

**For Immediate Release:**

**Eagan, MN – July 1, 2010 – Transport Corporation of America, Inc. Executive Testifies on CSA 2010 on Behalf of the ATA.** Transport America’s VP and Chief Operating Officer, Keith Klein, appeared before the US Congressional Transportation Subcommittee on June 23, 2010. The ATA and Transport America have always been strong advocates of highway safety initiatives. Klein said; “At Transport America, safety is a cornerstone value. Nothing we do is worth endangering the motoring public or ourselves.”

In general, the ATA supports CSA 2010 in its goal of targeting unsafe operators, changing their behavior; and removing the most egregious players from the road; however, there are substantive concerns with 3 major issues in the current pilot design that will have a negative impact on those of you who drive for Transport America.

1. *Crash Accountability.* CSA 2010 now considers all DOT-defined crashes, not just those crashes for which the motor carrier could reasonably be held accountable. Therefore a driver involved in a number of crashes for which he/she was not responsible is seen as equally unsafe as a driver who was involved in the same number of crashes, but caused them.
2. *Measurement by Vehicle Miles Traveled versus Power Unit Count.* Teams and drivers that have longer hauls and as a result have more exposure to adverse safety events are compared to local drivers with significantly lower exposure.
3. *Warnings.* Warnings, without due process to challenge, become a part of the driver’s record along with actual citations. State law enforcement procedural variances can adversely impact a driver’s CSA history, if they operate in states where officers must issue warnings as justification to conduct vehicle inspections.

Additional concerns that were addressed by Mr. Klein included:

- How the severity weights for violations are assigned;
- Measuring carriers based on violations committed by drivers who have since been terminated;
- Measuring drivers and carriers based on citations that have been dismissed in a court of law;
- Inequalities in the peer group rankings;
- Overly broad peer groups; and
- Inconsistent State enforcement practices.

“In order for CSA 2010 to achieve its objectives, inconsistent data and flawed methodology need to be corrected” said Klein. He went on to state that the University of Michigan Transportation Research Institute is currently conducting an evaluation study of CSA 2010. FMCSA should first have an opportunity to review this study’s findings and recommendations before full implementation. Secondly, FMCSA should make corrections in the ATA’s 3 primary concerns before the initial implementation. Any system that comparatively evaluates motor carrier safety must be grounded in sound data, sound math, and consistent measurements in order to be both equitable and effective.