conditional, and Satisfactory, will be replaced by CSA 2010 SFDs.
- 6. Initial confusion.** FMCSA Administrator Anne Ferro told the American Trucking Associations recently that "there are going to be some snafus along the way" to full implementation of CSA 2010, according to an article published in Transport Topics on March 1, 2010. The likely result, according to Mark Yunker, vice president of RH Ahmann and an expert in insurance for freight brokers and 3PLs: "Brokers will find it more difficult than ever to qualify carriers in a consistent, reliable way."
- 7. CarrierWatch supports your CSA 2010 compliance.** Brokers and 3PLs can rely on CarrierWatch® to integrate CSA 2010 measurements into its carrier validation, monitoring and insurance certificate solution. CarrierWatch supports your efficient, thorough carrier qualification process with business-critical data and tools, so you can move more freight. We are preparing for CSA 2010 with a new version of CarrierWatch launching this spring, well in advance of the CSA 2010 program rollout. We will continue to supply you with SafeStat and Safety ratings until those measurements are phased out by the FMCSA. The new CSA 2010 metrics will appear as soon as the data becomes publicly accessible.

For more information about CarrierWatch, go to www.freightmatch.transcore.com/carrierwatch.aspx

For more information about CSA 2010, consult these government and industry sources:

FMCSA: <http://csa2010.fmcsa.dot.gov>

TIA: <http://www.tiaadvocacy.com/index.php?ht=d/ShowFeedItems/i/345187/guid/1>

ATA: <http://www.truckline.com/AdvIssues/Safety/Pages/CSA2010.aspx>