

**THE SAFETY AND SECURITY OF TRANSPORTATION  
INTO THE UNITED STATES BY MEXICO-DOMICILED MOTOR CARRIERS  
IN FISCAL YEAR 2010 ANNUAL REPORT**

Pursuant to Section 135 of the Transportation, Housing and Urban Development,  
and Related Agencies Appropriations Act, 2010  
Public Law 111-117, Division A  
June 2012

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) 2010, that amounted to \$20.2 million of Border Enforcement Grant funds 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 southern 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 Agency 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 2010, FMCSA conducted eight dedicated Trucks and Terrorism Workshops attended by 431 officials. The Trucks and Terrorism training module was presented as a part of 122 Drug Interdiction Assistance Program courses offered to 7,452 law enforcement officials from throughout the United States.

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 facility and other roadside safety inspections. 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 operation 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 2010. 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 1.16 percent and 16.60 percent, respectively, in FY 2010. The comparable national averages (based on all inspections performed throughout the United States) of driver and vehicle OOS rates in FY 2010 were 5.28 percent and 19.92 percent, respectively. The number of inspections performed increased markedly between FY 1993 and FY 2010 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 96 percent, from 2.51 million in FY 1993 to 4.92 million in FY 2010.

**Mexico-Domiciled (MX) Motor Carrier  
Driver and Vehicle Out-of-Service (OOS) Rates – FY 1993 through FY 2010**

<b>Federal Fiscal Year</b>	<b>Truck &amp; Bus Entries from Mexico (millions)</b>	<b>Total Border Zone Inspections</b>	<b>MX Carrier Inspections</b>	<b>Percent of Total</b>	<b>MX Driver OOS Rate Percentage</b>	<b>MX Vehicle OOS Rate Percentage</b>
<b>1993</b>	2.51	11,222	2,395	21.34%	24.73%	50.17%
<b>1994</b>	2.83	11,462	2,819	24.59%	22.47%	60.33%
<b>1995</b>	2.99	13,189	4,274	32.41%	20.83%	54.57%
<b>1996</b>	3.18	34,457	7,597	22.05%	17.68%	47.25%
<b>1997</b>	3.76	59,432	23,457	39.47%	11.41%	43.58%
<b>1998</b>	4.15	62,185	24,305	39.08%	9.90%	41.90%
<b>1999</b>	4.56	107,158	31,099	29.02%	8.10%	39.43%
<b>2000</b>	4.81	161,724	52,291	32.33%	6.89%	36.76%
<b>2001</b>	4.61	211,999	72,470	34.18%	7.70%	33.88%
<b>2002</b>	4.71	233,699	102,039	43.66%	7.29%	27.08%
<b>2003</b>	4.58	306,131	160,864	52.55%	3.47%	23.57%
<b>2004</b>	4.74	320,707	165,770	51.69%	1.97%	23.29%
<b>2005</b>	4.84	356,929	192,835	54.03%	1.12%	20.43%
<b>2006</b>	5.07	427,353	210,881	49.35%	1.26%	20.94%
<b>2007</b>	5.11	424,480	214,870	50.62%	1.03%	21.57%
<b>2008</b>	5.24	430,648	221,221	51.37%	1.24%	21.20%
<b>2009</b>	4.51	450,127	234,064	52.00%	1.61%	17.95%
<b>2010</b>	4.92	492,767	265,614	53.90%	1.16%	16.60%

Sources: The CBP national and field offices data, FY 1993 through 2010; FMCSA Motor Carrier Management Information System analyses, through December 2010.

Driver's license check data are provided for FY 2004 through FY 2010. These checks were conducted through Mexico's Federal commercial driver's license system, Licencia Federal Information System, the Commercial Driver's License Information System, and the International Justice and Public Safety Network, during the course of roadside or border facility inspections. During FY 2010, there were 254,397 driver's license checks conducted for Mexico-domiciled drivers entering or operating in the United States. The percentage of valid licenses presented in FY 2010 was 98.5 percent, and 1.4 percent of the licenses presented were expired. Less than 0.1 percent (44 of the licenses presented) were from disqualified drivers.

**Mexico-Domiciled Commercial Drivers' License Checks from CDLIS and  
International Justice and Public Safety Network  
FY 2004 to FY 2010**

Federal Fiscal Year	Status						Total Checks
	Valid		Expired		Disqualified		
	count	%	count	%	count	%	
<b>2004</b>	98,141	95.1%	5,010	4.9%	58	0.1%	103,209
<b>2005</b>	113,067	96.7%	3,881	3.3%	25	0.0%	116,973
<b>2006</b>	178,189	97.7%	4,157	2.3%	25	0.0%	182,371
<b>2007</b>	180,163	98.3%	2,999	1.6%	174	0.1%	183,336
<b>2008</b>	188,231	98.6%	2,658	1.4%	82	0.0%	190,971
<b>2009</b>	231,120	96.6%	8,045	3.4%	41	0.0%	239,206
<b>2010</b>	250,640	98.5%	3,713	1.4%	44	0.0%	254,397

Source: The FMCSA Gateway to LIFIS, TML Information Services, Inc., through November 2010.

The FMCSA maintains a dynamic enforcement program based on motor carrier inspection and compliance review 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.