



## FMCSA United States and Mexico Long Haul Pilot Program

### Mexico Domiciled Commercial Motor Vehicle Advisory for State Partners (CMV 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.
- ❖ Approved 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?

Approved 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 FMCSA Division office in your state. In ANY instance of a crash (recordable or non-recordable) involving one of the approved carriers, immediate notification by telephone or email to the FMCSA Division office in your state is requested.



- ✓ **When stopped by CMV inspecting agencies, inspectors should follow the usual North American Standard inspection procedures on the driver and vehicle(s) and follow the additional guidance below.**
- ✓ **Local law enforcement agencies may request your assistance for inspection when they encounter carriers, vehicles, and drivers in violation.**

## 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 company may be searched on the FMCSA Query Central website directly at <http://qc.fmcsa.dot.gov>, or through the FMCSA portal at <https://portal.fmcsa.dot.gov>
- ❖ Approved 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.
- ❖ Approved 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).
- ❖ CMV inspectors should cite violations for operating beyond the scope of authority on driver/vehicle inspection reports. Notification to FMCSA within your state, by telephone or email, is requested to assist tracking of pilot program violations.

## Driver Issues

- ❖ Approved Mexican carriers designate which drivers they wish to include for participation in the pilot and are subject to approval by FMCSA.
- ❖ Individual drivers are designated as approved participants pilot program and need to be verified by searching for the driver or company on the FMCSA Query Central website directly at <http://qc.fmcsa.dot.gov>, or through the FMCSA portal at <https://portal.fmcsa.dot.gov>
- ❖ Drivers must be found in the list of approved participants to be allowed to operate beyond the commercial zone.
- ❖ Drivers approved in the pilot program have been pre-evaluated for English language proficiency 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.
- ❖ Drivers may need to be re-evaluated if it becomes evident a driver cannot communicate to official inquiries in English. Evaluation procedure must be consistent with the FMCSA English Language Proficiency Memorandum MC-ECE-0005-07.
- ❖ Drivers approved 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.
- ❖ CMV inspectors should cite driver violations discovered on driver/vehicle inspection reports. Notification to FMCSA within your state, by telephone or email, is requested to assist tracking of pilot program violations.



## Vehicle Issues

- ❖ Approved 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 Query Central website directly at <http://qc.fmcsa.dot.gov>, or through the FMCSA portal at <https://portal.fmcsa.dot.gov>
- ❖ Vehicles must be found in the list of approved participants to be allowed to operate beyond the commercial zone.
- ❖ Vehicles approved in the pilot have been pre-evaluated for EPA and FMVSS compliance before approval to participate in the pilot program.
- ❖ Power unit vehicles approved in the pilot must at all times display a current CVSA inspection decal and a USDOT number with an “X” suffix.
- ❖ If a CVSA decal is removed due to violations discovered in your inspections, please advise the driver of local procedures for how to request a subsequent inspection so a new CVSA may be reapplied.
- ❖ 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.
- ❖ CMV inspectors should cite vehicle violations discovered on driver/vehicle inspection reports.
- ❖ CMV inspecting agencies should notify the FMCSA division office within their state by telephone or email when encountering a Mexican vehicle outside the U.S./Mexico border commercial zones that is not authorized as a participant in the pilot to assist tracking of pilot program violations. Appropriate enforcement action should be pursued.

