

All 22 Congressional Safety Mandates Have Been Met

The Department of Transportation has developed a plan to:

- ✓ Establish mandatory pre-authority safety audits
- ✓ Conduct at least 50 percent of the safety audits on-site in Mexico
- ✓ Issue permanent operating authority only to Mexican trucking companies who pass safety compliance review
- ✓ Conduct at least 50 percent of the compliance reviews on-site in Mexico - including any who did not receive an on-site pre-authority audit
- ✓ Check the validity of the driver's license every time a truck crosses the border
- ✓ Assign Mexican truck companies a distinct DOT number
- ✓ Inspect all trucks from Mexico that do not display a current CVSA decal
- ✓ Have state inspectors in the border states report any violations of safety regulations by trucks from Mexico to U.S. federal authorities
- ✓ Equip all U.S.-Mexico commercial border crossings with weight scales - including weigh-in-motion (WIM) systems at 5 of the 10 busiest crossings
- ✓ Study the need for weigh-in-motion (WIM) systems at all other border crossings
- ✓ Collect proof of insurance by a U.S. certified insurance carrier from Mexican companies who want to operate beyond the border zone
- ✓ Limit trucks from Mexico operating beyond the border zone to cross the border only where a certified federal or state inspector is on duty
- ✓ Limit trucks from Mexico operating beyond the border zone to cross the border only where there is capacity to conduct inspections and park out of service vehicles
- ✓ Ensure compliance of all U.S. safety regulations by Mexican operators who wish to go beyond border zones
- ✓ Improve training and certification for border inspectors and auditors
- ✓ Study needed staffing along the border
- ✓ Prohibit Mexican trucking companies from leasing vehicles from other companies when they are suspended, restricted, or limited from their right to operate in the United States
- ✓ Forbid foreign motor carriers from operating in the United States if they have been found to have operated illegally in the United States
- ✓ Work with all state inspectors to take enforcement action or notify U.S. DOT authorities when they discover safety violations
- ✓ Apply the same U.S. hazardous materials driver requirements to drivers from Mexico hauling hazardous materials
- ✓ Provide \$54 million in Border Infrastructure Grants for border improvements and construction
- ✓ Conduct a comprehensive Inspector General's review – to be certified by the Secretary - that determines if border operations meet requirements