

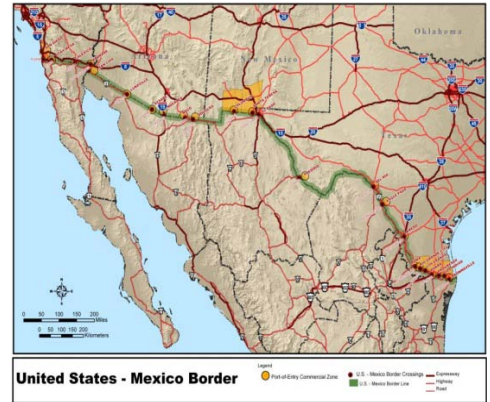


FMCSA United States and Mexico Long Haul Pilot Program

Mexico Domiciled Commercial Motor Vehicle Advisory for Local Law Enforcement

Talking Points

- ❖ FMCSA has initiated a United States-Mexico long-haul pilot program to demonstrate the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities and commercial zones on the United States-Mexico international border.
- ❖ The pilot program allows approved Mexico-domiciled motor carriers to operate throughout the United States for up to 3 years and for U.S.-domiciled motor carriers to be granted reciprocal rights to operate in Mexico for the same period.
- ❖ a Participating Mexican carriers and drivers are required to comply with all applicable U.S. laws and regulations, including those concerned with motor carrier safety, customs, immigration, vehicle registration and fuel taxation.



**FMCSA
REQUESTS YOUR
ASSISTANCE**

CRASH?

Participating Mexican Carriers whose drivers/vehicles are involved in a crash while in the United States need to be identified to FMCSA as soon as possible. Your assistance will be to prepare your jurisdiction's accident report form and send a copy to the recognized agency in your state most responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection. In ANY instance of a crash involving one of the participating carriers, immediate notification by telephone or email to the responsible State agency and FMCSA is requested.



- ✓ **Non-commercial vehicle inspector law enforcement officials, that encounter a participating Mexican carrier through a traffic stop or in response to a crash will be able to verify particular information as outlined below and coordinate with the local agency responsible for oversight of commercial vehicle compliance when inspection is required.**

Authority Issues

- ❖ Approved Mexican carriers will have to maintain an active OP-1 (MX) operating authority to operate beyond the municipalities and commercial zones along the U.S.-Mexico border.
- ❖ Approved Mexican carriers granted an OP-1 (MX) operating authority and be published in the Federal Register as well as in FMCSA databases and the FMCSA Pilot Program website.
- ❖ Please verify that the motor carrier is approved in the pilot and as such allowed to operate beyond the commercial zone. The motor carrier may be searched on the FMCSA public website at <http://www.fmcsa.dot.gov/MX-pilot-program>
- ❖ Participating Mexican carriers' operating authority will be limited to the transportation of only freight that is entering or leaving Mexico; domestic point to point transportation of freight with origin and destination wholly within the United States (cabotage) is prohibited.
- ❖ Hazardous materials may be transported in the pilot but is limited to only in quantities that do not require placards by 49 C.F.R. Part 172, Subpart F. If you encounter hazardous materials and are unsure whether they are in a quantity allowed, contact the recognized State agency in your state most responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspections and/or FMCSA in your state for further assistance.
- ❖ Participating Mexican carriers may not transport oversized or overweight goods, including longer combination vehicles (LCVs), industrial cranes, engage in vehicle towing or courier services.
- ❖ Failure to comply with program restrictions is deemed to be operation beyond the scope of their authority and prohibited by 49 C.F.R. 392.9a(a)(2).
- ❖ Law enforcement officials encountering these issues should report discovery of participating Mexican carriers in violation to the recognized State agency in your state responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection so that they can take appropriate action and notify FMCSA.

Driver Issues

- ❖ Participating Mexican carriers designate which drivers they wish to include for participation in the pilot and are subject to approval by FMCSA.
- ❖ Individual drivers must be designated as approved participants in the pilot program. Specific drivers should be verified by searching for the driver or company on the FMCSA databases available to the local recognized State agency in your state responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection. You will need to contact your local CMV inspecting agency for assistance.
- ❖ Drivers participating in the pilot program have been evaluated for English language proficiency (ELP) and for past driving records before approval to be participants in the pilot.
- ❖ Pre-approved drivers making a good faith effort to respond to official inquiries in English should be deemed to be compliant. However, if the driver is not responding to official inquiries, they should be deemed to be in non-compliance. The local recognized State agency in your state responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection can re-evaluate a driver for ELP as a part of a North American Standard inspection and should be contacted if you need further assistance.
- ❖ Drivers participating in the pilot program must have a Mexico Licencia Federal de Conductor (LF). This license type is a valid CDL in the United States and should be verified as valid through a routine NLETS query.
- ❖ Law enforcement should report discovery of a participant in violation of these requirements to the recognized State agency in your state responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection so that they can take appropriate action and notify FMCSA.



Vehicle Issues

- ❖ Participating Mexican carriers designate which vehicles they wish to include for participation in the pilot and are subjected to approval by FMCSA.
- ❖ Individual vehicles are designated as approved participants pilot program and need to be verified by searching for the vehicle or company on the FMCSA public website at <http://www.fmcsa.dot.gov/MX-pilot-program>
- ❖ Vehicles must be found in the list of approved participants to be allowed to operate beyond the commercial zone.
- ❖ Vehicles participating in the pilot have been pre-evaluated for EPA and FMVSS compliance before approval to participate in the pilot program.
- ❖ Power unit vehicles participating in the pilot must at all time display a current CVSA inspection decal and a USDOT number with an "X" suffix.
- ❖ Vehicles are equipped with Electronic On-Board Recorders (EOBR) with GPS capabilities to monitor the driver's hours of service and record the vehicle location.
- ❖ Law enforcement officials should report violations of these requirements by participant Mexican carriers to the recognized State agency in your state responsible for oversight of commercial vehicle compliance and commercial motor vehicle inspection so that they can take appropriate action and notify FMCSA.

