

**Arkansas Trucking Association  
Safety Management Council Meeting  
Thursday, April 9, 2009**

**Welcome**

Don Holman, SMC Chairman called the meeting of the Arkansas Trucking Association's (ATA) Safety Management Council to order.

Mr. Holman then spoke briefly about the following matters:

- ATA Annual Business Conference – held May 13-15 at the Convention Center and Embassy Suites in Hot Springs, AR
- 2009 Truck Driving Championship – held June 12<sup>th</sup> and June 13<sup>th</sup> at the Springdale Convention Center

**Reading of the minutes of the last meeting**

The power point presentation from the Meritor Wabco meeting was published on the web-site after our last meeting that was held in Little Rock on March 17<sup>th</sup>.

**New Business/Old Business**

Is there any other new business from the audience at this time? None.

**Break for Lunch**

**Presentation Topic: Update on the FMCSA Comprehensive Safety Analysis 2010**

**Mr. Holman introduced the guest speaker from the CSA 2010 Team**

- Mr. Ben Goodin: Senior Administrative Professional for the Missouri Department of Transportation; served as one of the three state persons to the CSA 2010 Team; Mr. Goodin has also served on several of the special committees with the CSA 2010 Team

**Key Points Made During the Presentation**

- FMCSA's Challenge: Industry Volume
  - Significantly more carriers than federal/state investigators
    - FMCSA regulates approximately 725,000 interstate and foreign-based truck and bus companies
  - Compliance Review is effective, but it is labor intensive
    - Only able to reach approximately 2% of total carrier population annually

- FMCSA's Existing Model
  - SafeStat
  - Compliance Review Process
  - Safety Ratings tied to CR
  
- CSA 2010: Meeting the Challenge
  - CSA 2010 is pro-active in improving FMCSA's enforcement efficiencies and protecting lives
    - Extending our reach to more carriers and drivers
    - Improving our ability to identify safety problems earlier
  
- CSA 2010 Design
  - New Safety Measurement System (SMS)
    - Performance-based for determining motor carrier and driving safety
    - Measures safety performance using all roadside inspection safety-based violations
    - Weights time and severity of violations based on relationship to crash risk
    - Calculates safety performance in 7 Behavior Analysis and Safety Improvement Categories (BASICS)
      - Measure Carrier and driver performance by BASICS:
        - Unsafe Driving
        - Fatigued Driving
        - Driver Fitness
        - Controlled Substances/Alcohol
        - Vehicle Maintenance
        - Improper Loading/Cargo
        - Crash Indicator
  
  - Comprehensive Intervention Process
    - Provides more tools to reach more carriers and compel safety compliance before crashes occur
      - Warning letters
      - Investigations
        - On-site comprehensive investigations (enhanced compliance review)
        - On-site focused investigations
        - Off-site investigations
      - Follow – on corrective actions

- Out-of-Service orders
  - Notice of Violation
  - Notice of Claim
  - Cooperative Safety Plan
- Safety Fitness Determination
- CSA 2010 Status
  - Operational Model Design – completed January 2008
  - Operational Model Field Test – Began February 2008; Completion Planned June 2010
    - Test the validity, efficiency, and effectiveness of CSA 2010
  - CSA 2010 National Implementation
    - Roll-out being planned for July through December 2010
- CSA 2010 Field Test Design
  - 30-month field test in 4 states: Colorado, Georgia, Missouri, New Jersey
  - Randomly divided into control (34,421) and test (34,033) groups
    - Approximately 50% / 50%
  - Phased implementation of field test:
    - Phase 1 Startup: Feb-08 to Sept-08
      - 3 BASICS; emphasized off-site investigations; no A/B (high risk) carriers
    - Phase II: Oct-08 to June-10
      - Fully operational – all BASICS, all interventions, and issuing safety ratings
- Next Steps in Field Test
  - Additional States
    - May 2009 – Minnesota, Montana, Oregon
  - 100% of the State participants in CSA 2010
    - Offers a more accurate picture of efficiencies, capabilities, and benefits
    - Tests integration with national program goals and Congressional mandates
    - Provides more data to evaluate test including workload and workforce analysis
- Field Test: Warning Letter Feedback
  - FMCSA has received positive results from test group motor carriers
    - Approx 50% of carriers have logged onto website to view their performance data
  - Received written feedback
    - Appreciative of notification of safety deficiencies
    - Advised FMCSA of their implemented corrective actions
- Field Test: State Perspective
  - CSA 2010 enhances more than just investigations in the state (MCSAP)

- Increases emphasis on roadside data uniformity and accuracy
    - Promotes strategic alignment of two primary traffic safety improvement initiatives
    - Raises the bar for all traffic safety improvement initiatives
  - Impact on job
    - Safety professionals
    - Reactions from employees
- National Implementation Elements CSA 2010
  - Core Elements
    - Replace SafeStat with SMS
    - Send warning letters nationwide
    - Rollout interventions toolbox
    - Inspect carriers with deficient BASICs
  - Enabling Elements
    - Information technology
    - Outreach and communication
    - Training
    - Workforce analysis
- CSA 2010: Achieving the Mission, Enhancing the Nation's Safety
  - The purpose of CSA 2010 is to achieve a greater reduction in the number of large trucks and bus related crashes and fatalities
  - Anticipate that CSA 2010 will achieve this goal

There will not be a SMC Meeting held in May due to the ATA Annual Business Conference which will be May 13-15 at the Hot Springs Convention Center and Embassy Suites Hotel.

**Meeting Adjourned – travel safely**

**Supporting Documents**

- CSA 2010 Power Point Presentation which can be found on the FMCSA web-site

