



# U.S.-Mexico Long-Haul Pilot Program Vehicle Inspection Policy

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# Training Objectives

- Explain the following:
  - The Long-Haul Pilot Program Stages
  - Operating Authority Prohibitions and Requirements
  - Inspection Processes and Scenarios
  - Changes from the Demonstration Project



# The Long-Haul Pilot Program

- The Long-Haul Pilot Program will last up to 3 years.
- Participating carriers will proceed through three stages of pilot program requirements:
  - Stage 1, The initial three months after receiving provisional operating authority, an inspection is required for every time an approved vehicles and drivers enters the United States. Stage 1 may be extended until the carrier receives at least three vehicle inspections.
  - Stage 2, Inspections are random. Compliance Review conducted. Must receive Satisfactory safety rating to move to stage 3.
  - Stage 3, Inspections are random. Permanent operating authority is issued.





# Operating Authority Prohibitions and Requirements

- Mexico-domiciled motor carriers participating in the Long-Haul Pilot Program are prohibited from the following operations:
  - Domestic Point-to-Point transportation services, including express delivery services, within the United States for goods other than international cargo,
  - Transportation of Hazardous Materials requiring placarding,
  - Transportation of Passengers in the United States,
  - Transportation in vehicles or with drivers not approved by FMCSA,
  - Transportation of Oversized or Overweight goods (including Longer Combination Vehicles),
  - Transportation by Packaging and Courier services, and
  - Operating a vehicle without an operational FMCSA electronic monitoring device.



# Enforcement Guidance for Operating Authority Violations and Citations

- Discovery of a motor carrier participating in the Long-Haul Pilot Program operating in violation of the pilot program requirements will deem the carrier to be operating beyond the scope of their operating authority.
- Inspectors must cite on the inspection report:
  - 49 CFR Part 392.9a(a)(2), Operating beyond the Scope of Operating Authority Granted. Inspectors should also include the language of the specific prohibition the carrier was discovered to be violating.
- Inspectors should place the vehicle out of service and notify their local FMCSA division office as soon as possible.





# Inspection Processes

- The Vehicle Inspection Policy provides detailed guidance on the following:
  - Section 350 of the 2002 DOT Appropriations Act inspection requirements
  - Verification of Motor Carriers, Drivers and Vehicles
  - U.S. DOT Number Marking Requirements
  - Commercial Driver's License Requirements
  - Electronic Monitoring Device Requirements
  - Commercial Vehicle Safety Alliance (CVSA) Inspection Decal Requirements



# Section 350 Requirements

- Section 350(a)(5) of the FY 2002 DOT Appropriations Act requires:
  - Federal and State inspectors electronically verify status and validity of each driver license at least 50 percent of the time
  - Distinct U.S. DOT number marking requirements
  - All MX-domiciled carrier authorized to operate vehicles beyond U.S.-Mexico border commercial zones and municipalities to display a valid CVSA decal.
  - Valid CVSA decals are required during a carrier's provisional operating authority and for 3 consecutive years after receiving permanent operating authority





# Verification of Motor Carriers, Drivers and Vehicles

- During the Pre-Authorization Safety Audit (PASA) Mexico domiciled motor carrier must identify drivers and vehicles for FMCSA approval.
  - Approval process for drivers includes, English Language Proficiency (ELP) assessment, Driver's License review and Security vetting.
  - Approval process for vehicles includes a safety inspection and verification of FMVSS.
- Inspectors should conduct a Level I (if appropriate) or Level III inspection if they discover a carrier using a driver and/or vehicle not listed on the Query Central approved driver/vehicle lists.





## Verification of Motor Carriers, Drivers and Vehicles

- Lists of approved drivers and vehicles will be available to FMCSA & MCSAP staff in Query Central:  
<https://qc.fmcsa.dot.gov/qc/qc.dll>
- Approved carrier and vehicle information will be available on the FMCSA website: [www.fmcsa.dot.gov/MX-pilot-program](http://www.fmcsa.dot.gov/MX-pilot-program)



# Query Central (Screenshot-Carrier, Driver and Vehicle lists)

Query Central Carrier Summary - Windows Internet Explorer

Carrier Summary | Carrier Detail | Violation History | No Past Inspections | PRISM | Summary Report | **OP-1[MX] Long Haul Operations**

### OP-1[MX] Long Haul Operations

Legal Name:	[REDACTED]	USDOT#:	[REDACTED]
DBA Name:	[REDACTED]	MX#:	[REDACTED]

**MX Information**

Authority Type:	OP-1	Current Status:	PROVISIONAL AUTHORITY ISSUED
Status Date:	01/10/2008	RFC Number:	LOAC450716JC3

**LIST OF DRIVERS ELIGIBLE TO PARTICIPATE IN OP-1[MX] LONG HAUL OPERATIONS OUTSIDE THE COMMERCIAL ZONE**

NAME	DOB	LICENSE NUMBER	LICENSE STATE	LICENSE COUNTRY	PASSED ELP (YES/NO)	ELIGIBLE TO PARTICIPATE (YES/NO)
JOSE CARLOS MENDOZA HERNANDEZ	[REDACTED]	[REDACTED]	MEXICO	MEXICO	YES	YES
ANGEL ROMERO GONZALEZ	[REDACTED]	[REDACTED]	MEXICO	MEXICO	YES	YES
LUIS EDGARDO GOMEZ BEHAVIDES	[REDACTED]	[REDACTED]	VERACRUZ	MEXICO	YES	YES
MARTINEZ MARTINEZ EDUARDO	[REDACTED]	[REDACTED]	TAMAULIPAS	MEXICO	YES	YES
JOSEFINA GARCIA BARRIOS	[REDACTED]	[REDACTED]	TAMAULIPAS	MEXICO	YES	YES
OTHOBIEL VAZQUEZ RODRIGUEZ	[REDACTED]	[REDACTED]	QUERETARO	MEXICO	YES	YES
JESUS G. CANTU ESCOBADO	[REDACTED]	[REDACTED]	TAMAULIPAS	MEXICO	YES	YES
JOSE DE JESUS HERNANDEZ	[REDACTED]	[REDACTED]	QUERETARO	MEXICO	YES	YES
LUIS MARTINEZ	[REDACTED]	[REDACTED]	MEXICO	MEXICO	YES	YES

**LIST OF VEHICLES ELIGIBLE TO PARTICIPATE IN OP-1[MX] LONG HAUL OPERATIONS OUTSIDE THE COMMERCIAL ZONE**

TYPE	MAKE	YEAR	LICENSE NUMBER	LICENSE STATE	VIN	FMVSS COMPLIANT?	ELIGIBLE TO PARTICIPATE?
TRUCK TRACTOR	KW	1997	[REDACTED]	MX	3WKAJ80X9VF486996	YES	YES
TRUCK TRACTOR	KNNW	1998	[REDACTED]	TA	3VYKAD80X5VF486994	YES	YES
SEMI-TRAILER	UTIL	1996	[REDACTED]	TX	1UUVS2180TJ593112	YES	YES
TRUCK TRACTOR	HORZ	2000	[REDACTED]	MX	3A8TLA642Y1025209	YES	YES
SEMI-TRAILER	UTIL	1996	[REDACTED]	TX	1UUVS2490TJ590115	YES	YES
TRUCK TRACTOR	KW	2008	[REDACTED]	MX	1XKADB0X7EJ810009	YES	YES
TRUCK TRACTOR	KNNW	1995	[REDACTED]	TA	3173	YES	YES
SEMI-TRAILER	DORS	1996	[REDACTED]	MC	1DTV81220PA212493	YCC	YCC
TRUCK TRACTOR	KNNW	1997	[REDACTED]	MX	3WKKD040X95F621600	YES	YES

Feedback | Privacy Policy | USA.gov | Freedom of Information Act (FOIA) | Accessibility | OIG Hotline | Web Policies and Important Links | Plug-ins

Federal Motor Carrier Safety Administration  
1200 New Jersey Avenue SE, Washington, DC 20590 • 1-800-832-5690 • TTY: 1-800-877-8339



# Enforcement Guidance for use of non-approved Drivers and/or Vehicles

- Discovery of a participating carrier using a non-approved driver and/or vehicle in the Long-Haul Pilot Program will deem the carrier to be operating beyond the scope of their operating authority.
- Inspectors must cite on the inspection report:
  - 49 CFR Part 392.9a(a)(2), Operating beyond the Scope of Operating Authority Granted/Using a driver and/or vehicle not approved for use in the U.S.-Mexico Long-Haul Pilot Program.
- Inspectors should place the driver and/or vehicle out of service and notify their local FMCSA division office as soon as possible.





# U.S. DOT Number Marking Requirement

- Each FMCSA-approved vehicle must display an “X” at the end of the carrier’s assigned U.S. DOT number.
- Power units not approved by FMCSA to operate in the Long-Haul Pilot Program, but operating wholly in the commercial zones, must continue to display the “Z” after the U.S. DOT number
- Vehicles failing to display the appropriate suffix to their assigned U.S. DOT number should be cited accordingly.





# Enforcement Guidance for U.S. DOT Number Marking Violations and Citation

- Discovery of a motor carrier participating in the Long-Haul Pilot Program operating in a vehicle without the proper suffix to the assigned U.S. DOT number is a violation and must be cited on the inspection report.
- Inspectors must cite on the inspection report:
  - 49 CFR Part 390.21(a), Not marked in accordance with regulations.
- Enforcement action for marking violations are recommended.





# Commercial Driver's License Requirements

- Each approved driver will be subject to a driver's license verification check upon entry into the United States, during the initial 3 months after receiving provisional operating authority.
- After the end of the initial 3-month inspection period, drivers will be subject to license checks during routine inspections.
- Commercial Driver's Licenses should be checked in the following:
  - Commercial Driver License Information System (CDLIS) or
  - National Law Enforcement Telecommunications System (NLETS)



# Commercial Driver's License Requirements

- Also, after the end of the initial three month inspection period, a driver's license verification check will be performed daily on each participating driver by FMCSA staff in the North American Borders division.
- If a participating driver's license is not valid, the driver will be removed from the approved driver list in Query Central and the motor carrier will be notified immediately.



# Enforcement Guidance for Commercial Driver's License Violations and Citation

- Discovery of a driver participating in the Long-Haul Pilot Program operating with an invalid license or without a valid driver's license for the type of vehicle operated is a violation and must be cited on the inspection report.
- Inspectors must cite on the inspection report:
  - 49 CFR Part 383.23(a)(2), Operating a CMV without a CDL
- Inspectors should place the driver out of service and notify their local FMCSA division office as soon as possible.







# Requirements for installation of Electronic Monitoring Devices with GPS

- Electronic monitoring devices will be installed in each approved vehicle to allow FMCSA to monitor the movement of approved vehicles and assist in the detection of potential hours of service and Cabotage violations.
- Inspectors must confirm the electronic monitoring devices are installed and operational during inspections.
- Use of approved vehicles not equipped with, or equipped with and not operating at the time of inspection are deemed to be operating beyond the scope of its authority and should be placed OOS.
- Training will be provided soon to FMCSA staff on monitoring the data reported from the FMCSA installed electronic monitoring devices.





# CVSA Decal Compliance Check

- Section 350 requires carriers to display CVSA inspection decals
- If the vehicle does not have a valid CVSA inspection decal:
  - Inspector must perform a Level I or Level III inspection per CVSA North American Standard Inspection procedures.
- Federal and State Inspectors must verify that:
  1. Drivers/Vehicles are approved to participate in Long-Haul Pilot Program
  2. Power units display a current CVSA inspection decal
  3. Drivers possess a valid driver's license for type of vehicle operated
  4. Power unit is equipped with FMCSA-issued Electronic Monitoring Device





# Violation Cites for Not Displaying a Current CVSA Inspection Decal

- **Provisional Operating Authority:**

49 CFR 390.3(e)(1)/385.103(c) – Failing to comply with all applicable regulations contained in 49 CFR Parts 350-399/ Failing to display a current CVSA decal as required.

- **Permanent Operating Authority:**

49 CFR 390.3(e)(1)/365.511 – Failing to comply with all applicable regulations contained in 49 CFR Parts 350-399/ Failing to display a current CVSA decal as required.





# Recording the Results of the Inspection Roadside

- Inspection Reports must record the following:
  1. Select “PASA Inspection” box in ASPEN inspection software on Start page Special Check field
  2. **Special Studies – Field 1:**  
Existing valid CVSA decal number for power unit
  3. **Special Studies – Field 2:**  
Existing valid CVSA decal number for trailer
  4. **Special Studies – Field 3:**  
Driver License Check completed (Yes or No)
  5. **Special Studies – Field 4:**  
Vehicle Equipped with Required Electronic Monitoring equipment (Yes or No)
- Inspectors must upload all inspection reports immediately or as soon as possible after completion of the report.





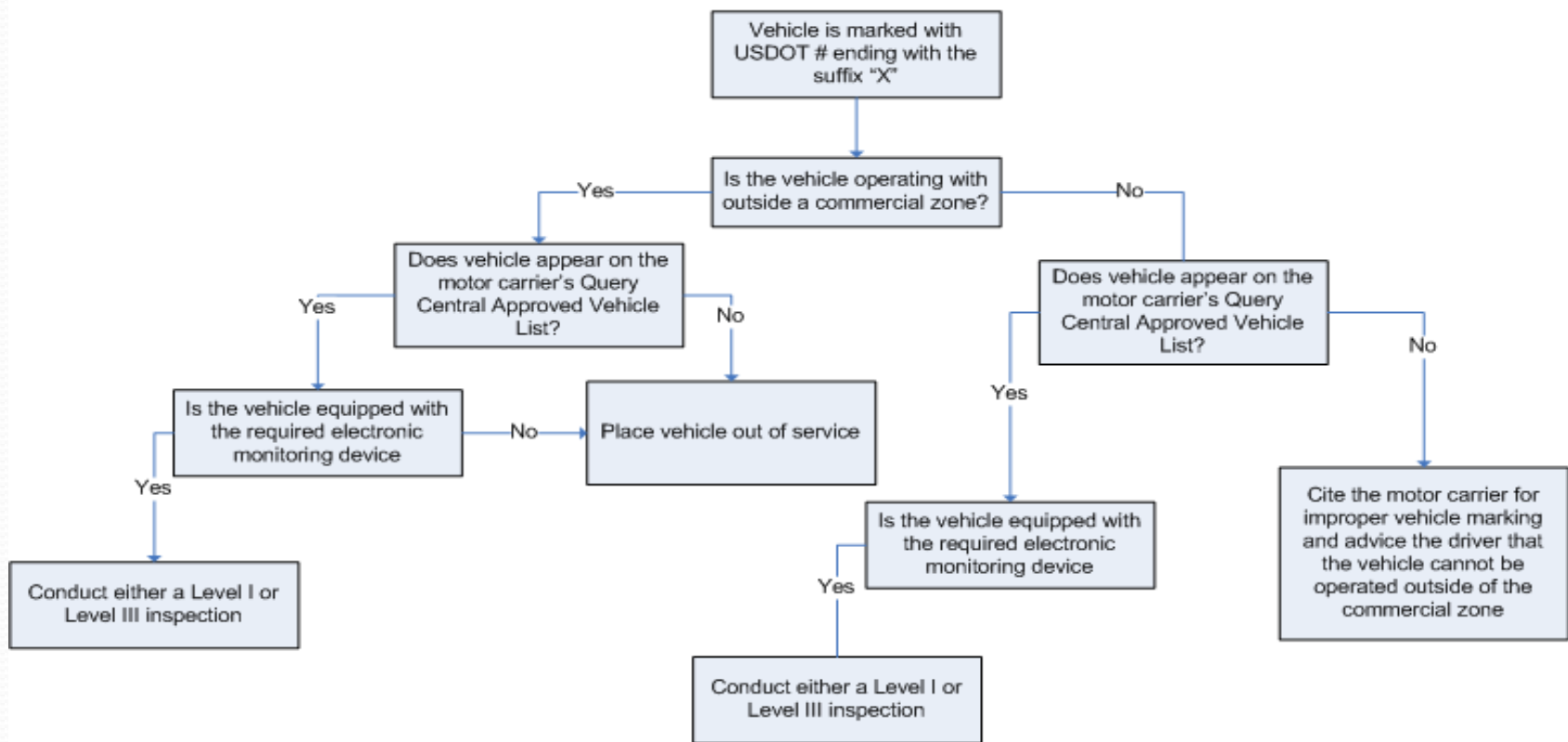
# Inspection Scenario #1

- Inspection of participating power unit not displaying CVSA inspection decal at a southern border port of entry:
  1. Conduct Level I inspection and verify operating authority.
  2. If no critical inspection items are discovered, affix a CVSA inspection decal.
  3. If one or more critical inspection items are discovered, record the vehicle violations, and place the vehicle OOS per CVSA criteria.
  4. DO NOT cite the OOS violation for failing to display CVSA inspection decal.
  5. If one or more critical inspection items are discovered, but the discovered violations do not meet the OOS criteria: Advise driver of requirement for CVSA decal, and that they may not continue to operate until the violations are corrected and the vehicle receives a CVSA decal. Refer to #4 above.
  6. Refer to Re-Inspection guidance.



# Inspection Scenario #1 Process

Attachment B





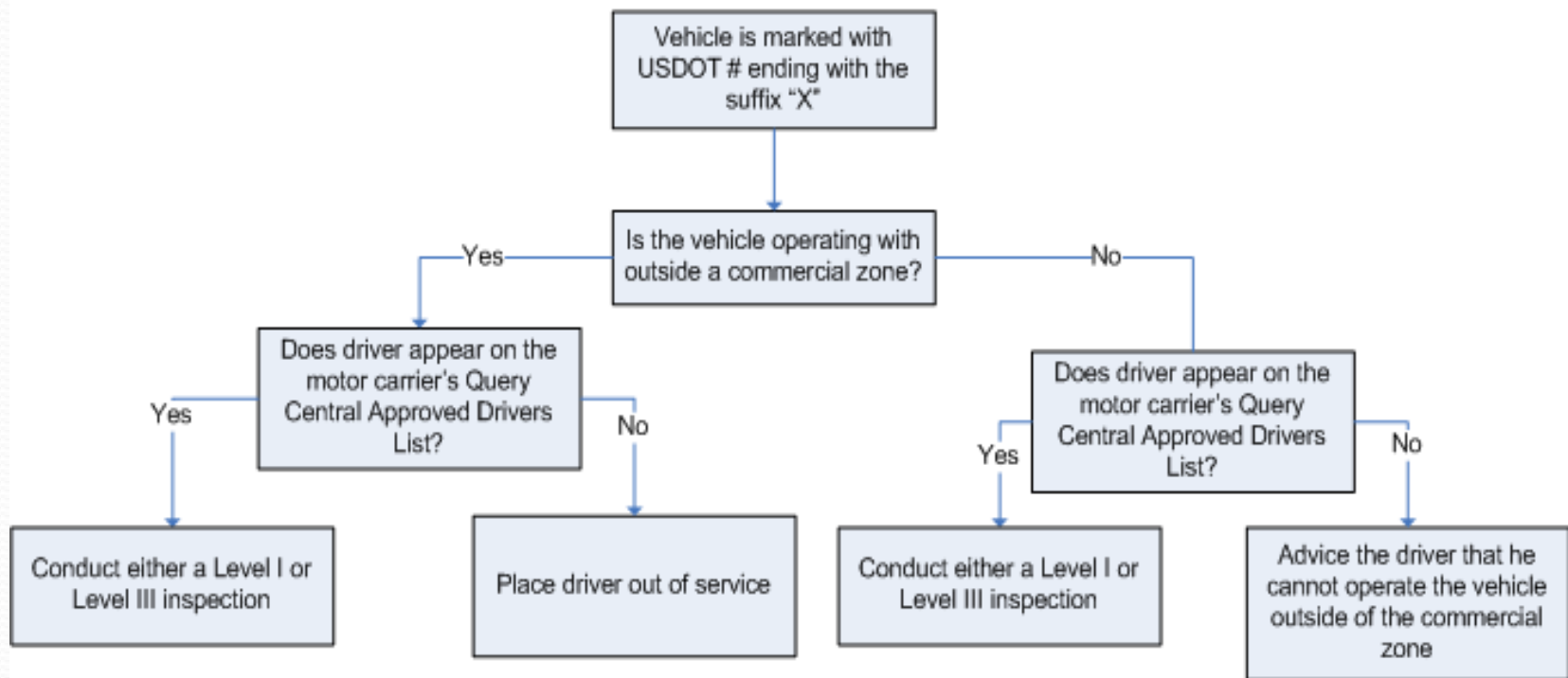
## Inspection Scenario #2

- Inspection of participating power unit not displaying CVSA inspection decal in U.S. beyond border port of entry:
  1. Conduct Level I inspection. Verify operating authority. Place Vehicle OOS for failing to display a CVSA Inspection Decal.
  2. If one or more critical inspection items are discovered, record the vehicle violations. Place the vehicle OOS for vehicle defects and no CVSA decal.
  3. If no critical inspection items are discovered, record the OOS violation of no CVSA inspection decal as required on the inspection report. Remove OOS sticker, issue CVSA decal and note in inspection software verification of OOS violation repair.
  4. Refer to Re-Inspection guidance.



# Inspection Scenario #2 Process

Attachment C







# Re-Inspection Guidance

- If initial Inspector who performed inspection is available:
  - Verify defect(s) have been repaired.
  - Annotate in inspection software verification of repairs.
  - Issue CVSA inspection decal.
- If initial Inspector is not available:
  - Subsequent inspector must perform Level I inspection.
  - Verify defect(s) have been repaired, record previous OOS defects and verification in notes field of inspection software for verification of repairs.
  - Issue CVSA inspection decal.
- Vehicles with critical defects that cannot be repaired must be towed to repair facility or returned to Mexico.



## Changes from the Demonstration Project: ELP Testing during Inspections

- Drivers are now assessed for ELP during the PASA.
- Testing will not be done during inspections, However:
  - All routine inspections should be performed in English.
  - If during routine inspections, driver is unresponsive to requests or directions from official inquiries, inspectors should follow FMCSA policy for ELP assessment and, if required, place the driver OOS.





## Changes from the Demonstration Project: Credit for Previous Participation

- A Mexico-domiciled carrier that participated in the previous demonstration project will receive credit for the amount of time it operated under that authority.
- This credit applies to how long the carrier has to have inspections every time it enters the U.S. and the 18-month monitoring requirements.
- Past Participation – Credit examples



# Training Objectives Review

- We discussed the following:
  - The Long-Haul Pilot Program Stages
  - Operating Authority Prohibitions and Requirements
  - Inspection Processes and Scenarios
  - Changes from the Demonstration Project



# Questions?

