CSA: Just the Facts for Drivers

Carriers do not inherit any of a newly hired driver's past violations. Only those inspections that a driver receives while driving under a carrier's authority can be applied to a carrier's Safety Measurement System (SMS) record.

All inspections and crashes that a commercial motor vehicle (CMV) driver receives while under the authority of a carrier will remain part of the carrier's SMS data for two years unless overturned through the DataQs system **(https://dataqs.fmcsa.dot.gov)**, even if the carrier terminates the driver.

Tickets or warnings that CMV drivers receive while operating their personal vehicles do not count in the SMS.

If a carrier or CMV driver finds any violations in his or her crash or roadside inspection reports that are not listed in the SMS Methodology severity tables, then they do not count towards the carrier's or driver's SMS data.

The Federal Motor Carrier Safety Administration (FMCSA) regulates all carriers that are over 10,000 lbs. and travel interstate. FMCSA also regulates carriers that haul hazardous materials intrastate. These are the carriers that are affected by Compliance, Safety, Accountability (CSA), FMCSA's safety enforcement program.

While research data indicate that a driver's body mass index (BMI) is a risk factor for identifying drivers that may have sleep apnea, neither FMCSA nor the CSA program currently has any rules that restrict who can be a CMV driver based on BMI or weight or neck size.

Carriers and CMV drivers do not need to register for CSA nor is there any kind of mandatory training requirement. However, it is in carriers' and drivers' best interests to be informed about CSA and what it will mean for them. CSA is primarily focused on helping FMCSA improve its enforcement operations.

CSA has not changed any of the FMCSA regulations. There is one rule that FMCSA is trying to change as part of CSA. The carrier safety rating process that determines whether FMCSA will deem a carrier unfit is currently in rule-making to potentially change to a new process called Safety Fitness Determination.

The data kept by a State (i.e. tickets, citations, written warnings, convictions) and the data that is kept in the SMS (i.e. violations from roadside inspection and crash reports) are separate. This data must be assessed and, if necessary, corrected under separate processes. All data in the SMS can be verified in the DataQs system **(https://dataqs.fmcsa.dot.gov)**.

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CSA does not give FMCSA the authority to remove drivers from their jobs and cannot be used to rate drivers or to revoke a commercial driver's license (CDL). FMCSA does not have the authority to take those actions. Only State agencies responsible for issuing licenses, CDL or otherwise, have the authority to suspend them.

CSA does introduce a driver safety assessment tool to help enforcement staff evaluate drivers' safety as part of motor carrier investigations. Using the new SMS, FMCSA continues to hold motor carriers responsible for the job performance of those who work for them. Therefore, motor carriers are held accountable for their drivers' errors such as speeding. This is a longstanding FMCSA position and is not unique to CSA or the SMS.

Carriers who are considering hiring drivers can review "Driver Profiles" if the drivers have authorized the release of their information. These profiles are compiled from the FMCSA Driver Information Resource and will be available to carriers through FMCSA's Pre-Employment Screening Program (PSP). Drivers can view their own profiles. PSP is only available as a pre-screening tool and not for use in evaluating current drivers. PSP was mandated by Congress and is not a part of CSA.

Potentially erroneous violations on carrier/driver records can be submitted for review. The DataQs system **(https://dataqs.fmcsa.dot.gov)**, which does not change under CSA, allows motor carriers and drivers to make a Request for Data Review of information that resides in FMCSA databases such as crash and inspection reports.

While some third-party vendors are developing and marketing CSA driver scorecards, consumers should know that FMCSA does not provide access to the driver violation histories to these companies. FMCSA has not and will not validate any vendors' scorecards or data. Also, keep in mind that the SMS may be subject to change.

The SMS assesses a carrier's safety performance on the basis of its roadside violations and crashes. The SMS uses a subset of these violations and crashes to evaluate an individual driver's safety performance across employers. Appendix A of the SMS Methodology **(http://csa.fmcsa.dot.gov/Documents/SMSMethodology.pdf#nameddest=T1)** shows a complete table of the violations used and indicates whether a given violation is used in the Driver SMS. Drivers and carriers authorized by a driver to conduct pre-employment screening can view three years of inspection data and five years of crash data through the PSP **(http://www.psp.fmcsa.dot.gov/Pages/FAQ.aspx)**.