

**THE SAFETY AND SECURITY OF TRANSPORTATION
INTO THE UNITED STATES BY MEXICO-DOMICILED MOTOR CARRIERS
IN FISCAL YEAR 2012 ANNUAL REPORT**

Pursuant to Section 130 of the Transportation, Housing and
Urban Development, and Related Agencies Appropriations Act, 2012,
(P.L. 112-55, Division C)
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Background

Since the early 1990s, the U.S. Department of Transportation (DOT) has actively pursued increased compliance with the Federal Motor Carrier Safety Regulations (FMCSR) by Mexico-domiciled motor carriers. Since 1995, DOT has supplemented basic Motor Carrier Safety Assistance Program funds with additional grant monies for border enforcement activities. In Fiscal Year (FY) 2012, \$27.80 million of Border Enforcement Grant funds were directed to the southern border States to conduct vehicle and driver inspections as a complement to the enforcement activities of Federal inspectors.

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries, and fatalities involving commercial motor vehicles (CMV). However, FMCSA also supports the programs of other Federal agencies whose primary focus is security. The FMCSA works closely with the U.S. Customs and Border Protection (CBP) to ensure that border safety inspection activities are coordinated with border security and other CBP responsibilities. The FMCSA assists the Transportation Security Administration in implementing Section 1012 of the USA PATRIOT Act regarding the issuance of licenses to operate CMVs transporting hazardous materials. The FMCSA provides industry outreach for developing effective security plans for highway transportation of hazardous materials as well as providing company and driver anti-terrorism tips on its public Web site. In FY 2012, FMCSA conducted one dedicated Trucks and Terrorism Workshop attended by 12 industry and 71 law enforcement officials. The Trucks and Terrorism training module was presented as a part of 115 Drug Interdiction Assistance Program courses offered to 6,305 law enforcement officials from throughout the United States.

United States-Mexico Cross-Border Trucking Pilot Program

In October 2011, FMCSA initiated a pilot program to test the ability of Mexico-domiciled motor carriers to operate safely in the United States beyond the municipalities and commercial zones along the U.S.-Mexico border. The first motor carrier received its certificate of registration and completed its first crossing on October 14, 2011. At the end of FY 2012, seven Mexico-domiciled carriers with a total of seven vehicles and nine drivers were authorized for pilot program operations. The FMCSA rejected three carriers that did not meet the requirements of the pilot program due to compliance problems or security issues. In addition, seven applications were withdrawn because the carrier applied mistakenly and did not want long-haul authority. The pilot program continues to proceed with all the Mexican carriers operating safely.

Additional information about the conduct and results of the program will be presented in a subsequent report.

Safety Performance Data

This report serves to summarize information drawn from the major safety activities conducted at the southern border to ensure that Mexico-domiciled motor carriers are operating safely within the United States. These activities include inspections of Mexico-domiciled motor carriers and Federal license checks of Mexico-domiciled drivers conducted during border and other roadside safety inspections and during Pre-Authorization Safety Audits. Federal and State personnel perform inspections and driver's license checks within the Federal inspection compounds, at State inspection facilities adjacent to these compounds, and in the surrounding counties.

The percentages of inspected drivers and vehicles placed out of service are FMCSA's primary measures of motor carrier, vehicle, and driver safety performance. Low and decreasing out-of-service (OOS) rates indicate greater compliance with FMCSRs, leading to safer operations on the Nation's highways. Driver and vehicle OOS rates are quantifiable and comparable over time.

The following table presents OOS rates for Mexico-domiciled CMVs from FY 1993 through FY 2012. This table indicates that driver and vehicle OOS rates for Mexico-domiciled CMVs inspected along the southern border decreased from 24.73 percent and 50.17 percent, respectively, in FY 1993, to 0.92 percent and 15.87 percent, respectively, in FY 2012. The comparable averages, based on all inspections performed throughout the United States, of driver and vehicle OOS rates in FY 2012, were 4.91 percent and 20.19 percent, respectively. The number of inspections performed increased markedly between FY 1993 and FY 2012 as additional safety compliance resources were directed to the southern border. In the same period, truck and bus entries from Mexico into the United States increased 109 percent, from 2.51 million in FY 1993 to 5.26 million in FY 2012. Increased enforcement is reflected in the 20 times increase in border zone inspections performed per 100 CMV entries from Mexico in that period.

**Mexico-Domiciled (MX) Motor Carrier
Driver and Vehicle Out-of-Service (OOS) Rates – FY 1993 through FY 2012**

Federal Fiscal Year	Truck & Bus Entries from Mexico (millions)	Total Border Zone Inspections	Border Zone Inspections per 100 CMV Entries	MX Carrier Inspections	Percent of Total	MX Driver OOS Rate Percentage	MX Vehicle OOS Rate Percentage
1993	2.51	11,222	0.45	2,395	21.34%	24.73%	50.17%
1994	2.83	11,462	0.41	2,819	24.59%	22.47%	60.33%
1995	2.99	13,189	0.44	4,274	32.41%	20.83%	54.57%
1996	3.18	34,457	1.08	7,597	22.05%	17.68%	47.25%
1997	3.76	59,432	1.58	23,457	39.47%	11.41%	43.58%

Federal Fiscal Year	Truck & Bus Entries from Mexico (millions)	Total Border Zone Inspections	Border Zone Inspections per 100 CMV Entries	MX Carrier Inspections	Percent of Total	MX Driver OOS Rate Percentage	MX Vehicle OOS Rate Percentage
1998	4.15	62,185	1.50	24,305	39.08%	9.90%	41.90%
1999	4.56	107,158	2.35	31,099	29.02%	8.10%	39.43%
2000	4.81	161,724	3.36	52,291	32.33%	6.89%	36.76%
2001	4.61	211,999	4.60	72,470	34.18%	7.70%	33.88%
2002	4.71	233,699	4.96	102,039	43.66%	7.29%	27.08%
2003	4.58	306,131	6.68	160,864	52.55%	3.47%	23.57%
2004	4.74	320,707	6.77	165,770	51.69%	1.97%	23.29%
2005	4.84	356,929	7.37	192,835	54.03%	1.12%	20.43%
2006	5.07	427,353	8.43	210,881	49.35%	1.26%	20.94%
2007	5.11	424,480	8.31	214,870	50.62%	1.03%	21.57%
2008	5.24	430,648	8.22	221,221	51.37%	1.24%	21.20%
2009	4.51	450,127	9.98	234,064	52.00%	1.61%	17.95%
2010	4.92	492,767	10.02	265,614	53.90%	1.16%	16.60%
2011	5.05	488,760	9.68	262,421	53.69%	0.93%	16.03%
2012	5.26	469,519	8.93	259,574	55.29%	0.92%	15.87%

Sources: The CBP national and field offices data, FY 1993 through 2012; FMCSA Motor Carrier Management Information System analyses, through April 2013.

The FMCSA maintains a dynamic enforcement program based on motor carrier inspection and investigation data. Carriers with poor inspection records are directed to improve performance and may be ordered to pay a fine or be placed out of service. These actions by FMCSA prevent noncompliant and unsafe carriers from operating in the United States, thereby improving the safety of motor carrier transportation at the southern border.