



Federal Motor Carrier Safety Administration – US DOT

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TOPICS

- Regulatory Update
- Safety Advisories
- Public Comment Opportunities
- Q&A



Regulatory Updates – FAST Act



- **Fixing America's Surface Transportation Act (signed December 4, 2015)**
- Significant number of Agency mandates:
 - Studies: 5 Working Groups: 6
 - Rulemaking: 20 FMCSA Reports to Congress: 15



FAST Act – cont'd

- **Thorough study of CSA/SMS**
- ***Beyond Compliance***
- **Veteran Drivers**
- **Rulemakings**
- **Congressional Reports**



Regulatory Updates



Coercion Rule



ELD Mandate



URS Rule



CMV Seat Belts





Coercion Rule

Coercion occurs when a motor carrier, shipper, receiver, or transportation intermediary threatens to withhold work from, take employment action against, or punish a driver for refusing to operate in violation of certain provisions of the regulations.

Coercion may be found to have taken place even if a violation has not occurred.



ELD Mandate

- The [electronic logging device \(ELD\) rule](#) is intended to help create a safer work environment for drivers, and make it easier, faster to accurately track, manage, and share records of duty status (RODS) data.
- For carriers using AOBRDs (automatic onboard recording devices) before the rule compliance date December 18, 2017, the rule will replace AOBRDs with ELDs over a four-year implementation period.
- An ELD synchronizes with a vehicle engine to automatically record driving time, for easier, more accurate hours of service (HOS) recording.
- The rule applies to most carriers and drivers who are required to maintain RODS.



ELD Mandate

Implementation Phase Compliance Table

	ELD	AOBRD	Logging Software	Paper
Phase 1	■	■	■	■
Phase 2	■	■		
Phase 3	■			



URS Rule

- FMCSA has launched a phased rollout of the Unified Registration System (URS). All new registration applicants must use the new URS Application.
- URS combines various forms that carriers, freight forwarders and brokers currently use to register and update their information with the Agency into a single, online registration application.
- Only the initial registration by new applicants will be done using the URS online registration application.



URS Rule

Unified Registration System Phased Launch



Clarified and enhanced enforcement penalties for failing to complete Biennial Update requirement 49 CFR 390.19(b)(4)

Prohibition of Interstate transportation without safety registration and an active USDOT Number 49 CFR 392.9b(a)

Penalties for interstate operations without safety registration or an active USDOT Number 49 CFR 392.9b(b)

For New Applicants Only:

All **new** applicants use the Online Registration Application Process (except Non-North American and Mexican Long-Haul carriers)

All **new and existing** entities use the Online Registration Application and Update Process

USDOT Number will be the sole identifier, all other numbers will be discontinued.

All **new** applicants are subject to a registration fee, for each registration requested.

Insurance filings and surety bonds/trusts required for **new private HM and exempt for-hire carriers**.

Process agent designation using the BOC-3 form required for **new private and exempt for hire carriers**.

Insurance filings and surety bonds/trusts required for **existing private HM and exempt for-hire carriers**.

Process agent designation using the BOC-3 form required for **existing private and exempt for hire carriers**.



CMV Seat Belts

Passengers riding in large commercial trucks will be required to use seat belts whenever the vehicles are operated on public roads in interstate commerce.

Effective August 8, 2016, the final rule revises Federal Motor Carrier Safety Regulations and holds motor carriers and drivers responsible for ensuring that passengers riding in large commercial trucks are using seat belts.



DEADLINES

New Medical Examination Form

As of April 20, 2016, certified Medical Examiners (MEs) performing physical examinations of commercial motor vehicle (CMV) drivers **must** use the revised versions of the Medical Examination Report (MER) Form ([MCSA-5875](#)) and the Medical Examiner's Certificate (MEC) Form ([MCSA-5876](#)).



Safety Advisories

Volvo Trucks

A safety recall initiated by Volvo Trucks affecting nearly 20,000 Class 8 motor vehicles, with more than 17,000 affected vehicles in the United States.

A critical safety defect that could severely affect the safe operation of these vehicles due to a faulty two-piece steering shaft. This condition can lead to separation of the steering shaft without warning and an immediate loss of steering ability and control which may lead to a vehicle crash.

Operators of vehicles affected by the Volvo recall should **take the vehicles out of service as soon as possible.**



Safety Advisories

TYTAL Cargo Tanks

Cargo tank motor vehicles manufactured by Trailers Y Tanques De Aluminio (TYTAL), USDOT No. 2164338, CT-12407, with a capacity of 8,400, 8,717 and 10,500 gallons and primarily used for the transportation of petroleum crude oil. These cargo tanks are NOT in compliance with Federal Hazardous Materials Regulations (HMRs) and do NOT meet 49 CFR 178.347, DOT 407.



Public Comment

- **Crash Preventability Demonstration Program (open until September 12, 2016)**
 - What crashes should be counted and what events may no longer be counted in the future?
- **Beyond Compliance (ended June 20, 2016)**
 - Carrier incentive to be proactive
- **Obstructive Sleep Apnea (ended June 8, 2016)**
 - Input for FMCSA/FRA to treat OSA for drivers & rail workers
- **Safety Fitness Determination (ended May 23, 2016)**
 - Proposed rule of determining a carrier's safety fitness by a combination of onsite investigations AND on-road data



CONTACT



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QUESTIONS

