

# DANNEMILLER BULLETIN

(October 15, 2012)

## CSA CRASH WEIGHTING SYSTEM UNDER REVIEW:

Currently, the 100,000 crash reports that the FMCSA receives every year from state do not state whether the involved motor carrier is responsible for causing the crash. Therefore, when the accident is entered into CSA there is no segregation of fault and every accident counts against the carrier and is used in the statistical count totals decisive in determining whether or not a carrier should be audited or subjected to some type of intervention/enforcement activity. Generally, if your CSA score includes two or more accidents and those accidents exceed 1.5 accidents per annual million miles, you are a candidate for some type of intervention,..even if one or all of those accidents were "non-preventable". This is obviously ridiculous, and unfair to carriers.

In response to years of pleas from the motor carrier industry, the FMCSA has finally begun a year long research project on CSA "crash weighting", the purpose of which is "gather additional crash data that might further sharpen the ability..to identify carriers that pose the highest risk". Sometimes you just have to smile. What other entity but the government would actually admit that it would take them a year (at least) to figure out that carriers with an excess of "preventable" accidents are the ones who pose the highest risk. At least it's a start.

## PRE-EMPLOYMENT DRUG TEST REFUSALS:

The DOT is reminding carriers and drivers who are subject to DOT regulated drug testing that failing to comply with pre-employment drug testing procedures could be considered a test refusal with potentially serious consequences.

Once a driver-applicant chooses to go forward with a pre-employment drug test and the testing process begins the applicant must complete the test. The test is considered to have started when the driver receives the sealed urine collection container. Any time before that the driver may withdraw from hiring process, which would not be considered a refusal. However, once an applicant actually refuses to test, once started, that fact must, by law, be disclosed to any future DOT-regulated employer who inquires about the applicant.

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