

CSA for Commercial Motor Vehicle Fleets

Notes



Compliance Point

Note: Until FMCSA issues a rulemaking, enforcement personnel must still use the compliance review model and list of acute and critical violations in order to issue a safety rating. The CSA 2010 model for a Safety Fitness Determination (SFD) will not be used until that time.

What Triggers an Intervention?

FMCSA decides if an “intervention” is necessary on a monthly basis. This is based on how the motor carrier has been doing the previous 24 months. Older roadside inspections and crashes will fall off the radar with the passage of time, and the more recent activities will have more weight on the current score.

The intervention process is triggered by:

1. One or more deficient Behavior Analysis and Safety Improvement Category (BASIC),
2. High crash indicator,
3. Complaint, or
4. Fatal crash.

Intervention selection is influenced by:

- Safety performance,
- Hazardous material or passenger carrier status,
- Intervention history, and
- Investigator discretion.

In the majority of situations, if a motor carrier is experiencing a minor problem that does not result in a deficient BASIC score, the motor carrier will not receive an intervention. The interventions in the CSA are designed to assist motor carriers and drivers in improving their safety performance.

The Safety Measurement System (SMS) will stop flagging the motor carrier when the carrier’s safety performance reflects BASIC scores below the intervention threshold. This can happen in one of two ways:

- Improved performance as demonstrated by clean inspections at roadside; and/or
- Poor inspections counting less as they age and eventually fall outside of the 24-month timeframe.

Motor carriers will enter the intervention process based on the nature and severity of their safety problems. If a carrier’s safety problems are