

# CMV Regulations

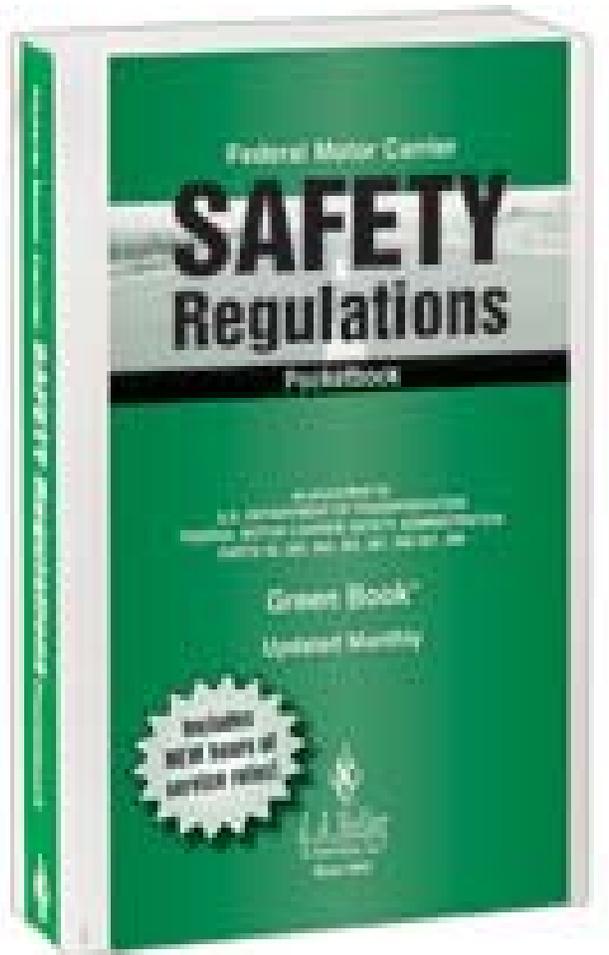
## Interstate vs. Intrastate

Kevin N. Stewart, President & CEO  
Pennsylvania Motor Truck Association



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SAFETY  
SYMPOSIUM  
toward zero deaths

# Regulatory History



- Pennsylvania adopted the Federal Motor Carrier Safety Regulations in 1986 for those vehicles and drivers engaged in interstate commerce and 1989 for intrastate commerce.



# Who Do the Safety Regulations Apply to?

- Employers
- Employees
- Commercial Motor Vehicles
- In Commerce



# Interstate Commercial Motor Vehicle

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of **10,001 pounds or more**, whichever is greater;
- Is designed or used to transport more than 8 passengers (including the driver) for compensation;
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation;
- Transports hazardous materials in a quantity requiring placarding.



# Intrastate Commercial Motor Vehicle

- Has a gross vehicle weight rating or gross combination weight rating, or gross vehicle weight or gross combination weight, of 17,001 pounds or more, whichever is greater.
- Is designed or used to transport more than 8 passengers (including the driver) for compensation.
- Is designed or used to transport more than 15 passengers, including the driver, and is not used to transport passengers for compensation.
- Is a school bus.
- Transports hazardous materials in a quantity requiring placards.



# What Regulations?

- Driver qualification standards
  - Medical Cards
  - English proficiency
  - Driver files
- Hours of Service
- Driving Rules
  - Radar Detectors
  - Handheld cellphones



# What Regulations?

- Drug and Alcohol Testing
- Driver Licensing (CDL)
- Vehicle Maintenance
- Vehicle Equipment Standards
- Vehicle Marking

# Adoption of Federal Regulations

- 6103 of PA Vehicle Code Gives the Department Authority to Adopt Regulations.
- Requires Regulations to be Consistent with Federal Regulations.
- Regulations automatically adopted and effective in 60 days.
- May modify regulations provided the modification does not cause a loss of Federal Funding



# FMCSA Compatibility Requirements

- A State must review any new law or regulation affecting CMV safety for compatibility with the FMCSRs and HMRs.
- A State must conduct an annual review of its laws and regulations for compatibility and report the results. The report must include the following two items:
  - A copy of the State law, regulation, or policy relating to CMV safety that was adopted since the State's last report.
  - A certification, executed by the State's Governor, Attorney General, or other State official specifically designated by the Governor, stating that the annual review was performed and that State CMV safety laws remain compatible with the FMCSRs and HMRs. If State CMV laws are no longer compatible, the certifying official shall explain.



# FMCSA Compatibility Requirements

- A State that currently has compatible CMV safety laws and regulations pertaining to interstate commerce (i.e., rules identical to the FMCSRs and HMRs) and intrastate commerce (i.e., rules identical to or within the tolerance guidelines for the FMCSRs) but enacts a law or regulation which results in an incompatible rule will not be eligible for Basic Program Funds nor Incentive Funds.
- Three year adoption period.



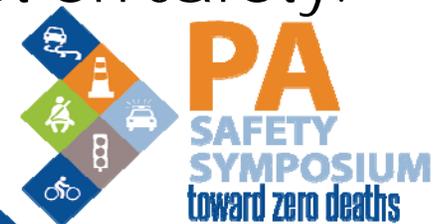
# Tolerance Guidelines

- A State may exempt a CMV from all or part of its laws or regulations applicable to intrastate commerce, provided that neither the GVW, GVWR, GCW, nor GCWR of the vehicle equals or exceeds 26,001 lbs. However, a State may not exempt a CMV from such laws or regulations if the vehicle:
  - (1) Transports hazardous materials requiring a placard.
  - (2) Is designed or used to transport 16 or more people, including the driver.
- May retain industry specific exemptions that were in place prior to April 1988.
- May not have mileage based exemptions outside of those granted within the FMCSR's
- Hours of service—State
- Age of CMV driver
- Grandfather Clauses



# Variations

- Any State may apply to the Administrator for a variance from the FMCSRs for intrastate commerce. The variance will be granted only if the State satisfactorily demonstrates that the State law, regulation or enforcement practice:
  - Achieves substantially the same purpose as the similar Federal regulation.
  - Does not apply to interstate commerce.
  - Is not likely to have an adverse impact on safety.



# Example

## FMCSR

- § 393.130: What are the rules for securing heavy vehicles, equipment and machinery?
- (a) **Applicability.** The rules in this section apply to the transportation of heavy vehicles, equipment and machinery which operate on wheels or tracks, such as front end loaders, bulldozers, tractors, and power shovels and which individually weigh 10,000 lb. or more
- (b) **Preparation of equipment being transported.** (1) Accessory equipment, such as hydraulic shovels, must be completely lowered and secured to the vehicle.

## Vehicle Code

- (c.3) Load of equipment with hydraulically operated boom arm.--The boom arm of equipment with a hydraulically operated boom arm being transported through or within this Commonwealth shall be securely fastened to the vehicle with **steel** restraining devices to prevent its movement or shifting during transit.



# Questions?



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# Commercial Vehicle Safety

Timothy Cotter, Pennsylvania Division Administrator  
Federal Motor Carrier Safety Administration

Kevin Stewart, President & CEO  
Pennsylvania Motor Truck Association



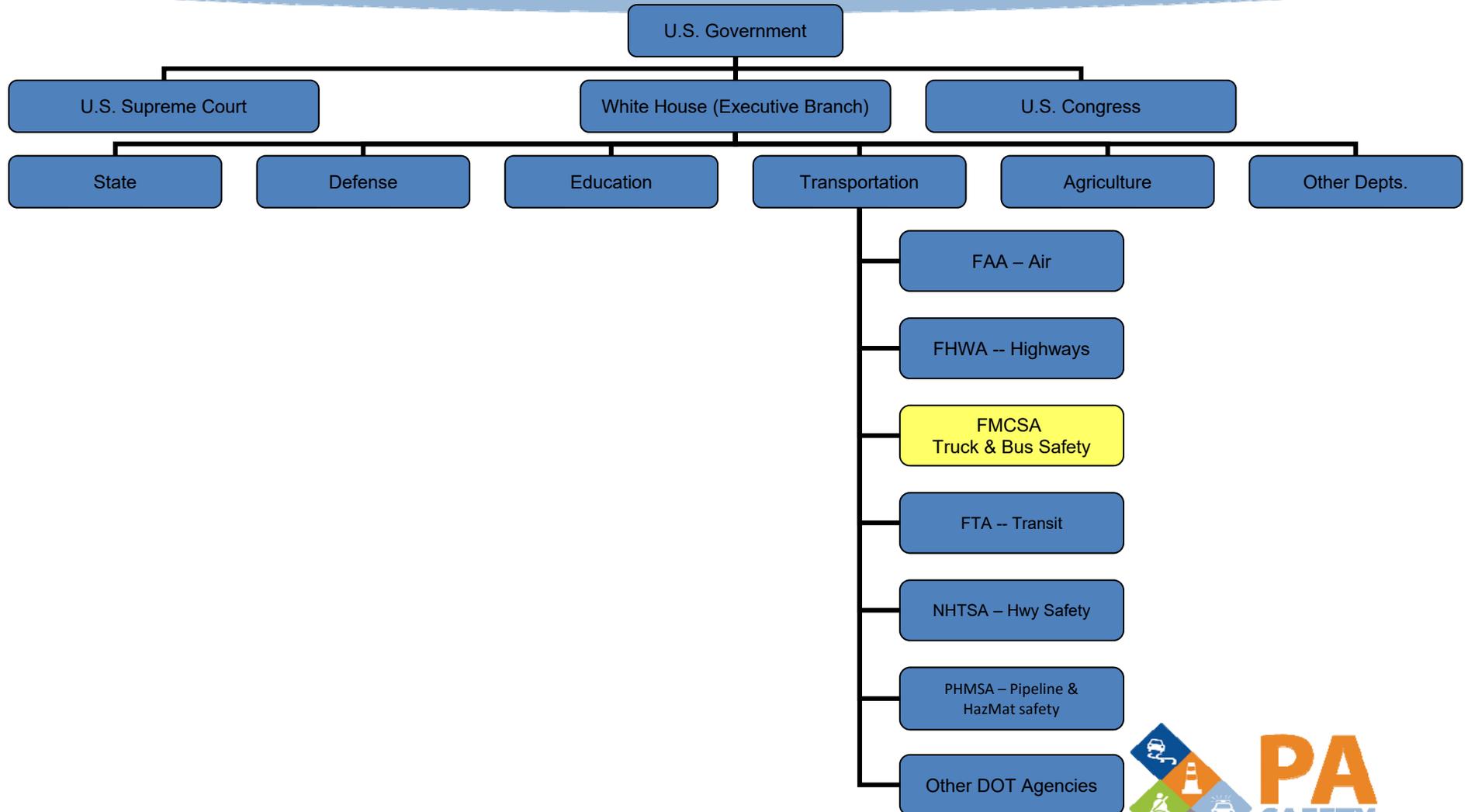
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# Agenda

- FMCSA Overview
- Roadside Technologies
  - QC Mobile App
  - Electronic Logging Devices
  - Wireless Roadside Inspection Research and Field Test
- Innovative Technology Deployment Grant Program (formerly CVISN)



# U.S. Government Organization Chart (Abridged)



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# Federal Motor Carrier Safety Administration

- **Who We Are:**

- One of 12 agencies within the U.S. Department of Transportation (USDOT)
- Created within the USDOT, January 2000
- ~\$600M annual budget
- 1,200 employees, in all 50 States, DC and U.S. Territories



- **Who We Regulate**

- 550,000 Active Interstate Motor Carriers
  - 12,000 Passenger Carriers
  - 11,000 Hazmat Carriers
  - 4,500 Household Goods Carriers
- 7 Million Commercial Motor Vehicle Drivers
- 12 Million Large Trucks and Buses Driving Over 300 Billion Miles



# FMCSA Mission

Reduce crashes, injuries and fatalities involving large trucks and commercial buses

**4,067 fatalities in crashes involving large trucks in 2015**  
**4.1% more fatalities than in 2014 – highest since 2008**

**73.5% were occupants of other vehicles**  
**16.4% were occupants of large trucks**  
**10.1% percent were non-occupants**



## Top 10 States for Large Truck and Bus Fatalities

1) Texas

6) Illinois

2) California

7) Ohio

3) Florida

8) New York

4) Pennsylvania

9) North Carolina

5) Georgia

10) Indiana



# Roadside Technologies

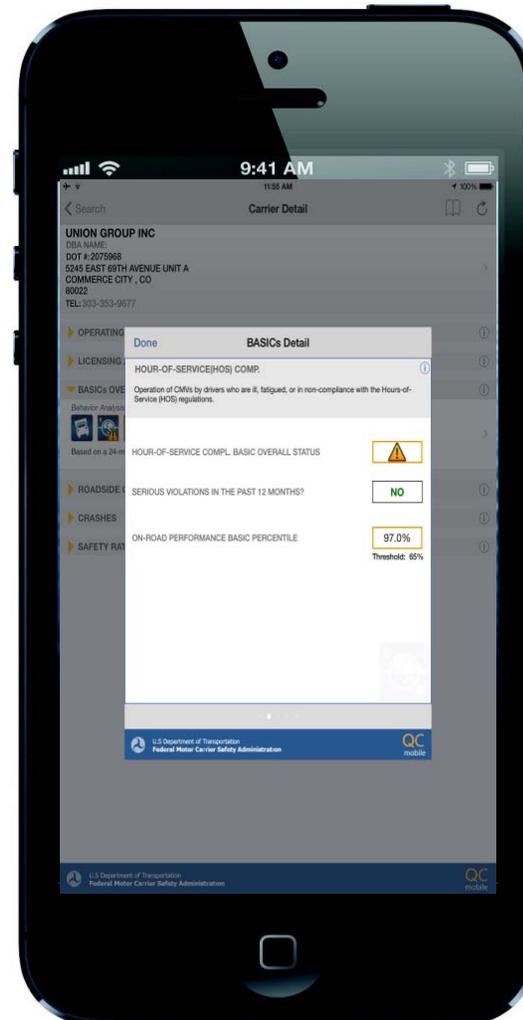
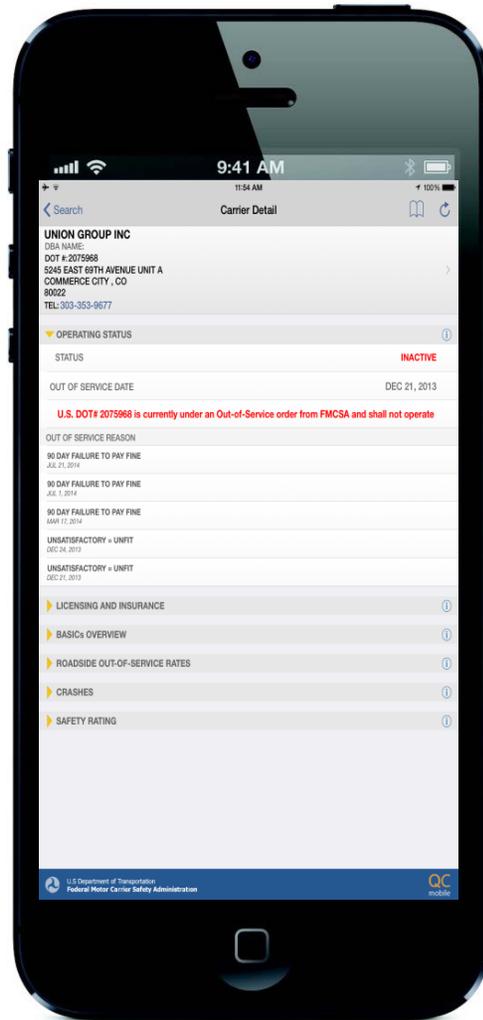


# Query Central Mobile App

- Purpose: mobile platform-based tool for FMCSA and state roadside inspectors
- Provides real-time, quick access to motor carrier safety status info
  - Search by USDOT number
  - Out-of-Service Status
  - Licensing and Insurance Status
  - CSA Basics

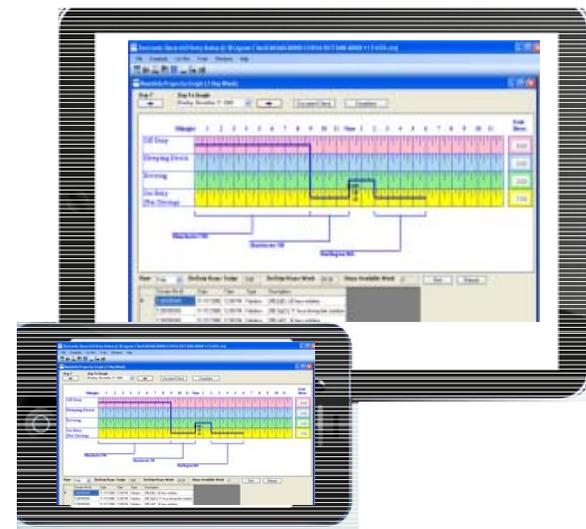


# Query Central Mobile - iPhone





# Electronic Logging Devices



# Electronic Logging Devices

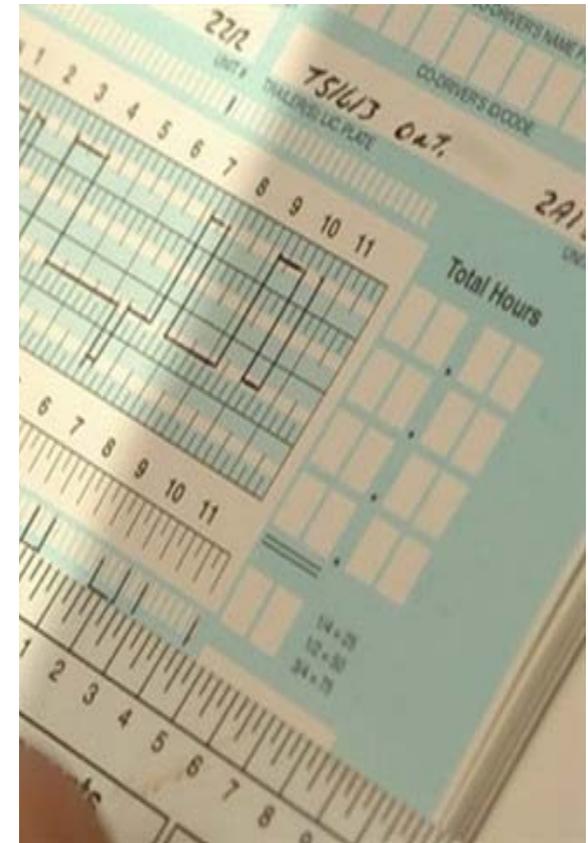
- Electronic Logging Device (ELD) regulation
  - Helps create safer work environment for drivers
  - Saves drivers time in tracking, managing, and share driving log data
  - Helps prevent driver harassment
  - Establishes new electronic data transfer methods at roadside
  - Applies to all CMV drivers currently using logs with some exceptions
- Compliance date: December 18, 2017
  - Automatic Onboard Recording Devices (AOBRDs) can be used an additional two years



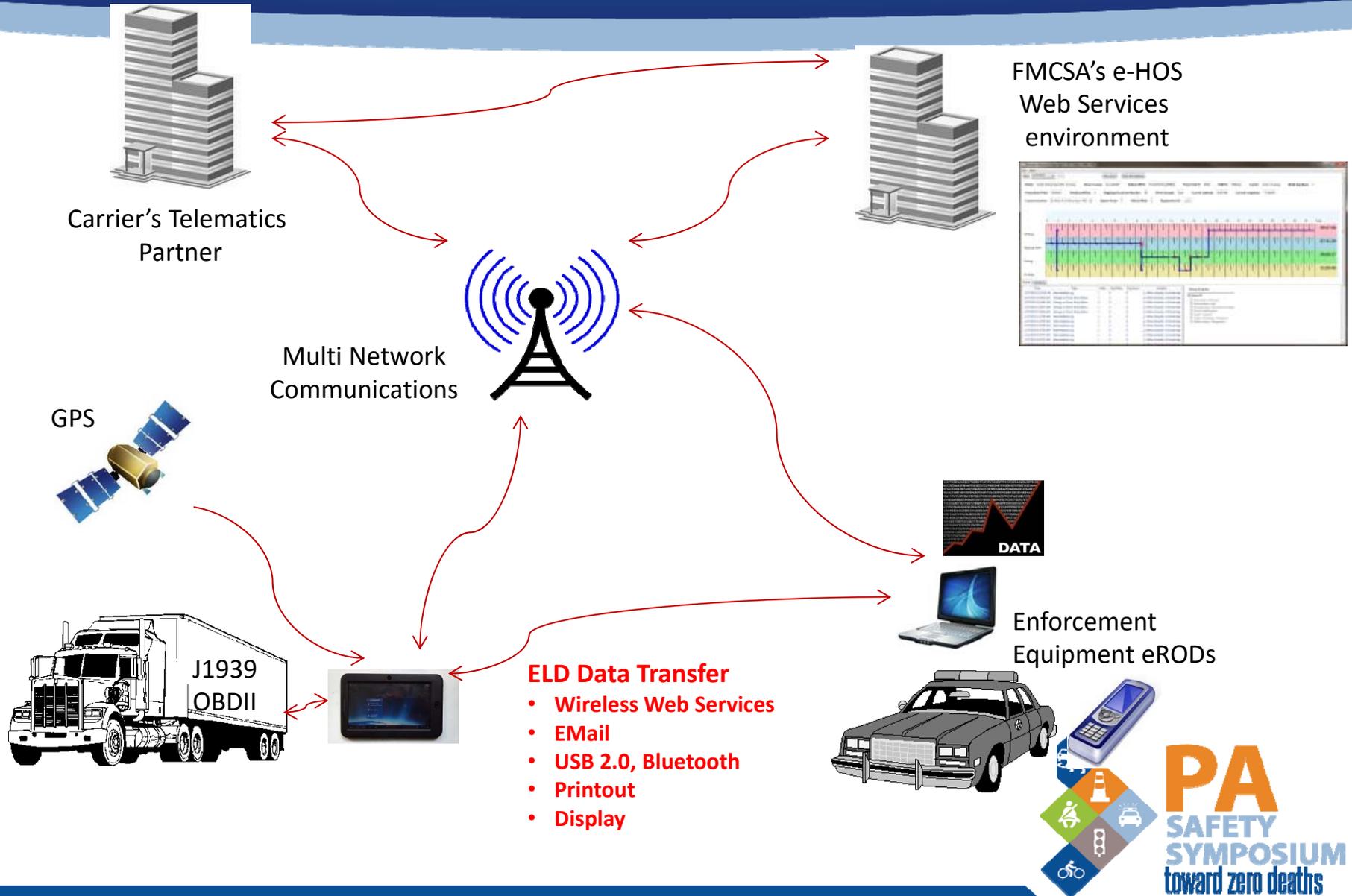
# Paper Hours of Service



# Electronic Hours of Service



# Diagram of ELD Data Exchanges



# Wireless Roadside Inspection Research and Field Testing



# Wireless Roadside Inspection (WRI) Program Overview

- Real time safety assessment of commercial motor vehicles traveling at highway speeds
  - Identifier information used to query relevant databases for potential violations
  - Assesses driver hours of service (HOS) information/CDL status
  - Envisioned to augment data available to the Safety Measurement System (SMS)



# Benefits to Carriers and Project Status

- Benefits
  - Compliant carriers receive positive effect on safety score
  - Transparency—Real-time WRI results to carriers
  - Reduced delays (Fuel savings, Equipment wear, Emissions reductions)
  - More data for fleet management of drivers and vehicles
  - Potentially lower insurance costs
- **Status of Research and Field Test**
  - Launched field test in March 2016
  - Three states (MS, NC, TN), 800 drivers, 550 trucks and buses, 37 carriers
  - 11,000 WRIs as of September 15, 2016
  - Field test conclusion planned for March 2017
  - Final report delivered by August 2017

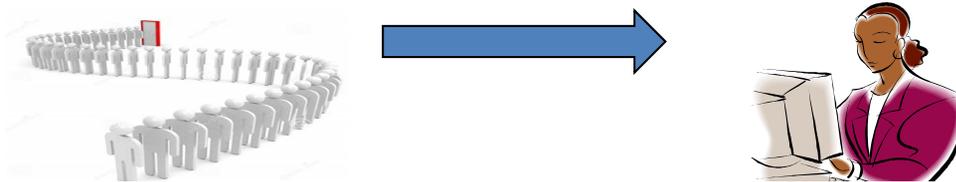


# Innovative Technology Deployment Grant Program (formerly CVISN)



# ITD Benefits

- Moving away from manual/paper processes and embracing ITS/CVO - CVISN Technology has improved productivity and operational efficiencies for the states and motor carriers
  - No more standing in line for obtaining credentials



- No more browsing through paper stacks or making phone calls to verify carrier/vehicle compliance at the roadside



# Electronic Credentials Best Practices State of Kansas

KANSAS.gov  Search

**TruckingKS**

 Online Services  PrePass  Help Center  
Have a Question?  
Need to talk to an Agency?

Directory Listing | Contact Information | Site Map

**Home**

Permits & Licensing  
Escrow Account  
Rules & Regulations  
Restrictions & Guidelines  
Starting a Business  
Federal Resources  
Roads & Weather  
Tax Information  
Safety Issues

KS Dept. of Revenue  
Kansas.gov

Home

**IFTA Return Filing**  
The purpose of this application is to give motor carriers the ability to submit IFTA tax returns online:

File a Quarterly Return  
Change Mailing Address  
View Online History Info

**GO!**



**IFTA Additional Decals**  
**IFTA License Renewal**  
**IFTA Return Filing**  
**IRP Registration**  
**Trucking Permits (Requires Kansas.gov subscription)**  
**KCC Authorities Renewal/Changes**

**Useful Resources**

[Trucking Through Kansas Handbook \(pdf\)](#)  
[Kansas Apportioned Registration Manual](#)  
[Kansas Apportioned Registration Forms](#)  
[Glossary of Trucking Terms](#)

**USDOT Resources**

[USDOT Number for New Carrier Update MCS-150](#)

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# Electronic Credentials Best Practices

## *State of Connecticut*



## MOTOR CARRIER SERVICES PORTAL

Home

Federal

CT State

Other

### Online Services

Operating in Connecticut

Drivers

Vehicles

Traffic/Travel

Useful Resources

Contact/Info

Feedback Form



**Welcome to the Connecticut Motor Carrier Services Portal. This website serves as a One-Stop-Shop for commercial motor carriers conducting business in the State of Connecticut.**

Apply for credentials electronically - [Online CVO Credentialing System Portal](#)

The following activities are available through this on-line system.

- International Registration Plan (IRP) transactions
- International Fuel Tax Agreement (IFTA) transactions
- Requests for Motor Carrier Road Tax Decals
- Transponder Registration for E-screening at Weigh Stations
- Oversize/Overweight Permit Transactions
- Viewing of carrier and vehicle information

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Version: Version: 3.020p |

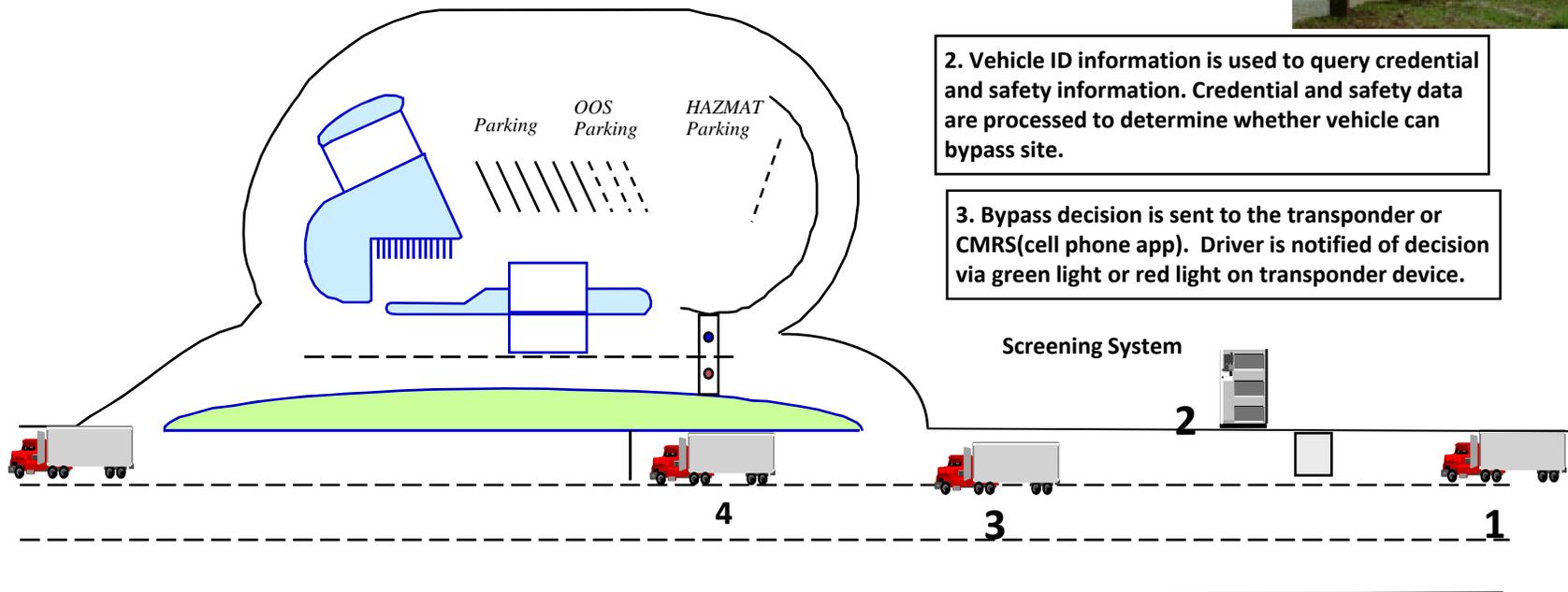


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# Electronic Screening (continued)

## Fixed E-Screening Site

1. Commercial vehicle approaches weigh station. Screening system identifies the carrier and vehicle; classifies the vehicle; and weighs the vehicle.



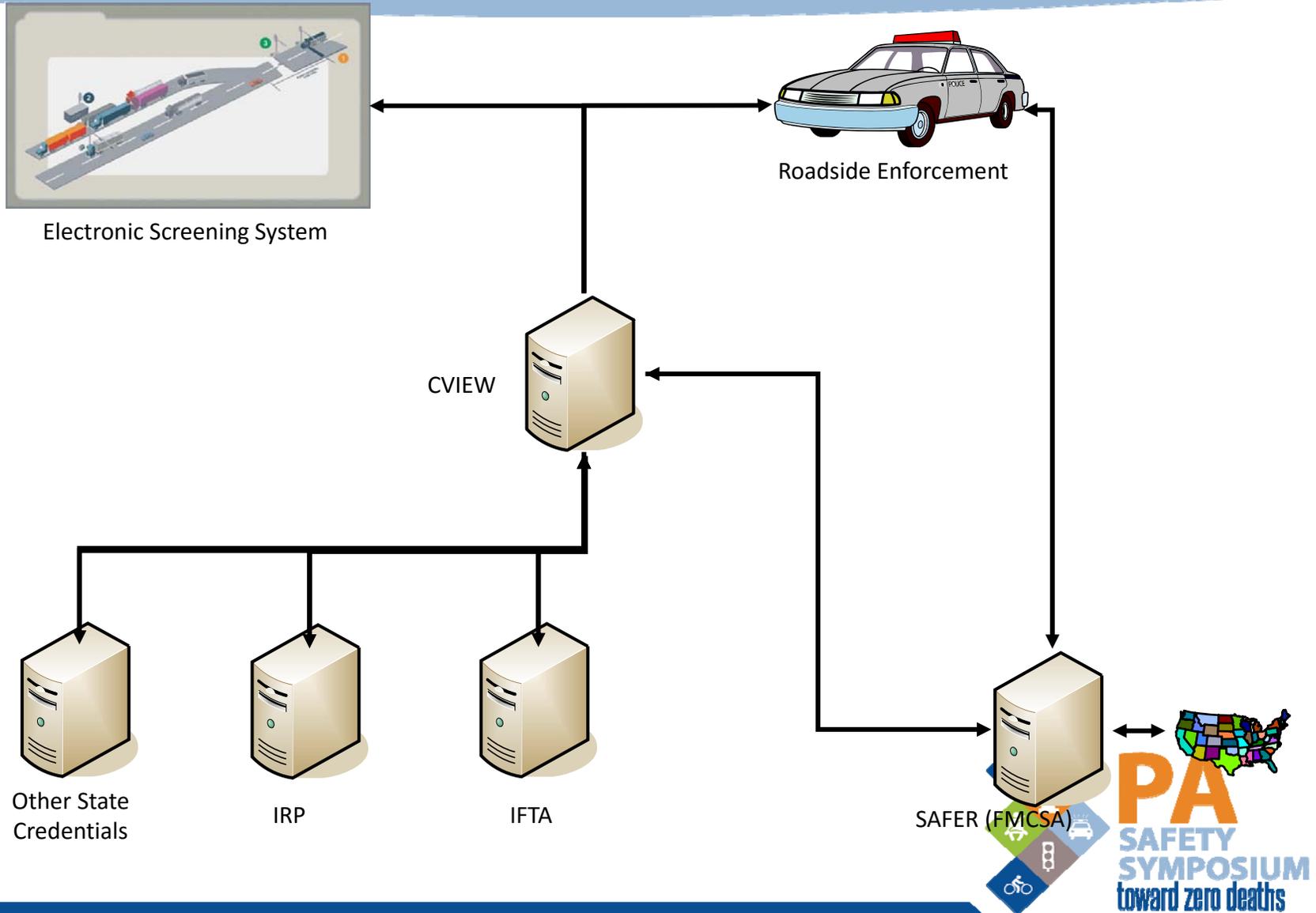
2. Vehicle ID information is used to query credential and safety information. Credential and safety data are processed to determine whether vehicle can bypass site.

3. Bypass decision is sent to the transponder or CMRS (cell phone app). Driver is notified of decision via green light or red light on transponder device.

4. Compliance reader verifies that vehicle has been cleared to bypass the station



# Safety Information Exchange Process ITD/CVISN



# Why Getting to Core ITD is Important

- Ability to access real-time data and make quick enforcement decisions at the roadside

Click To Print close

Mon Aug 17 13:30:49 2015

- FAIL Carrier FTA/FPF**  
This carrier has an FTA/FPF
- FAIL IFTA status, tax ID**  
IFTA status code = 4 (Closed), MS  
Fail: IFTA status code = C (Revoked), IL  
IFTA status code = 7 (Canceled), OH  
IFTA status code = 1 (Active), TX  
IFTA status code = 8 (Canceled Pending), VA  
IFTA status code = B (Released), VA  
IFTA status code = B (Released), VA  
Fail: IFTA status code = C (Revoked), MD  
IFTA status code = 9 (Inactive), NY
- FAIL MCMIS Status**  
MCMIS Status = I (Inactive)
- PASS IFTA Decal**  
Carrier has no IFTA decal data
- PASS Intrastate Fuel Decal**  
Carrier has no intrastate decal data

Carrier Vehicle Driver Reports

Overview IFTA/FTA Sales Inspection I & F Cargo Vehicles UCR

USDOT Unit Carrier Name State Tax ID SIC Number

DBA: name  
Last MCMIS Update 2012-01-01

**FAIL**

MCSIP	MCSIP Level = 0
MCSIP	MCSIP Level = 0
MCSIP Active Carrier	MCMIS Status = A - Active
ISS Score	ISS Score = 85
ISS Score	ISS Score = 80
UCR Interstate	UCR fee paid for year 2012

Carrier Vehicle Driver Reports

Overview IFTA/FTA Sales Inspection I & F Cargo Vehicles ECE

USDOT Unit Carrier Name State Tax ID SIC Number

DBA: name  
Last MCMIS Update 2010-08-18

**PASS**

MCSIP	MCSIP Level = name
MCSIP	MCSIP Level = name
MCSIP Active Carrier	MCMIS Status = A - Active
ISS Score	ISS Score = 10
ISS Score	ISS Score = 10



# Safety Information Exchange Best Practices *State of Alabama*

**LETS Go CARRIER DETAIL** CLOSE

**Carrier Information**

<b>Legal Name</b> TYROLER METALS INC	<b>DBA Name</b>	<b>USDOT Number</b> 1234	<b>ICC MC Number(s)</b>
<b>Physical Address</b> 5227 SWEENEY AVE CLEVELAND, OH 44127	<b>E-Mail Address</b>	<b>TIN Number</b>	
<b>Mailing Address</b> 5227 SWEENEY AVE CLEVELAND, OH 44127	<b>Phone Number</b> 2166412535	<b>DUNS Number</b>	<b>Power Units</b>
	<b>Fax Number</b> 2166416755	<b>Date Added</b> 6/1/1974	<b>Last Updated</b> 7/17/2008

**Ratings Information ( Summary )** Show Details

<b>OOSO</b> 	<b>Authority</b> 	<b>Insurance</b> 	<b>ISS</b> 97	<b>SafeStat</b> —	<b>IFTA</b> 
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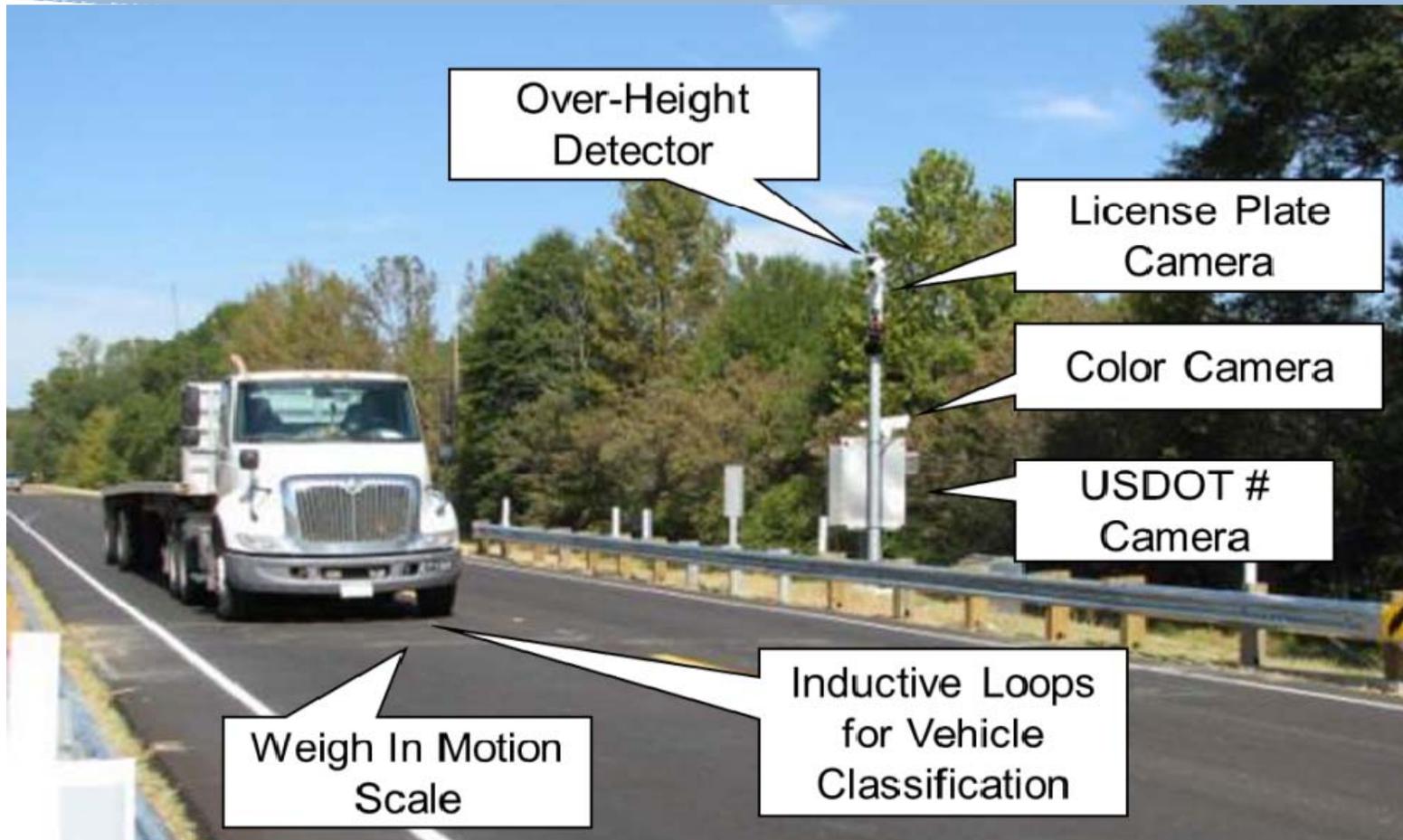
**Vehicle List (3)** Vehicles Summary Accidents Inspection Summary Violation Summary Vehicle OOS Violations (0) Driv

Year	Make	Model	VIN	Tag Number	Title Jurisdiction	Re
2000	FRHT	Unavailable	<u>1FUYSDYBXYLG96446</u>	LV7271	VA	12
2000	FRHT	Unavailable	<u>1FUYSSSEB3YLB74038</u>	LY1050	NJ	12
2001	STLG	Unavailable	<u>2FZXEECB01AH60760</u>	LY1067	NC	12



# Electronic Screening (continued)

## *Virtual Weigh Station*



**Virtual Weigh Station Sensor Array**



# Electronic Screening (continued)

## *Mobile Enforcement Unit*



EYROCS Viewer - Version 3.000, Copyright © 2007, Amr A. Olsafa.  
Server About

Station: jax1r

ID	Gross lbs	Class	Speed mph	Time
7894	4950	9	37.7	10/12/2007 12:01:57 PM

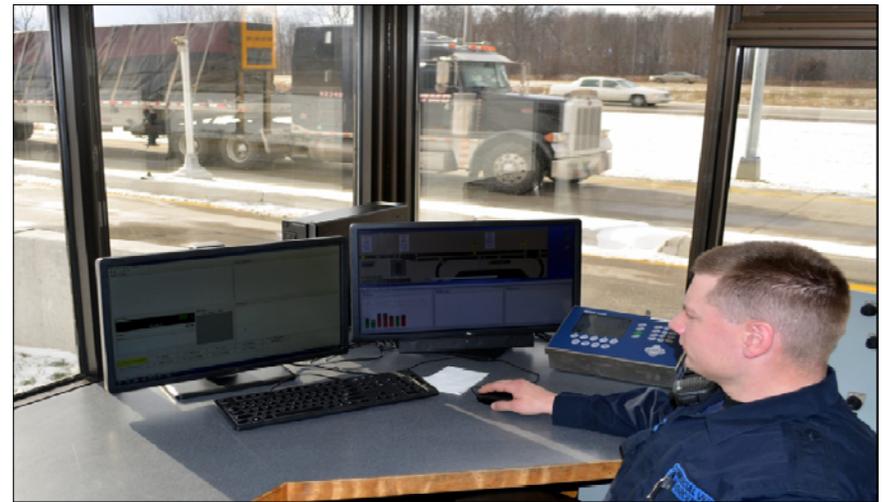
Axle #	Weight lbs	Spacing feet
1	7120	16.9
2	11750	4.2
3	11250	38.4
4	3030	4
5	10000	0

Violations: 67

Connected to Database Server: jax1r10799407101212015703000.vim 67 49/67



# How Do We Inspect Advanced Technology?



## WIRELESS INSPECTION?

Will the inspection of the future become hands free?

On the fly or even next to the truck?

ABS/ELD, what's next?



# FMCSA and International Transport Forum Roundtable

## **“Commercial Vehicle On-Board Safety Systems”**

*November 2-3, 2016, U.S. DOT Headquarters*

- What CMV-specific technologies for automation exist?
- What are specific implications of the range of technology options on infrastructure requirements and human factors?
- How do these systems need to be regulated in order to allow safe operation?
- What are the policy implications of heavy vehicle automation in order to ensure safe operation?



# FMCSA Mission

Reduce crashes, injuries and fatalities involving large trucks and commercial buses

**4,067 fatalities in crashes involving large trucks**  
**4.1% more fatalities than in 2014 – highest since 2008**

