

# CSA COMPLIANCE AND BASIC INSPECTION OF TERMINALS (BIT)

CARRIER COMPLIANCE FOR:  
AMERICAN SOCIETY OF SAFETY PROFESSIONALS -  
REGION 1



# *SO, YOU WANT TO BE IN COMPLIANCE?*

**Some questions that will need to be answered first:**

- What type of *operation* does your company operate under?
- What type of vehicles does your company operate?
- What type of drivers operate your vehicles?



# Is your operation **Inter**-state or **Intra**-state?

- There will be some similarities in regulation compliance that are required for both, but
- There will be some distinctive differences from Federal to State
  - Federal requirements are dictated by FMCSA
    - (Federal Motor Carrier Safety Administration)
  - California requirements are dictated by T-13CCR
    - (California Code of Regulations)



What are Intrastate and Interstate?



# Operation Definitions

## Intrastate Driver:

The driver of a vehicle not defined in the term “*Interstate Driver*” in Federal Motor Carrier Safety Regulations, and not transporting hazardous substances or hazardous wastes.

*A driver who maintains driving operations **ONLY** within the borders of California, and the origination or destination of the cargo is based solely within California, may be considered Intrastate*



# Operation Definitions

## Interstate Driver:

The driver of a vehicle engaged in interstate commerce as defined in Title 49 CFR, Part 390.5

*\*If the property came into the State on a ship or rail, and was placed directly onto a truck at the port... chances are Interstate rules apply.*





# WHAT IS CSA?

## Compliance, Safety, Accountability (CSA)

- Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and bus safety and ultimately to reduce crashes, injuries, and fatalities related to commercial motor vehicles
- The goal is to reduce accidents and fatalities on the nation's highways through Measurement, Evaluation, and Intervention
- Incorporates a carriers' Nationwide operations performance/crash indicator, and then relates a safety measurement score to the carrier
- Data is collected during roadside inspections and at crashes
- Why is CSA scoring important to Drivers and Carriers?
  - *Company scores may be available for inspection*



# WHAT ARE CRASH INDICATORS?

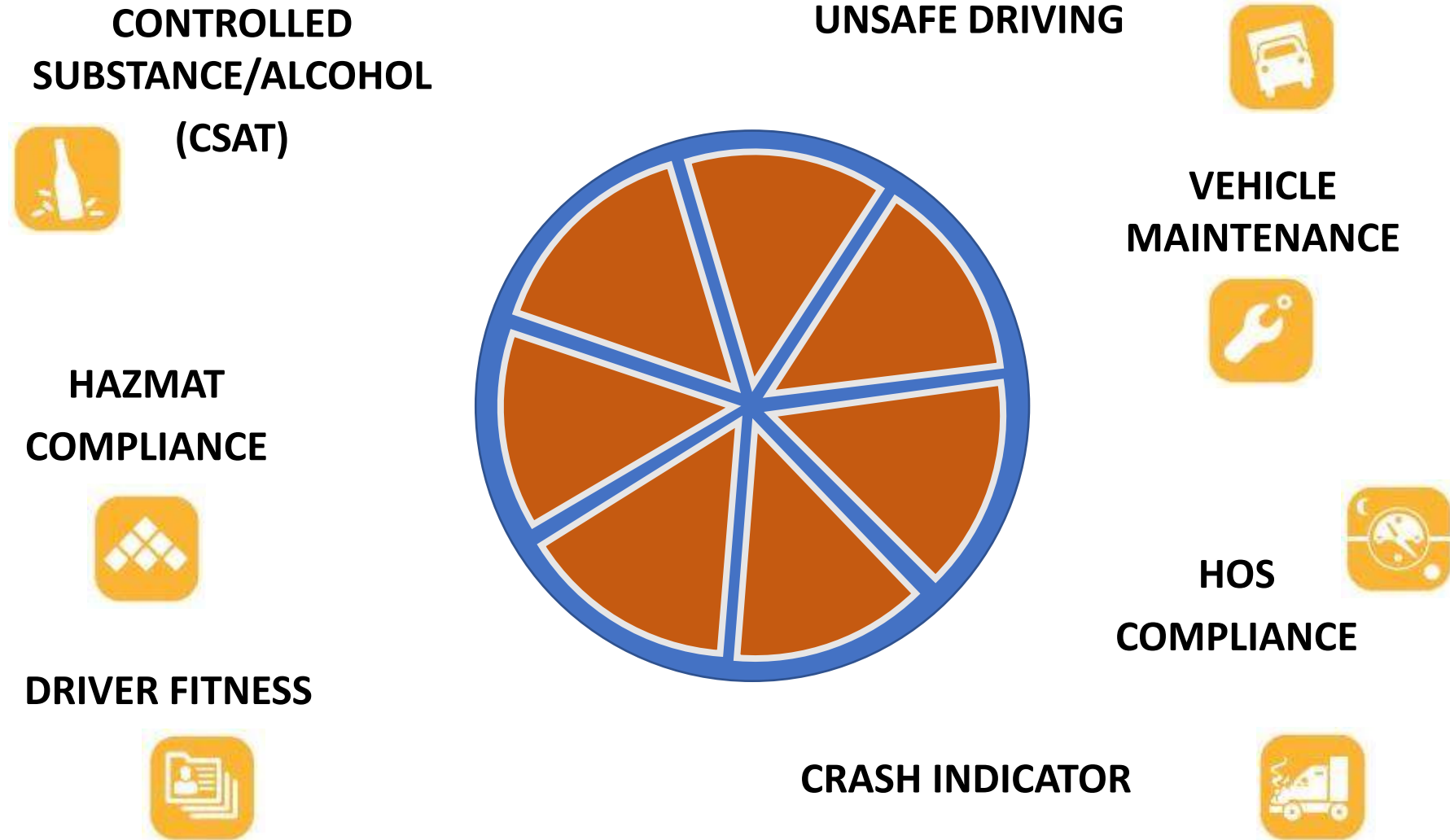
## Accountability

- Carriers are held accountable for all safety-based violations recorded during roadside inspections
- Drivers are responsible for compliance with some vehicle maintenance regulations
  - For example: Drivers are required, by regulation, to do a pre-trip inspection to ensure that the vehicle is safe
- Drivers are accountable for their safe driving (Citations and Collisions)





# SAFETY MEASUREMENT SYSTEM



## Behavior Analysis Safety Improvement Categories (BASICS)

Histories or patterns of high *likelihood* of a carriers' crash involvement, including frequency and severity *based on SMS...*



# Safety Measurement System

## (Driver AND Carrier Accountability)

**Unsafe** Driving in a dangerous or careless manner

**Fatigue** Driving while ill, fatigued, or **Part 392 and 397** service

**Driver** Driving without training, experience, or **Part 392 and 395**

**Drugs** Driving while impaired by alcohol or drugs (In **Part 383 and 391**)

**Vehicle** Driving an improperly maintained vehicle **Part 392**

**Carrier** Driving with overloaded or **Part 393 and 396** id

**Crash** Driving with a h **Part 392, 393, 397, and HM violations**



# BASIC INSPECTION OF TERMINALS

BIT structure, as of January 2016, for all California Carriers:

- Selection System is now Performance-based:
  - Replaces the existing time-based inspection system
    - No longer inspected every 2 years
- Incorporates methodologies consistent with the FMCSA
  - CSA Scores and SMS/BASIC percentiles



# BASIC INSPECTION OF TERMINALS

- Selection priority based on:
  - Terminals not previously inspected or enrolled
  - Transporters of Hazardous Materials
  - Previously non-compliant carriers
- Carriers, with a BASIC percentile at or above the federal alert level, will be selected for inspection
  - ALL terminals within California will be inspected



# BASIC INSPECTION OF TERMINALS

All California-based motor carriers have been assigned an intrastate (US DOT) number by the California Highway Patrol

- Numbers may be displayed, but are not required
- New carriers must obtain a DOT number prior to issuance of a CA (Motor Carrier Permit) number
- Carriers are encouraged to maintain current and correct federal census information
- Carriers are encouraged to monitor their Safety Measurement System for accuracy





# VEHICLES WHICH NOW APPLY TO BIT:

All property carrying motor trucks with a gross vehicle weight rating more than 10,000 pounds, and any other motor truck, that is regulated by the DMV, Public Utilities Commission, or the US DOT



## MOTOR TRUCKS THAT MAY APPEAR TO BE PICKUP TRUCKS



**MOTOR TRUCK: MODIFIED BED –  
UNDER 10 K = NO BIT REQUIRED**



**MOTOR TRUCK: UTILITY BODY –  
UNDER 10 K = NO BIT REQUIRED**



**MOTOR TRUCK: ENCLOSED BED  
OVER 14 K = BIT REQUIRED**



**MOTOR TRUCK: UTILITY BODY –  
OVER 10 K = BIT REQUIRED**



Quick quiz: Is this a pickup truck or a motortruck?



# BASIC INSPECTION OF TERMINALS

Fees are no longer based on the number of terminals, but are now based on the number of vehicles in the carriers' fleet

- Motor carriers are required to identify all of their terminals, as defined in California Vehicle Code, Section 595
- It is highly recommended that the motor carrier ensure the information is correct
- Motor Carrier definition is as outlined in California Vehicle Code, Section 408\_- The registered owner, lessee, licensee, or bailee of any vehicle, as set forth in Section 34500 VC, who operates *or* directs the operation of any such vehicle on either a for-hire or not-for-hire basis
- Elimination of the 4 month lease provision for BIT responsibility
- Lessee is now responsible to make vehicles available for inspection



# Drivers of BIT / DOT-related vehicles





# Driver Licensing Requirements

If the vehicle requires a Class A, Class B, Class C with ANY endorsements:

**Class A - Trailer has GVWR over 10,000**

**Class B - GVWR over 26,000, 3 or more axles**

**Class C - If the vehicle requires ANY endorsements (H, N, X, T, P)**

- Carrier must adhere to Federal and State requirements of driver records

Driver Training (Road test – DOT) and Proficiency (CA)

Pull Notice Program (CA)

Controlled Substances and Alcohol Use Testing

Hours of Service (Time keeping and Record Retention)



# Carrier Maintenance Compliance

## Vehicle Preventive Maintenance and Records

### Daily Vehicle Inspection Report

Drivers must perform and document (retain if defective)

If defect noted, the motor carrier must retain for 90 days

### 90 Day Maintenance

Every vehicle, as listed previous as BIT required, must be inspected within every 90 days

Federal requirements are once per year

### Repair and Lubrication Schedule

Motor carrier must set/document intervals for scheduling



**THANK YOU!**  
**YOUR PARTICIPATION HAS BEEN VERY MUCH APPRECIATED**

# **QUESTIONS?**

**For further information and assistance, please visit our website:**

**Safety Matters Transportation Consulting, LLC**

**[safetymatterstc.com](http://safetymatterstc.com)**

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